

# CONNECTING HOXTON

## Plans for Hoxton Consultation Report

Prepared by: Field Sauce Ltd



# Report Content

This report consists of three chapters. Detailed results are organised by the proposed changes, with each sub-chapter highlighting key positive and negative themes, a profile of those who support and oppose the changes, and suggestions from the community.



In some cases, statistical testing was applied to determine whether any sample skews were significant at the **90% confidence level**. Comparisons were made against an opposing group. The type of significance testing is indicated in the bottom right corner of the slides: ▲▼ significantly higher/lower than those who agree with the proposed changes at 90% confidence level

Some slides include a “NET”. A NET is a way of combining several related answer options into one total figure. It shows the proportion of respondents who selected any of the answers in that group.

# Project Background & Objectives

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The London Borough of Hackney is delivering a **Liveable Neighbourhood initiative in Hoxton** to reduce traffic, cut pollution, and make streets safer and more welcoming for walking and cycling.

Building on the **Connecting Hoxton** vision, the project aims to strengthen connections across Hoxton, enhance public spaces, and foster a stronger sense of community belonging.

Through earlier community co-design work, residents identified priorities including supporting younger and older people, celebrating Hoxton's heritage, creating a thriving market street, and realising the potential of local green spaces.

The purpose of the current consultation is to gather community feedback on proposed changes that will help shape detailed designs and future investment plans.

## Consultation and Engagement Methods

A seven-week consultation (26 July – 14 September 2025) gathered feedback through an online and paper questionnaire, and community engagement events. The consultation materials, including the questionnaire and consultation booklet, are available on the [Hackney Consultation Hub](#). The Council employed a combination of methods designed to ensure that voices were heard from as representative a sample of the community as possible. See next page for more details.

# Consultation and Engagement Methods (Cont.)



- 1. Online consultation page** - Launched on 26 July 2025 to host the consultation via Hackney's Citizen Space platform. A total of 266 consultation responses were received via the online consultation page.
- 2. Paper copies** - 9,891 copies with freepost return envelopes were posted directly to residential and business addresses within the LN area and its borders, with additional hard copies delivered in person to local businesses and made available for residents at the library, drop-in sessions, or upon request. A total of 252 consultation responses were received as paper copies.
- 3. Drop-in events** – Three in-person events Shoreditch Library (31 July, 21 August, and 6 September 2025) and two pop-up events in Hoxton Market (9 July, 30 August) gave residents the chance to ask questions and learn more. Additionally, an in-person meeting was held to consult with local businesses. Two businesses attended the meeting.
- 4. Accessibility support** – Alternative formats (large print, Braille, audio, other languages) were offered on request to ensure inclusivity.
- 5. Direct contact** – Residents and stakeholders could submit feedback or queries via a dedicated email address or by phone through the Hackney Service Centre.



# Planned Changes



## Key

- A. Increased greenery
- B. Play street
- C. Garden improvements
- D. Arden Community Centre
- E. Improved connections
- F. Hoxton Hall entrance
- G. Shoreditch Library improvements
- H. Street improvements



1. Bus Gate on Hoxton Street	2. Traffic Management Measures (Residential Streets)	3. School Street
<ul style="list-style-type: none"> <li>Introduce a Bus gate on Hoxton Street, <b>between Falkirk Street and Crondall Street</b>.</li> <li>24-hour bus gate to reduce through-traffic between Kingsland Road and New North Road.</li> <li>Exemptions for buses, emergency vehicles, cyclists, pedestrians, refuse vehicles, and authorised permit holders.</li> <li>Public realm upgrades: wider footpaths, new street trees, seating, greenery, and electric connections for market traders.</li> </ul>	<ul style="list-style-type: none"> <li><b>Stanway Street:</b> Filter installed between Hoxton Street and the public toilets, with exemptions for market stallholders.</li> <li><b>Fanshaw Street:</b> Filter near the Lion and Lamb pub, with two-way access to Hoxton Street.</li> <li>Camera enforcement for safety and prioritised access for emergency services and council vehicles.</li> <li>Measures aim to prevent short-cutting, reduce speeds, and create space for greening and wider pavements.</li> </ul>	<ul style="list-style-type: none"> <li>Traffic restrictions at drop-off and pick-up times on school days <b>outside St Monica's Catholic Primary School</b>.</li> <li>Exemptions for residents, emergency vehicles, and essential access.</li> <li>Supports safer walking and cycling for pupils.</li> </ul>

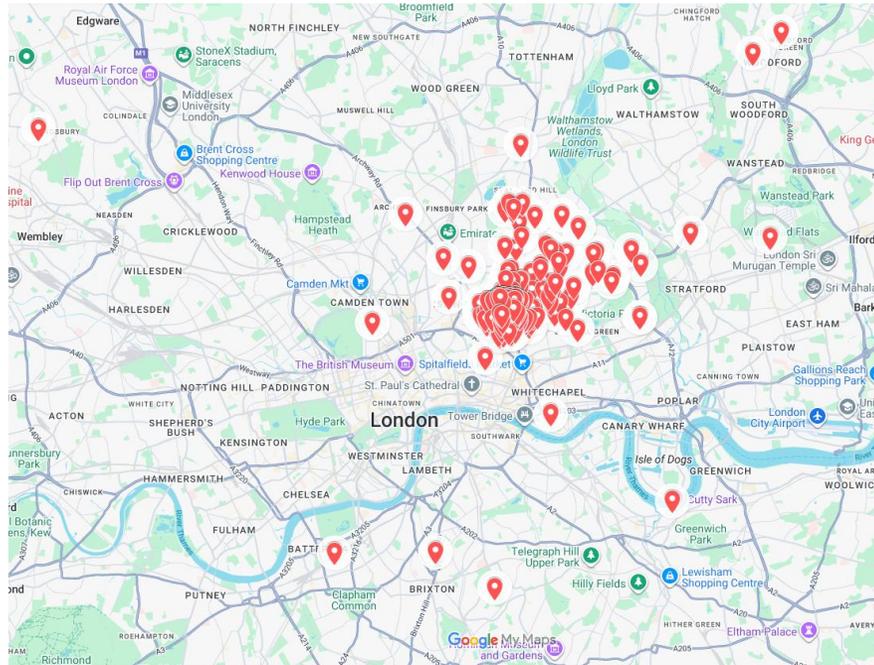
## Further Street Improvements

- £3 million in total GLA funding for Hoxton, including £350,000 for healthy streets and public realm upgrades.
- Initial priorities include improving connections between Purcell Gardens and Arden Estate Community Hall, and pedestrian upgrades on Mundy Street.
- Potential additions: play features, seating, green spaces, step-free access, and flood prevention measures.

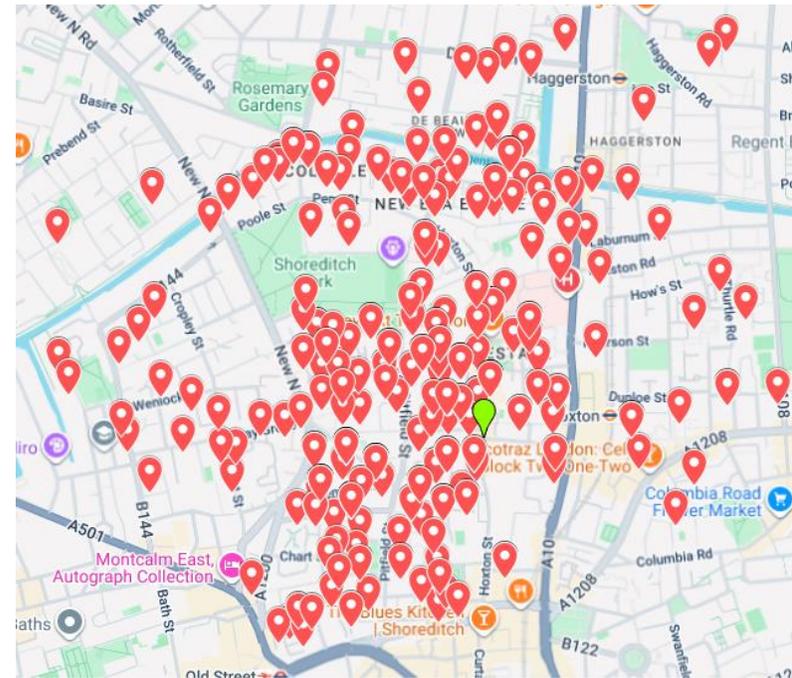
# The spatial composition of responses

A total of n=518 respondents provided their postal codes. 68% of all respondents are within the scheme area.

## Map of respondents



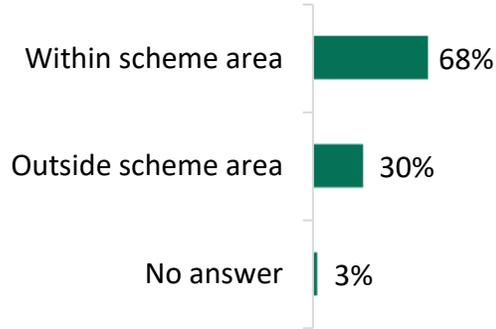
## Map of respondents at a scheme level



# Who took part in the questionnaire? n=518 participants

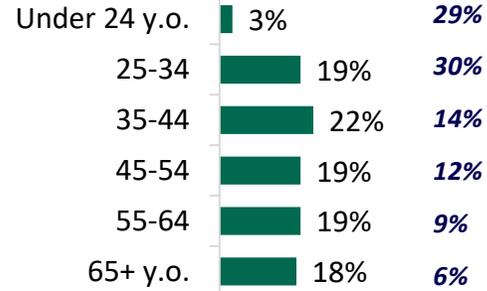
## Neighbourhoods

Based on postal codes



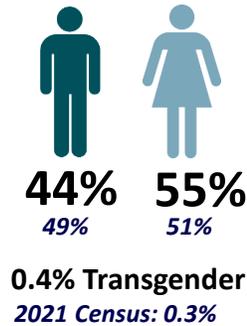
## Age

2021 Census\*



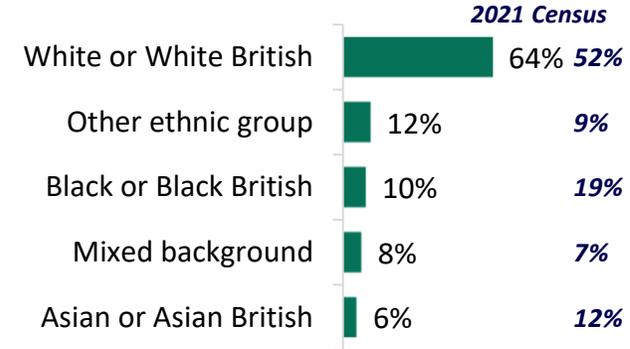
## Gender

Excluding those who "prefer not to answer"



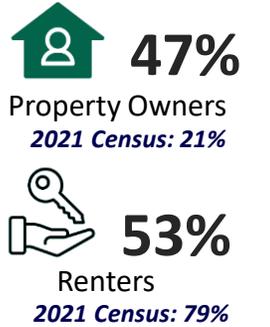
## Ethnicity

Excluding those who "prefer not to answer"

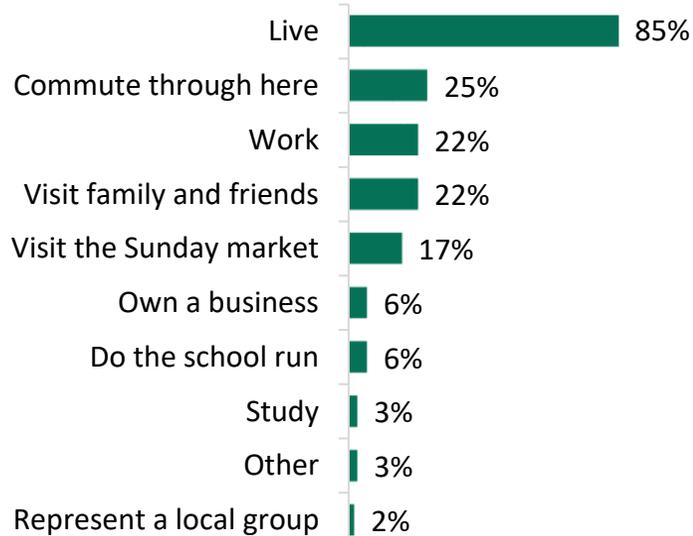


## Homeownership

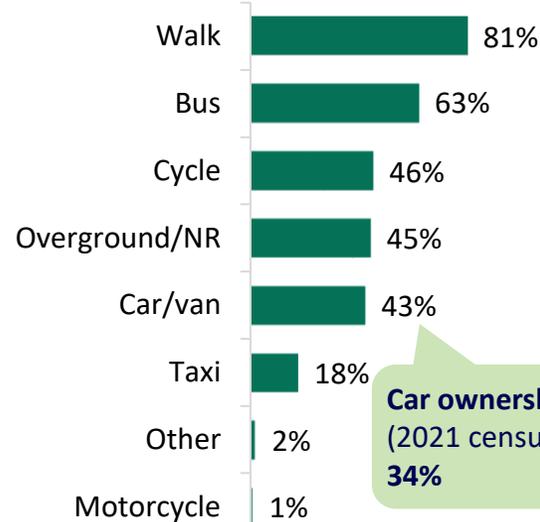
Excluding those who "don't know"



## Connection to the area



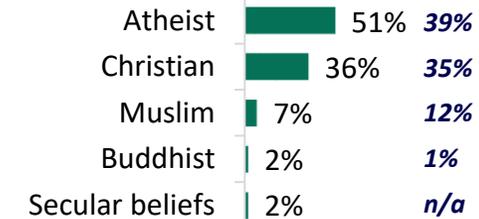
## Main Travel Mode



Car ownership (2021 census): 34%

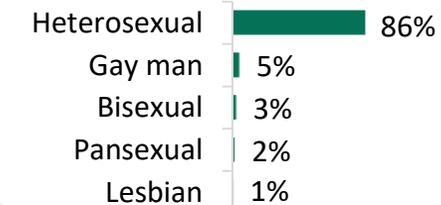
## Religion

Excluding those who "prefer not to answer" 2021 Census



## Sexual Orientation

Excluding those who "prefer not to answer"



## Disability & Caregiving

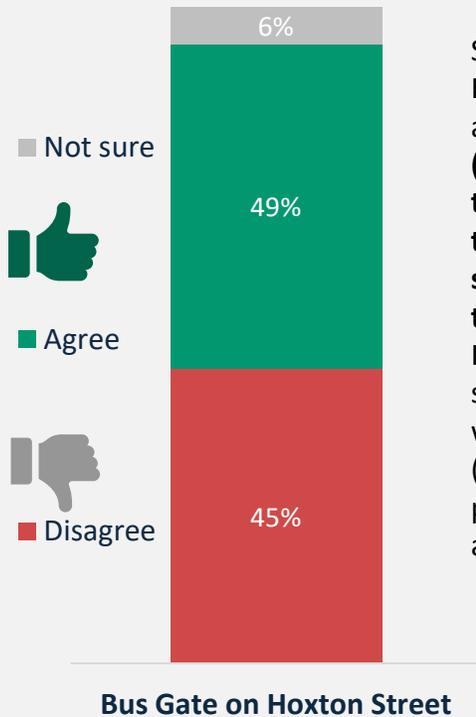


# Executive Summary

# Executive Summary: Bus Gate on Hoxton Street

Slightly more participants agree with the bus gate on Hoxton Street than disagree.

## Support for the Bus Gate on Hoxton Street



Support for the bus gate on Hoxton Street is highest among **property owners (63%), car non-users within the scheme area (66%), and those living outside the scheme area (56%), and those aged under 35 (56%)**. In contrast, opposition is strongest among car users within the scheme area (66%), caregivers (68%), people with a disability (67%), and renters (56%).

## Most Common Likes – Top 3

-  **16%** It's a positive change
-  **4%** Improves safety for pedestrians
-  **2%** Reduces air pollution

## Most Common Dislikes – Top 3

-  **15%** Increased traffic congestion/ delays
-  **12%** Restricted access for residents
-  **10%** Difficulty for elderly / disabled residents
-  **10%** Will increase air pollution

## Suggestions Made by Respondents (paraphrased)

Respondents suggest extending the scheme to include north–south routes such as **Pitfield Street** and **Whitmore Road**, adding **more filters** to close remaining through-routes across Hoxton. Specific ideas include a new filter on **Hoxton Street** (either between **Purcell** and **Stanway Streets** or at the **north end of the market**), a **filter on Mintern Street** to reduce conflicts with cyclists, and additional closures at **Croddall, Purcell, Nuttall, Orsman, and Coronet Streets** to eliminate cut-throughs to **Old Street**. Others propose traffic calming on **Whitmore Road**, such as a **zebra crossing, road narrowing**, or converting it into a **Cycling Street**. There are calls to **maintain delivery access** for local traders, **address loitering risks** through lighting, CCTV, and waste management, and **redesign Nuttall Street** to prevent unsafe U-turns and improve safety for cyclists and pedestrians.

# Executive Summary: Traffic Management Measures

Support for traffic measures on Stanway and Fanshaw Streets is mostly positive (~48%). 1-in-10 respondents are unsure these changes.

## Support for Traffic Management Measures

Across both locations, **property owners and car non-users within the scheme area** show the highest levels of agreement (~61%–66%), while car users (70%–72%), caregivers (62–64%), and people with a disability (63%) are most likely to disagree.



## Most Common Likes – Top 3

-  **14%** It's a positive change
-  **1%** Improves safety for pedestrians
-  **1%** Improves safety for cyclists

## Most Common Dislikes – Top 3

-  **13%** traffic displacement
-  **10%** Increased traffic congestion
-  **9%** Restricted access for residents

## Suggestions Made by Respondents

(paraphrased)

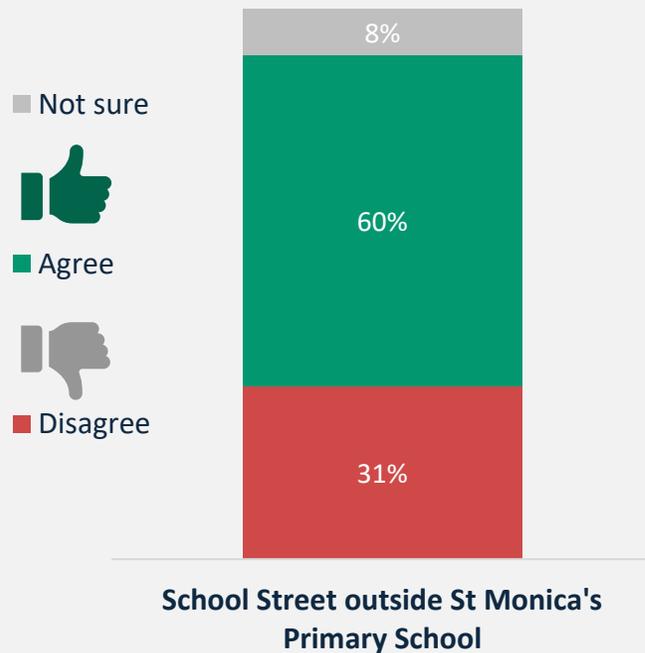
Respondents suggest adding further traffic filters to **block rat-running from the A10 to Pitfield Street** and prevent through-traffic using Coronet Street, Orsman Road, and Hoxton Street. They recommend placing an **additional filter between Purcell and Stanway Streets, another near Whiston Road, and one on Mintern Street** to reduce conflict with Pitfield Street and improve east–west cycling connections. Some people suggested making **Fanshaw Street and Crondall Street** one-way in opposite directions, reopening **Myrtle Walk**, or converting **Stanway Street into a one-way** system to improve local access. Others call for **physical bollards** rather than cameras, noting that camera-monitored filters are often abused, and advocate extending filters more widely across the area to prevent drivers taking alternate routes.

# Executive Summary: Proposed School Street

School Street on Hoxton Street received the highest level of support (60%) of all proposed measures under this consultation.

## Support for the School Street

The largest proportion of supporters is among **car non-users within the scheme area (73%), property owners (68%), and those living outside the scheme area (67%)**. Opposition is higher among car users within scheme area (53%) and people with a disability (52%).



## Most Common Likes – Top 3

-  **21%** It's a positive change
-  **9%** Improves safety for pedestrians/ children
-  **1%** Improves safety for cyclists

## Most Common Dislikes – Top 3

-  **6%** traffic displacement
-  **5%** Increased traffic congestion
-  **5%** Difficulty for elderly / disabled residents

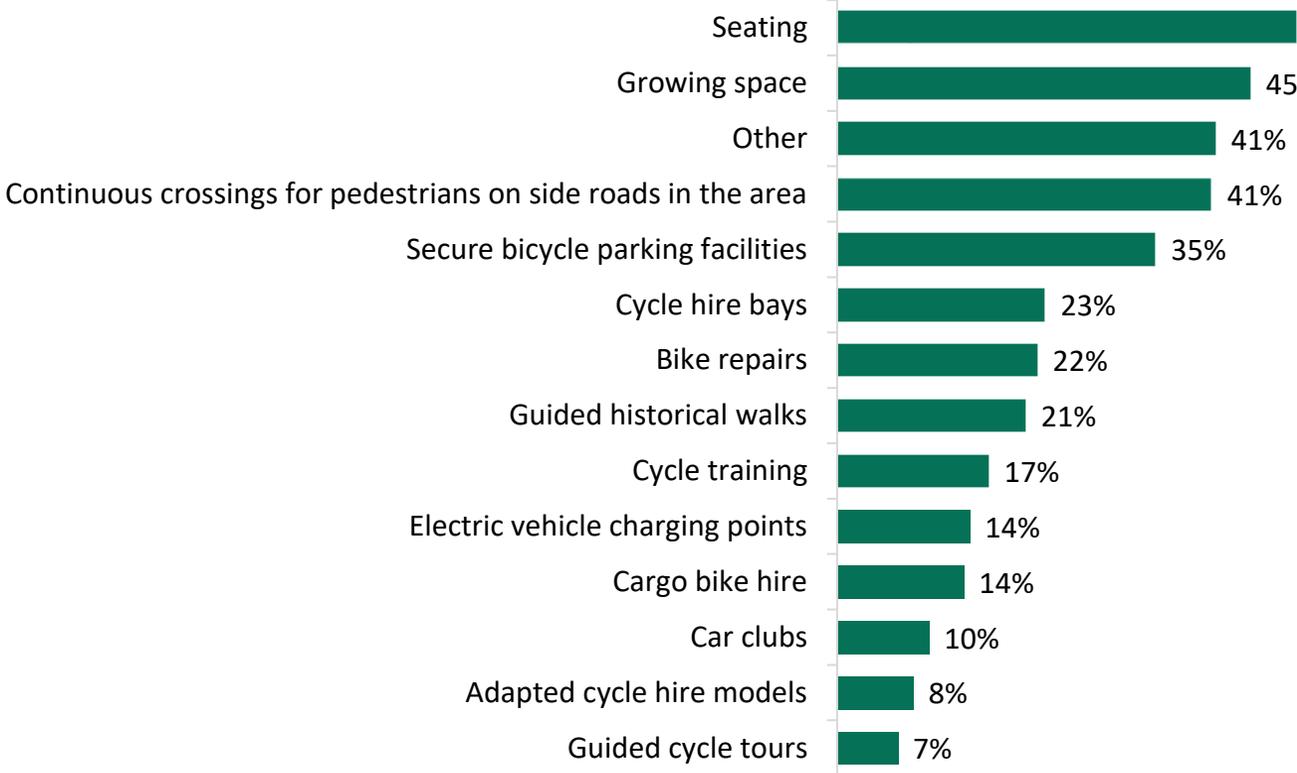
## Suggestions Made by Respondents

(paraphrased)

Respondents suggest allowing **exemptions for vehicles registered in the immediate area, Zone F residents, and licensed taxis** transporting children with special needs. Some also request that local car-share vehicles receive similar access and that the existing **20 mph speed limit** be maintained rather than full closures. Others emphasise the need for **camera enforcement**, as School Streets elsewhere are often ignored without it. Finally, people ask the council to **plan for parking impacts**, noting that parents may park on nearby streets or pavements if restrictions are introduced.

**Most participants expressed interest in seating areas (50%), growing space (45%), and pedestrian crossings (41%) to improve experience of the local area.**

**Interest in Additional Initiatives**



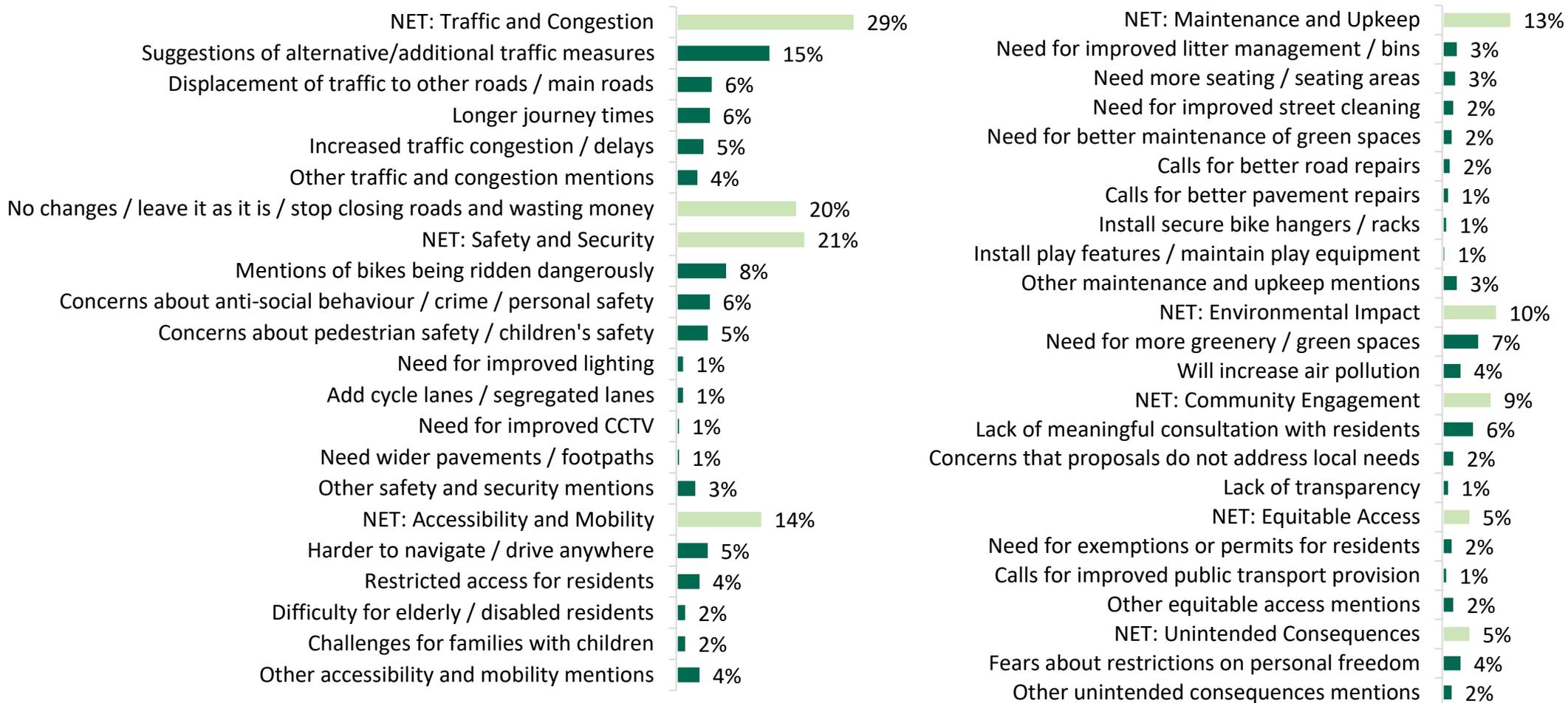
Top 10 Mentions	
No changes / leave it as it is / stop closing roads / stop wasting money / no problem currently / remove current closures	6%
Need for more greenery / green spaces	4%
Mentions of bikes being ridden dangerously - on pavement, not using cycle lanes, dangerous ebikes	4%
Suggestions of alternative/additional traffic measures / calming measures	3%
Pitfield Street	3%
Hoxton Street	3%
Concerns about anti-social behaviour / crime / personal safety	2%
Need more parking areas	2%
Lack of meaningful consultation with residents	1%
Need for improved litter management / bins	1%



Base size: Total Answered (n=472)  
 Q7: What additional initiatives would improve your experience of the local area?

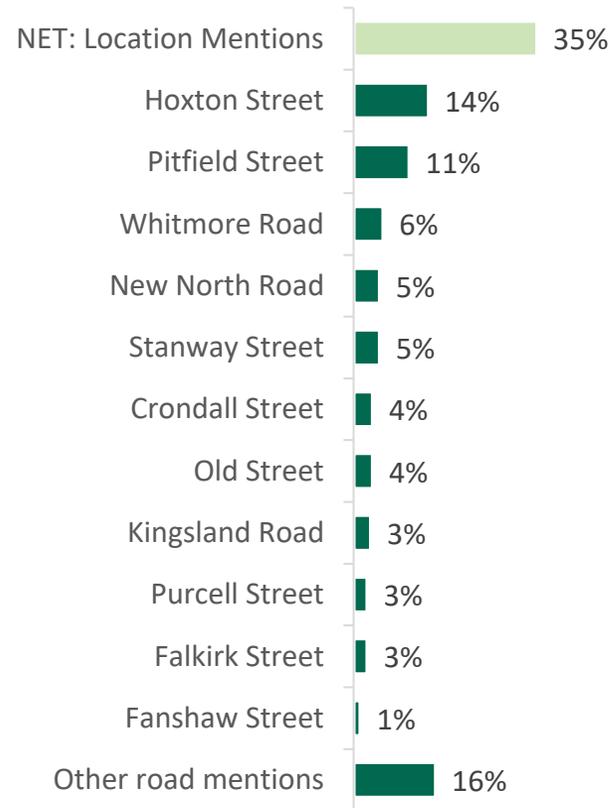
# When asked for additional comments and suggestions for improvement, initiatives related to additional traffic measures, safety and security were most requested. 1-in-5 asked to leave the area as-is.

## General Suggestions for Improvements (coded open-ended responses)



**Hoxton Street, Pitfield Street, and Whitmore Road were most commonly cited among respondents who provided additional comments and suggestions for improvement.**

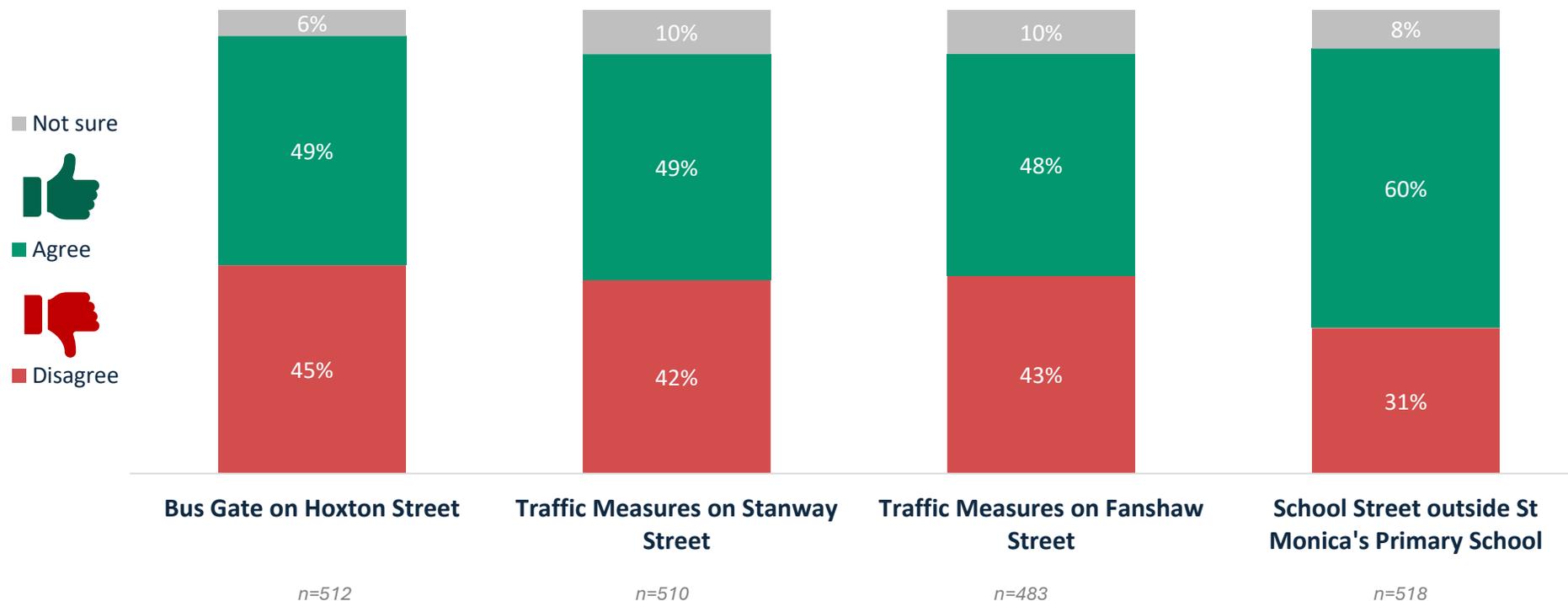
**General Suggestions for Improvements – Road Mentions (coded open-ended responses)**



# Detailed Results

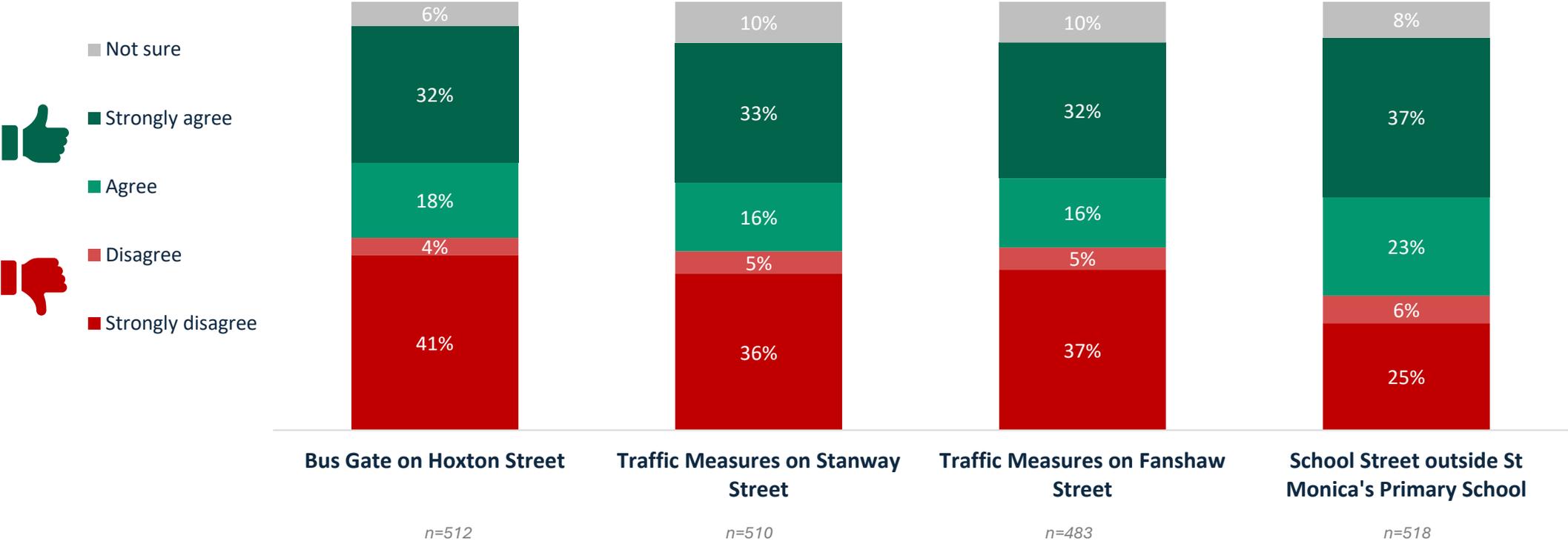
**School Street outside St. Monica’s Primary School received the highest level of support from respondents. Nearly one-half of respondents (~49%) support bus gate on Hoxton Street and traffic measures on Stanway and Fanshaw Streets. Just over 2-in-5 disagree with these plans.**

**Summary: Agreement with Proposed Changes**



Looking at agreement in more detail, the majority of those supporting proposed changes express strong level of agreement (~33%). Only 1-in-10 are unsure about proposed changes. The highest proportion of those strongly opposing the change is for bus gate on Hoxton Street.

**Agreement with Proposed Changes (Detailed Results)**



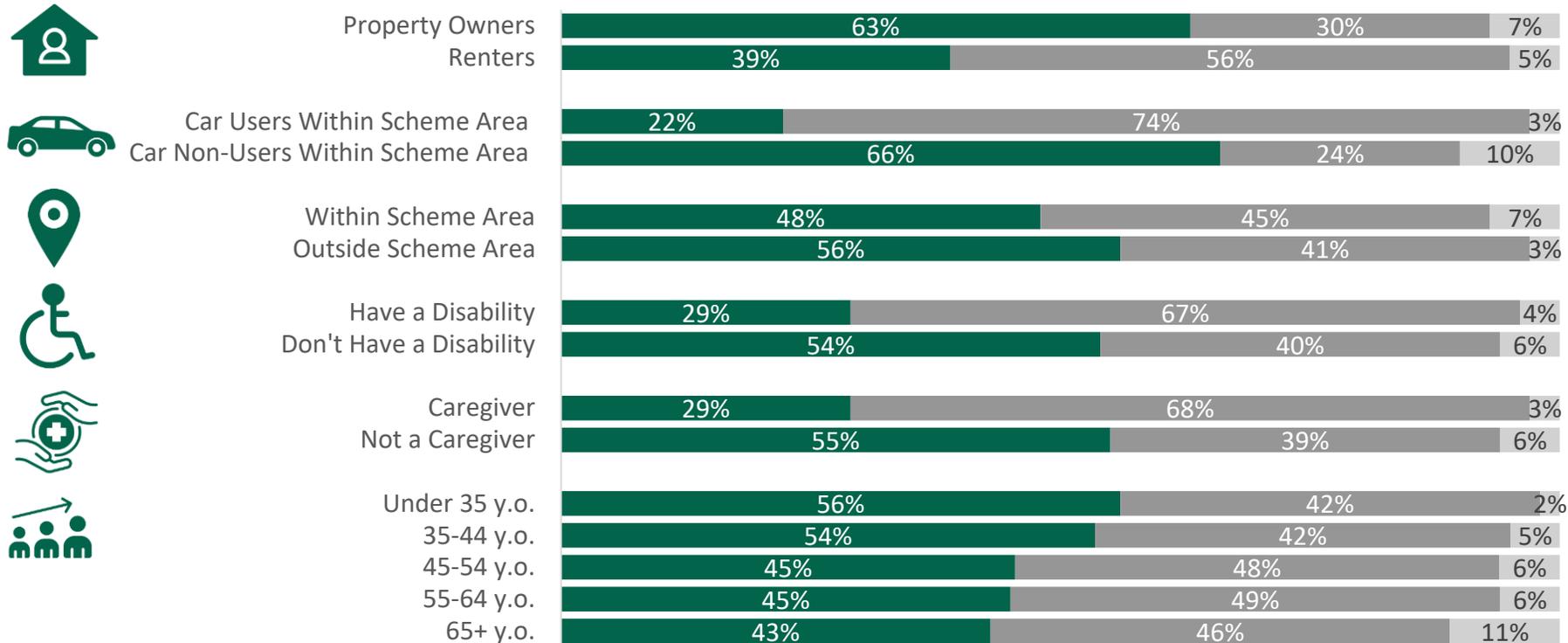
Base size: Total Answered (see notes below the chart)  
 Q4/Q5/Q6: To what extent do you agree or disagree with our proposals for [a bus gate/ traffic measures / School Streets] as outlined in this consultation?

# Bus Gate on Hoxton Street: Overall Support by Subgroup

Support for the bus gate on Hoxton Street is highest among property owners (63%), car non-users within the scheme area (66%), and those living outside the scheme area (56%). In contrast, opposition is strongest among car users within the scheme area (66%), caregivers (68%), people with a disability (67%), and renters (56%). Agreement also tends to be higher among younger residents (56% among those under 35y.o.), while older respondents, particularly those aged 65+ (43%), are more likely to feel unsure about the change.

## Agreement with Proposed Changes

■ Agree ■ Disagree ■ Not sure



 **49%**  
Agree

 **45%**  
Disagree

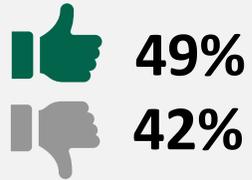
# Bus Gate: Illustrative comments by subgroup

	Likes	Dislikes
<b>Car users</b>	<i>"There is too much traffic cutting through Hoxton Street, and this junction (between Crondall Street and Falkirk Street) is dangerous with too many cars, vans and lorries turning twice causing a danger to pedestrians and cyclists travelling up or down Hoxton Street."</i>	<i>"We live on Crondall Street. Our car is parked at the church of Pitfield Street, as we cannot park on the street. The proposals will make it impossible to access the A10 from where we area? You are closing all routes? So we will have to drive MUCH further and cause MUCH more pollution!"</i>
<b>Car non-users</b>	<i>"I cycle commute daily along Pitfield and the motor vehicles rat-running through the area are a constant issue. I intentionally avoid Hoxton Street because it feels even more dangerous and congested with traffic. This would go a long way to help address the issues on both Pitfield and Hoxton Street."</i>	<i>"Will depart traffic to other roads including East Road which is already very busy" "I believe more provision should be made for those who need to make deliveries such as couriers &amp; businesses."</i>
<b>Disabled or Caregivers</b>	<i>"I spend a lot of time in Hoxton and this bus gate will make a difference walking around this part of the market. At the moment it's full of cars racing between Falkirk Street and Crondall, and crossing is unpleasant."</i>	<i>"This has a negative effect on vulnerable, disabled and elderly residents. Getting around the borough is hard enough and we often feel unsafe at night due to quiet streets and poor lighting."</i>
<b>Residents within Scheme Area</b>	<i>"we are already boxed in here. and although you say that most people walk through Hoxton as a trader who traded in Hoxton market for years we depended on people driving past or coming to our site via car you're going to kill off businesses in Hoxton. You're also only thinking about the cyclist the traffic in Hackney is already ridiculously terrible and frustrating and as a disabled person it's even more frustrating when you don't have the means to walk and cycle all the time and when you run a business that depends on you driving your goods around."</i>	<i>"Closing this road would significantly increase journey times and inconvenience residents trying to access New North Road. By forcing traffic onto a single route, it not only creates congestion but also contributes to higher pollution levels. These ongoing road closures are frustrating for us as residents. They increase our commuting times, push more traffic onto fewer roads, and leave many streets unusually quiet—which can feel unsafe for those walking, particularly at night. It's also important to consider residents who rely on taxis or drop-offs. With restricted access, people are left to walk longer distances in the dark, which poses safety risks."</i>
<b>Outside Scheme Area</b>	<i>"I spend a lot of time in Hoxton and this bus gate will make a difference walking around this part of the market. At the moment it's full of cars racing between Falkirk Street and Crondall, and crossing is unpleasant."</i>	<i>"...the proposed restrictions will have a significant negative impact on those who work in the area, including myself. Vehicle access is essential for staff, deliveries, contractors, and visitors. Restricting through traffic in this way will: Make it far more difficult for workers and businesses to carry out their day-to-day operations efficiently; Increase congestion on surrounding streets, simply displacing rather than reducing traffic; Create barriers for essential service providers and trade professionals who rely on flexible access. That said, I strongly support improvements to pedestrian safety, street conditions, and public space, but these must not come at the expense of restricting necessary vehicle access to those who live and work locally. A 24-hour restriction is excessive and does not strike the right balance between environmental aims and the practical needs of the community...."</i>
<b>Business Owners</b>	<i>"...We need the ability to receive deliveries via our entrance on Hoxton Street, so would strongly request vehicle access is made possible for collecting / making deliveries (or I can foresee massive problems with delivery drivers refusing to deliver or collect, which would have significant impact on our business)."</i>	<i>"My concern is the reduced flow of traffic will have on the impact of people accessing business and a drop in business activities." "not broken don't fix it!! No res for Bus Gates, the Market is trying to survive as it is, not be killed off by bus Gates."</i>

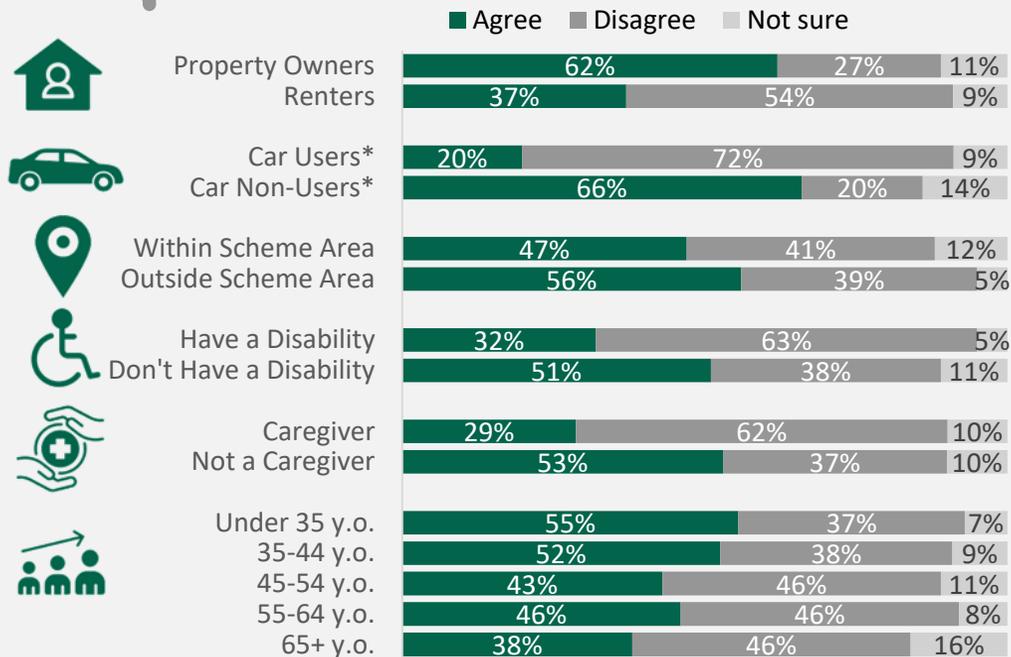
# Traffic Management Measures: Overall Support by Subgroup

Across both locations, property owners and car non-users within the scheme area show the highest levels of agreement (~61%–66%), while car users (70%–72%), caregivers (62–64%), and people with a disability (63%) are most likely to disagree. Support tends to be stronger among younger residents, particularly those under 35 (~52%-55%), and lower among older respondents aged 65+.

## Support for Changes on Stanway Street

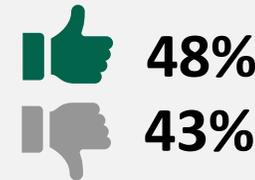


More respondents agree than disagree with the proposed traffic filters on Stanway Street.

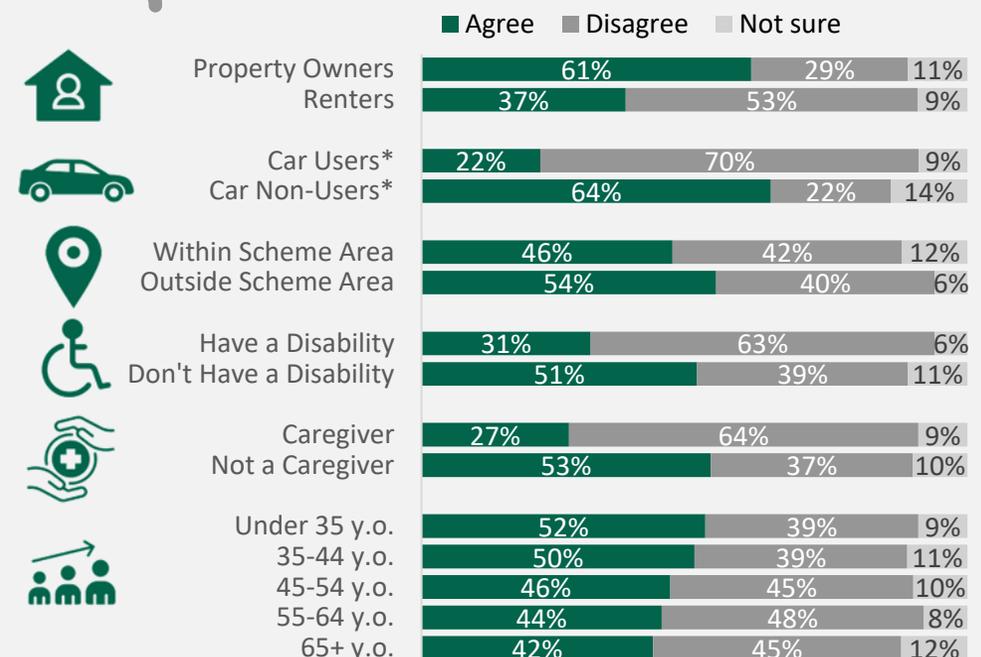


\*Within Scheme Area

## Support for Changes on Fanshaw Street



More respondents agree rather than disagree with the proposed traffic filters on Fanshaw Street.



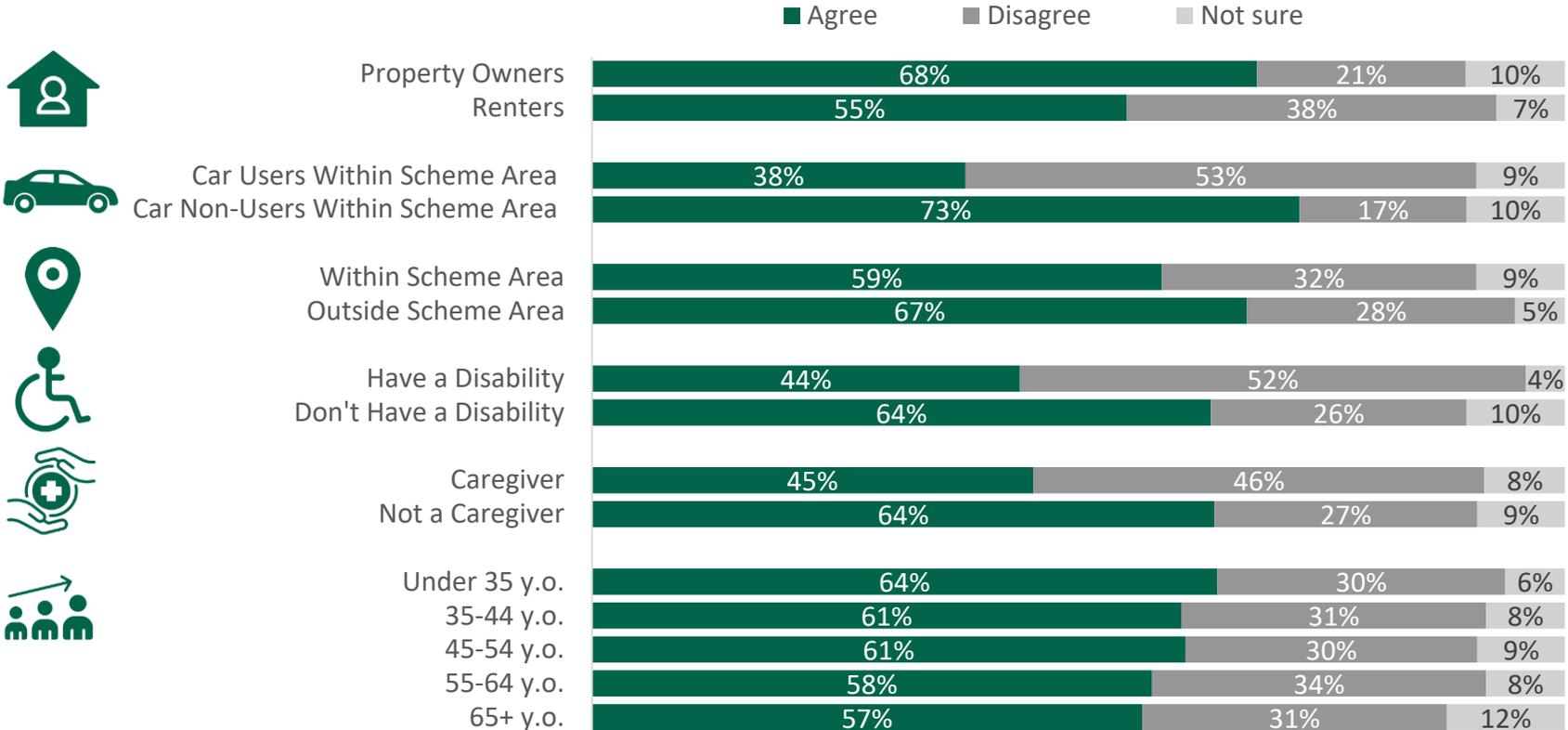
# Traffic Management Measures: Illustrative comments by subgroup

	Likes	Dislikes
<b>Car users</b>	<i>"Purcell Street been shut for works if Crondall St is closed no entry into Market, also applies to Falkirk St as no other entry point in except Stanway Sy, where there is no room for extra traffic volumes."</i>	<i>"It is already extremely difficult to access areas via car without having to go around in circles to arrive at locations that were previously easy to access! These decisions will just continue to place traffic on our main roads where a majority of people walk and use! This is just another way for the council to raise money as I see no point in any of the suggestions."</i>
<b>Car non-users</b>	<i>"These two closures are going to help stop traffic continuing to use Hoxton as a cut-through between New North Road and the A10 but they don't fix the problem with all through traffic in Hoxton. I imagine cars will start using Orsman Road and down through Hoxton Street to get across to New North Road as this is quicker than going round the lights at Shoreditch. I think another filter is needed somewhere around Whiston Road to prevent this."</i>	<i>"It will be impossible for my family to come to visit me." "The junction at New North Rd/Pitfield Street/Fanshaw St (i.e., the cross road junction is problematic. Two-way traffic will exacerbate this." "I'm concerned Orsam Road, which is already narrow, with limited walkways, will become congested."</i>
<b>Disabled or Caregivers</b>	<i>"Great to see traffic filters being installed. It would be better to see more ambitious reductions in motor traffic so that the area is safer and more accessible for people of reduced mobility and children."</i>	<i>"This is going to make difficult for the elderly and disabled who rely on their cars to get about, socialise etc. it will also make it difficult for visitors to the elderly who rely on external help. it will also increase the costs for delivery of essential items." "It's all about making things easier for cyclists and pedestrians but some people who are disabled have to drive or be driven."</i>
<b>Residents within Scheme Area</b>	<i>"Hoxton Street has been unsafe for too long due to car traffic, so the proposals are welcome." "Great news fro my Area, as long as traffic is not Directed through pitfield st which is the best road for cyclists."</i>	<i>"If these changes take place , I am worried that Haberdasher Street, will become the cut through, rat run for all of these changes. Drivers, especially during morning peak times, use Haberdasher Street, where I live, as part of a short cut from East Road (which is extremely noisy at night) to Old Street. Typically by turning into Pitfield Street and then turning into Coronet Street to reach Old Street. This wasn't possible before the introduction of Cycle Super Highway 1 which reconfigured traffic flows and enabled this route. I previously contacted Highways because previous changes have really affected Haberdasher Street, which has always been very quiet, with almost no traffic. It is a residential street."</i>
<b>Outside Scheme Area</b>	<i>"Stanway Street is a really dangerous rat run and I saw the aftermath of a serious collision there once which was extremely distressing. Both filters will help to reduce through-traffic onto Hoxton Street."</i>	<i>"What economic argument is there to allow refuse trucks to use the roads when other legitimate business can't—either the roads are closed to all road users or none."</i>
<b>Business Owners</b>	<i>n/a</i>	<i>"What you are doing is really ridiculous. We have a workplace here and this will affect us a lot. Our business here will be affected a lot and we will have to close our workplaces." "Arterial roads into the Market and into the City if other roads have been shut because of road works - there will be no business. Purcell St - shut for 4 wks, Downham road shut - no entry into Hoxton St"</i>

# Proposed School Street: Overall Support by Subgroup

The largest proportion of supporters for the School Street outside St Monica’s Primary School is among car non-users within the scheme area (73%), property owners (68%), and those living outside the scheme area (67%). Opposition is higher among car users within scheme area (53%) and people with a disability (52%). Agreement is relatively consistent across age groups.

## Agreement with Proposed Changes



 **60%**  
Agree

 **31%**  
Disagree



Base size: Total responses vary by subgroup. See the appendix for a detailed breakdown of sample sizes.  
 Q6: To what extent do you agree or disagree with our proposals for new traffic restrictions on Hoxton Street outside St Monica’s primary school, as outlined in this consultation?

# School Streets: Illustrative comments by subgroup

	Likes	Dislikes
<b>Car users</b>	<i>"Support this, kids safety must come first, but the through traffic can't be displaced to Pitfield Street, it needs to be kept on the A10 and New N Road."</i>	<i>"Concessions should be made for vehicles registered in the immediate area to pass through unhindered outside the school, and not be collectively classified as users from outside the local area. Parents should be discouraged from driving to school assuming they live in the immediate vicinity, and it'll likely be that other vehicles using the road are merely driving by the school and not stopping. There are enough speed calming measures on the road aside from cycles approaching from opposite direction already forcing a reduction in speeds on the road."</i>
<b>Car non-users</b>	<i>"Traffic should be kept well away from the schools and the parents should be discouraged from driving children to school. The surrounding areas must be kept clear and safe for all residents and users alike." "Significant factor for improving air quality for young people, though may impact others more as I do not have children."</i>	<i>"Hoxton Street is already quiet with minimal traffic and a speed limit of less than 20 mph. There are already lots of one-way streets and vehicle no access streets on these back roads making this network of roads very quiet." "This will cause difficulties for residents and visitors whom can be relatives or friends visiting loved ones whom some are vulnerable."</i>
<b>Disabled or Caregivers</b>	<i>"When children go to school and return home it's safer with no traffic allowed during school times."</i>	<i>"all these proposals will have an adverse effect in the elderly who rely on ease of mobility. There no issues that need to be rectified." "I do understand about the school zones . But yet again if you are blocking all the roads off how are we going to get around , get to kingsland road , Hackney road . Sometime we do have to be at places before 9 , or around 3 in afternoon . It really isn't good for disabled people."</i>
<b>Residents within Scheme Area</b>	<i>"There is too much traffic driving through Hoxton Street, causing a danger to children, pedestrians and cyclists travelling up or down Hoxton Street." "It will be difficult for those who drop their kids off to school via car but I understand it will be safer for kids"</i>	<i>"Trying to find residents parking 'B' is near impossible at best of times. This goes to making it harder." "With no cut through roads it means more use of cars and vans on the roads doing longer routes ! How on earth is this greener." "...there are disabled parents that need to drive to school! Everyone is aware of the school and drives accordingly!"</i>
<b>Outside Scheme Area</b>	<i>"Whatever helps the children, Teachers &amp; visitors &amp; staff to be safe from accidents is good." "Agree as long as it's only a timed closure."</i>	<i>"It would be interesting to see where all the parents would park if the changes were implemented. Would they end up crowding the adjacent streets?" "Not practical in such a busy area, traffic will build up in surrounding streets."</i>
<b>Business Owners</b>	<i>"Encouraging parents to walk &amp; cycle with their children to school I think will increase patronage of local businesses. When parents drive it encourages them to travel out to large retail parks instead of local shops &amp; services."</i>	<i>"Lollipop lady required as cannot restrict traffic there as deliveries will need accessibility from Hoxton St, into the City and beyond." "I potentially like the idea of school street but we know how many parents of st Monica's drop-off by car as we walk past the school every morning and very worried that they will park/double park on Fanshaw Street street or in front of Academy buildings instead and walk from there creating problem for the delivery drivers coming to Academy buildings."</i>

# Feedback from Business Owners Meeting

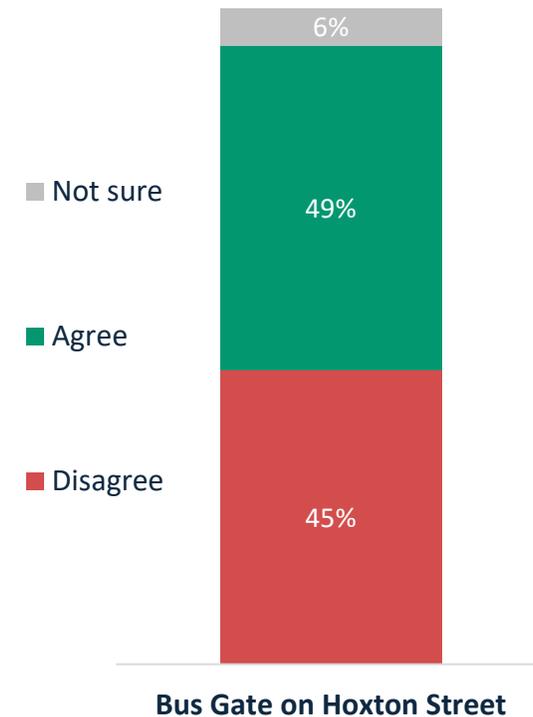
A meeting was held with **two local business owners** to gather feedback on the proposed Hoxton Street scheme.

- Businesses expressed that **many of their customers travel by car** and were worried that **reducing vehicle access could negatively affect sales**, particularly as businesses in **Hoxton Market** are still recovering from the pandemic. There were also concerns that **longer routes are forcing traffic onto already busy main roads**.
- Participants also noted **challenges related to deliveries**, both in terms of where they receive goods from and how they transport them to their premises (e.g. Spitalfields).
- They requested consideration of alternative options such as **allowing two-way traffic on Nuttall Street, reopening the Pitfield Street filter at certain times, or exempting Saturdays from bus gate operation**.
- Additional points raised included the **need for better enforcement of parking restrictions on market days** to prevent obstruction of emergency access and a perception that scheme funds could be used more effectively elsewhere. Businesses also mentioned a petition being organised in opposition to the proposals.
- Overall, the **main concern related to the proposed bus gate**, with limited objections expressed regarding the other two planned changes.



# Bus Gate on Hoxton Street

Community Feedback Deep-Dive



Base size: Total Answered (n=512)

Q4: To what extent do you agree or disagree with our proposals for a bus gate on Hoxton Street as outlined in this consultation?

## Spatial distribution of the responses in the scheme area, colour-coded by response type.

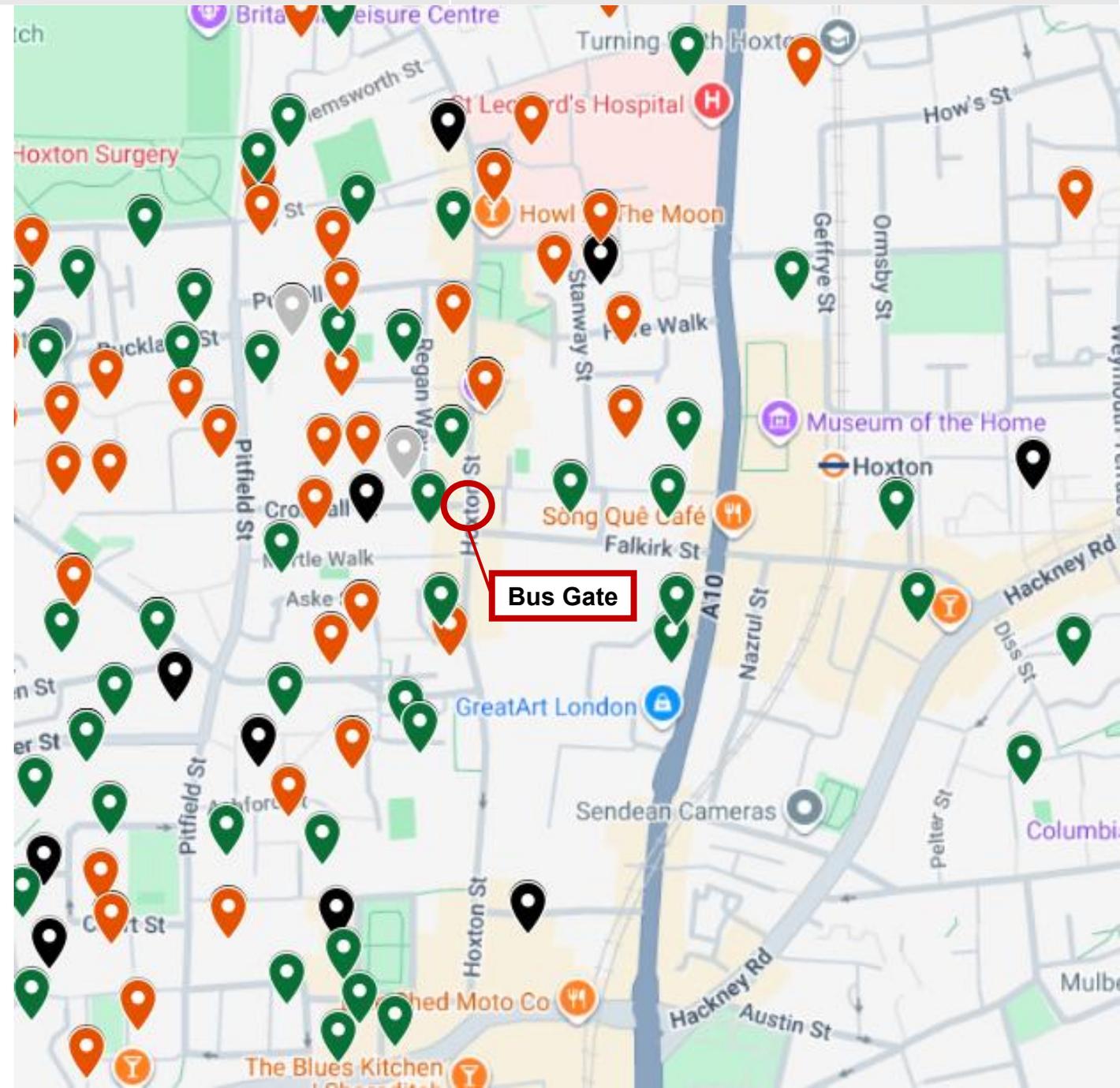
### Legend:

- 📍 Strongly disagree (209)
- 📍 Strongly agree (163)
- 📍 Agree (90)
- 📍 Not sure (29)
- 📍 Disagree (21)
- 📍 Not Answered (7)

Q1: What is your postcode? Base size: Total Answered (n=518)

Q4: To what extent do you agree or disagree with our proposals for a bus gate on Hoxton Street as outlined in this consultation?

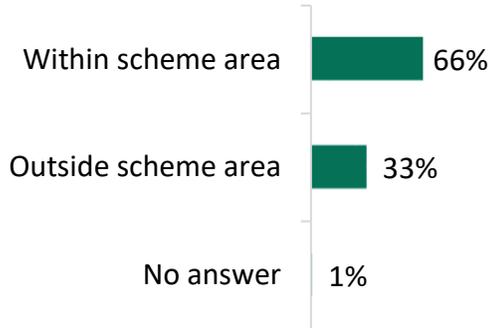
Base size: Total Answered (n=512)



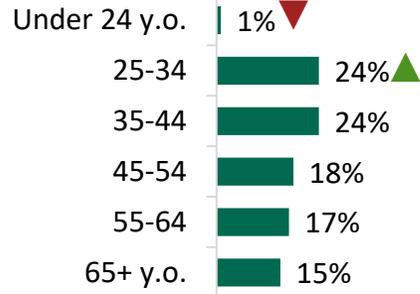
# Profile: Agree with bus gate on Hoxton Street

## Neighbourhoods

Based on postal codes

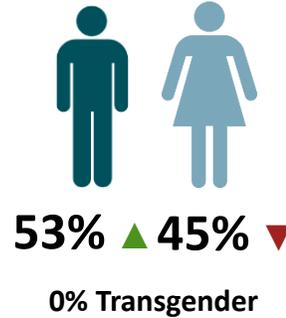


## Age



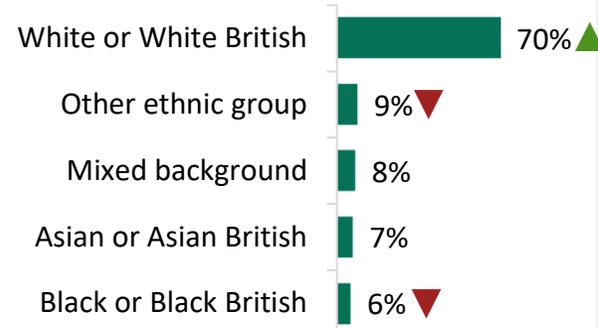
## Gender

Excluding those who "prefer not to answer"



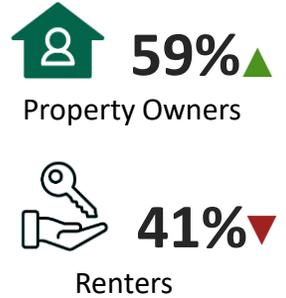
## Ethnicity

Excluding those who "prefer not to answer"

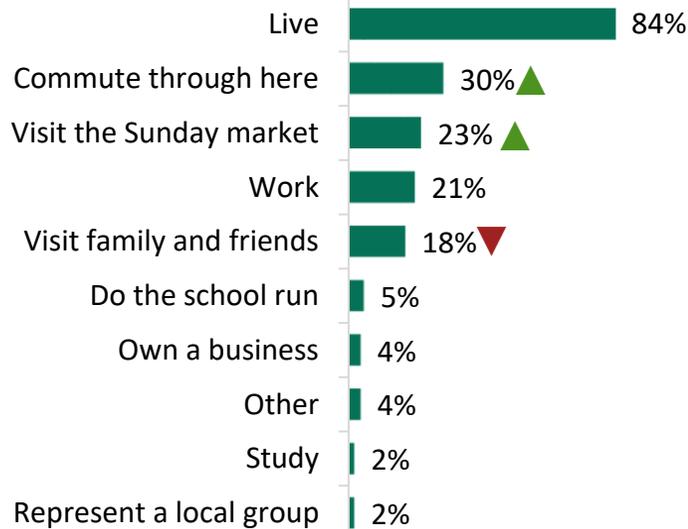


## Homeownership

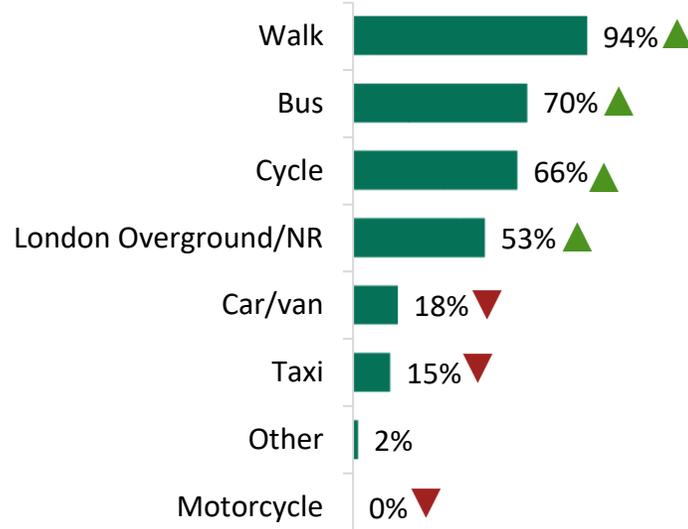
Excluding those who "don't know"



## Connection to the area

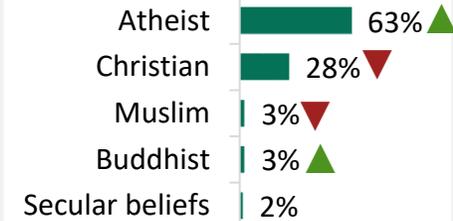


## Main Travel Mode



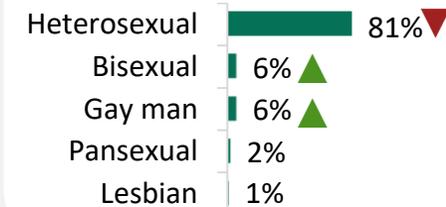
## Religion

Excluding those who "prefer not to answer"



## Sexual Orientation

Excluding those who "prefer not to answer"



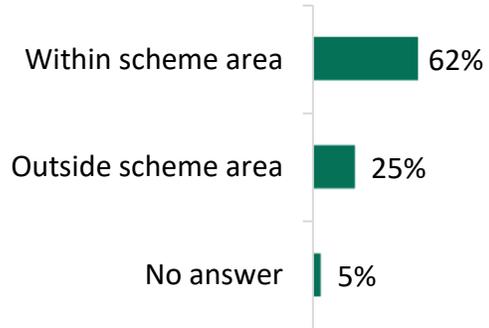
## Disability & Caregiving



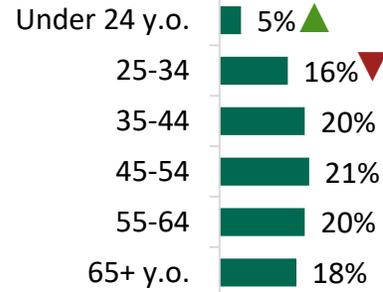
# Profile: Disagree with Bus Gate on Hoxton Street

## Neighbourhoods

Based on postal codes

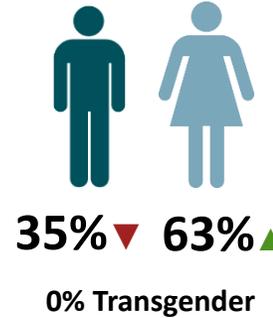


## Age



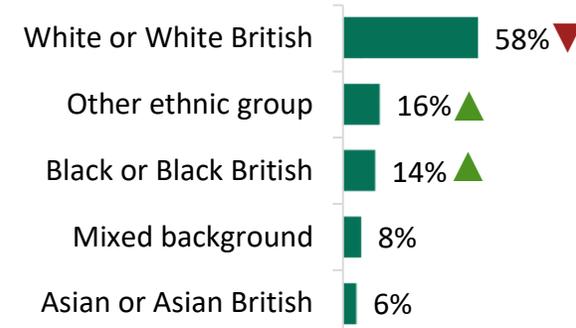
## Gender

Excluding those who "prefer not to answer"



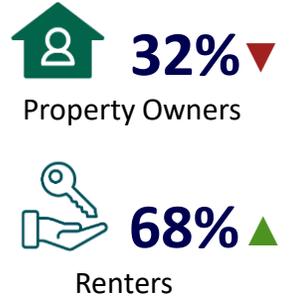
## Ethnicity

Excluding those who "prefer not to answer"

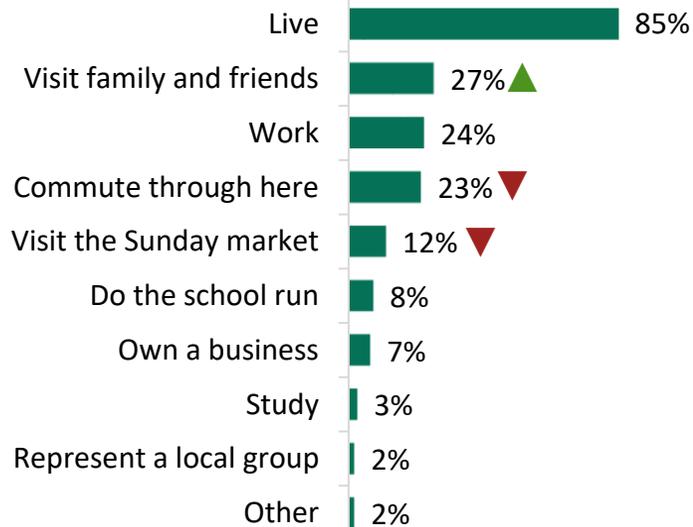


## Homeownership

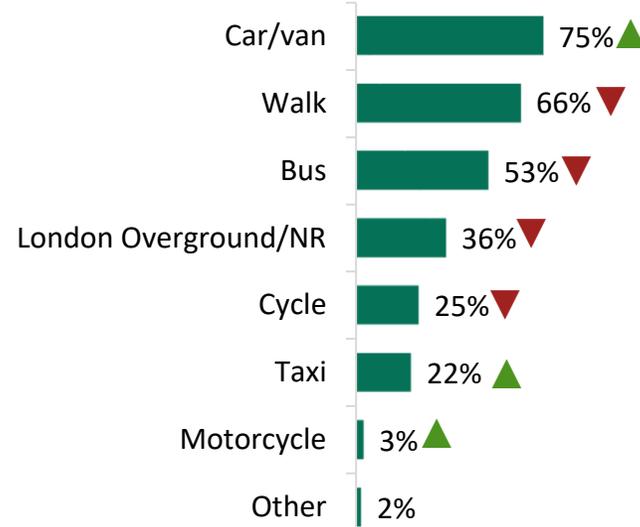
Excluding those who "don't know"



## Connection to the area

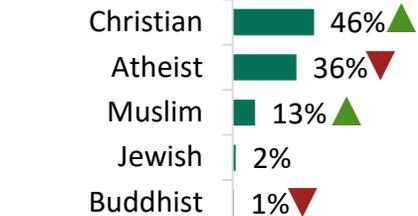


## Main Travel Mode



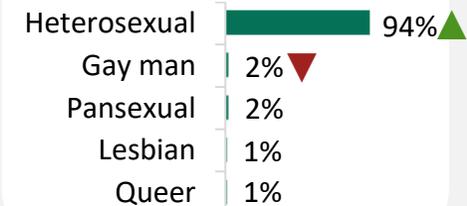
## Religion

Excluding those who "prefer not to answer"



## Sexual Orientation

Excluding those who "prefer not to answer"



## Disability & Caregiving



# Most Common Likes: Bus Gate on Hoxton Street



## Improved Safety for Pedestrians and Cyclists

Improved safety was repeatedly cited as a key benefit. Residents and cyclists said the junction between **Falkirk Street and Crondall Street** feels dangerous due to heavy traffic, and that walking or cycling on Hoxton Street currently feels stressful. They believe the bus gate will make crossing easier, reduce aggressive driving, and help protect children and other vulnerable road users.

## Reduced Traffic and Pollution

Respondents described **constant east–west traffic flows via Falkirk Street, Crondall Street and Nuttall Street, which make local streets noisy and unsafe**. The new bus gate is seen as a long-overdue measure to remove this through-traffic and calm the area. Respondents noted this could improve reliability of the 394 bus and will make it easier to visit the market.

*“The traffic is particularly dangerous as **aggressive drivers using this as a short-cut** or commuter rat run will aggressively drive towards pedestrians and cyclists forcing them from the road or to pull over in their hurry. This makes these streets (and other streets such as Bevenden Street, New North Road, Haberdasher Steet and Chart Street) all dangerous as well. I often have drivers accelerate towards me when passing parked cars on their side forcing me to stop and get off the road to avoid being hit.”*

*“Excellent idea, **long overdue** and will make a huge positive difference.”; “This will make it infinitely **easier to visit the market on weekends.**”*

*“I am a **frequent cyclist** going from Pitfield St to Hackney Road via Crondall St and Falkirk St, and have definitely noticed a lot of car traffic using those roads to cut across. The **traffic on these small streets feels excessive** for their location and width, so I definitely support traffic reduction measures. As long as the bus gate reduces traffic on both streets and not just Falkirk St, as I'd love to see less traffic on Crondall St as well. **It would be a great improvement to cyclists and pedestrians accessing Hoxton St in terms of safety and improved air quality!**”*

*“I spend a lot of time in Hoxton and this bus gate **will make a difference walking around this part of the market**. At the moment it's full of cars racing between Falkirk Street and Crondall, and crossing is unpleasant.”*

*“The proposed filter Between Crondall Street and Falkirk Street will be a huge **improvement for the 394 bus and reducing traffic generally...**”*

# Most Common Dislikes: Bus Gate on Hoxton Street (Part 1 of 3)

## Traffic Displacement, Congestion, and Air Pollution

Respondents fear displaced traffic and pollution moving to **Downham Rd, Orsman Rd, East Rd, New North Rd, Purcell St, Coronet St, Pitfield Rd, and Haberdasher St**. Some predict worsened bottlenecks at **Falkirk St / Hoxton St / Crondall St**. Others worry **Purcell St** will “be like a main road,” with more idling and pollution.

*“I'm concerned that without further measures to stop cut through traffic, **Pitfield Street CS1 will be made worse**. Aggressive driving is already a significant problem on this street which is a key cycle route for the local area and much further afield. Please consider additional measures to keep motor traffic volumes on Pitfield Street to the minimum.”*

*“...the current plans leave several routes that remain open for through traffic, and we are concerned that the **traffic levels (and speeds) will increase along some of these routes**, for example:*

- *Mintern Street > Pitfield St > Crondall St / Purcell St > Hoxton St > Whitmore Road > Downham Road*
- *Cherbury St > Buckland Street > Crondall St / Purcell St > Hoxton St > Whitmore Road > Downham Road*
- *Bevenden Street > Pitfield St > Crondall St/Purcell St > Hoxton St > Whitmore Road > Downham Road*
- *Nuttall St > Hoxton St > Whitmore Road > Downham Road*
- *Coronet St > Pitfield St > Buckland St / Mintern St (a pretty direct North-bound route to New North Road*

*Despite the focus of the plans being on east-west routes, other **east-west routes** will remain open. We believe that leaving some routes open risks undermining the whole scheme, as other routes within the area risk taking increased traffic, rather than address the whole area in this one scheme....”*

*“I strongly disagree as these measures will simply re-direct traffic onto **New North Road** which is also a residential road (where I live). I regularly walk down Hoxton Street and frankly it's already very quiet with hardly any traffic, it is not fair on residents of New North Road to have additional traffic re-directed leadign to more noise and pollution on an already very busy road.”*

*“Closing of Hoxton street with a bus gate will push all the traffic through either **Downham Road or Orsman Road further congesting the area with traffic**. Orsman Road is a small through road for traffic where cars vans and HGV lorries use to access going past a nursery school causing a tremendous amount of pollution.”*

# Most Common Dislikes: Bus Gate on Hoxton Street (Part 2 of 3)



## Impact on Disabled, Elderly, Carers and Taxis

Multiple comments say restrictions will disproportionately affect **disabled people, elderly residents**, and **carers** who rely on car or taxi access for hospital and shopping trips (e.g., **Lidl** on Hoxton St). There are calls for **exemptions** (e.g., **Zone F, HAC001/HACO1** permits) and for **licensed taxis/Black Cabs** to be allowed through bus gates to enable a fully accessible service.

## Business, Market and Delivery Access Concerns

Several say the bus gate could reduce customers who “drive past” or visit **Hoxton Market**, harming local shops and traders. There are worries about **loading, deliveries/collections**, and customers’ ability to reach businesses on **Hoxton St**. Some fear the proposal would “kill the market”.

*“I am 76 yrs. It will **cause problems for my family to visit me** as I live on my own.”*

*“This is one of the main ways I get from my flat on **Pitfield Street** to family + friends in North+East London (via car). You’ve already blocked s many ways in+out of my flat when driving on in a **taxi** - please don’t add another blockage. It’s not a “cut through” - it’s **ACCESS!!**”*

*“...it’s imperative that taxis are included in this bus gate as they are public transport just like buses and I have two **disabled grandchildren that use taxis** and it’s very unfair if only buses are included if Hackney dustcarts and vehicles are included then it’s only fair to include taxis.”*

*“...For example **Downham Road**, as much as it looks lovely, the amount of traffic the road now has due to the lane closure. Same thing with Forest road, Middleton Road and Richmond road, all the roads that lead you to Queensbrige road have been blocked off leaving traffic along **Kingsland high road and Whiston road**. I live along this route and I have noticed a significant **change in my breathing due to the amount of cars** as well as the amount of traffic and noise. If you want to make a difference, open these roads back up so that the locals and the elderly people as well as people who are injured to travel. I have a serious knee injury meaning i cannot go to and from the shop on foot especially when I am doing a big shop, by closing this road **would mean I will be unable to shop locally.**”*

*“This would be the **killing of the Market**, business would suffer, people wouldn’t bother coming to the Market.”*

*“This is ridiculous, it **will punish commuters and tradesmen again**. We have the right to drive where we live and so does our visitors. My parents rely on carers and this has been a problem already because of restrictions in other parts of Hackney. Also quieter streets push up crime... Fact!”*

*“2 arterial roads being blocked off to traffic with no other way in except Purcell street but that’s fine except it’s been closed off for 4 weeks due to road works therefore if the other 2 roads are shut no one will want yo come into the market **leaving the traders without customers** and jn turn a decline in trade.”*

# Most Common Dislikes: Bus Gate on Hoxton Street (Part 3 of 3)



## Access and Longer Journey Times for Residents

Many residents say closures will make it harder to reach homes and daily destinations, citing **detours** and added time. Specific routes mentioned include difficulties reaching **Kingsland Rd, New North Road, Stanway Rd, Old Street**. Some say it makes commute unsafe for those walking.

## Skepticism About the Problem and Necessity

A number of comments state **Hoxton St is “not that busy/has no traffic problem”**, question the need for a **24-hour** gate (given one bus, **394**), and call the scheme “unnecessary” or “a waste of money.” One respondent argued that nearby **green space** (Shoreditch Park, Hoxton Garden, Hoxton Square Park) makes greening arguments less compelling. Some feel that car users are being “penalised.”

*“Closing this road would **significantly increase journey times and inconvenience residents trying to access New North Road**. By forcing traffic onto a single route, it not only **creates congestion** but also contributes to higher **pollution levels**. These ongoing road closures are frustrating for us as residents. They **increase our commuting times**, push more traffic onto fewer roads, and leave many streets unusually quiet—which can feel **unsafe for those walking**, particularly at night. It's also important to consider residents who rely on taxis or drop-offs. With restricted access, people are left to walk longer distances in the dark, which poses safety risks. As someone who regularly takes taxis at night, I feel strongly about highlighting this issue. Moreover, only one bus (394) currently runs through Falkirk Street, so it seems unreasonable to penalise all residents who drive or rely on drop-offs for the sake of a single bus route. ....Our area is already surrounded by green space, with both Shoreditch Park, Hoxton Garden and Hoxton Square Park nearby. **We don't need road closures to introduce greenery** when we already have it in abundance.”*

*“The bus gate will stop local residents who live on Stanway street from being able to **access Stanway Street** where they live to get to their home from Falkirk street and from Hoxton street and to travel out of their homes. Falkirk street could instead become a one way street to help stop the congestion on that street.”*

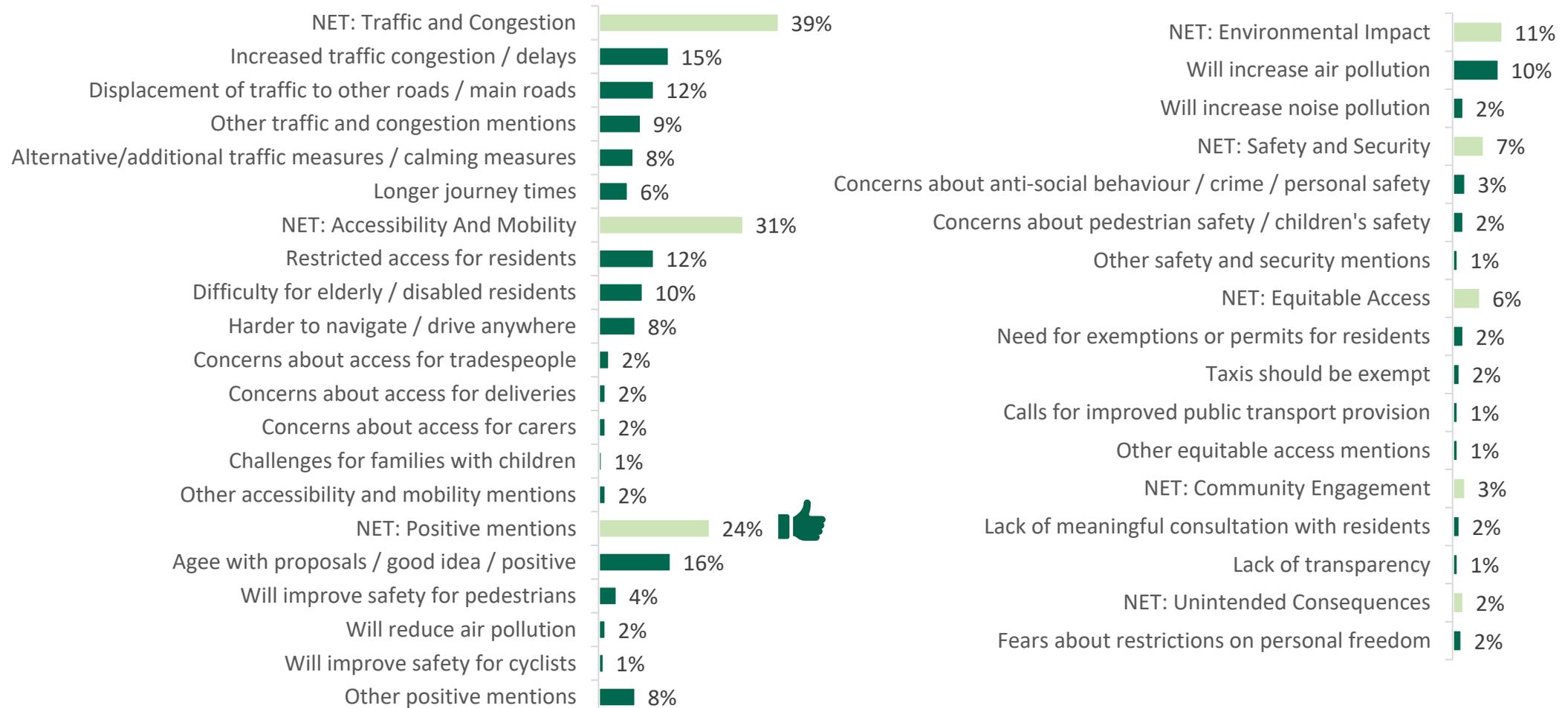
*“.. For a resident living to the west of this site, **access to Kingsland Road** is not about 'through traffic' but simply being able to get easily to and from my property, without significant detour (noting that longer journeys mean more pollution) and without risk of adding to congestion on major routes.”*

*“Closing this road would significantly increase journey times and **inconvenience residents trying to access New North Road**.”; “You cannot shut **Cron dall Street/Falkirk Street** this will add **20 minutes journey time for people to get from Kingsland Road to New North Road going around Old Street in traffic**. I will be one of them it is not fair I will be wasting more fuel more pollution stuck in traffic.”*

*“Bus gate not needed, the street is too narrow. More restrictions only cause confusion and unfair fines. Let people drive freely.”; “Serves no purpose just **wasting money**.”*

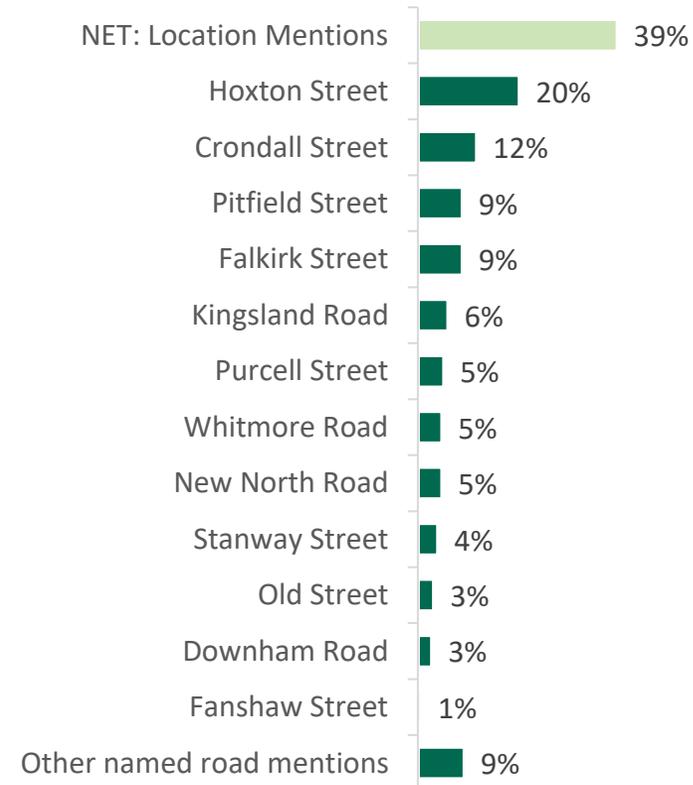
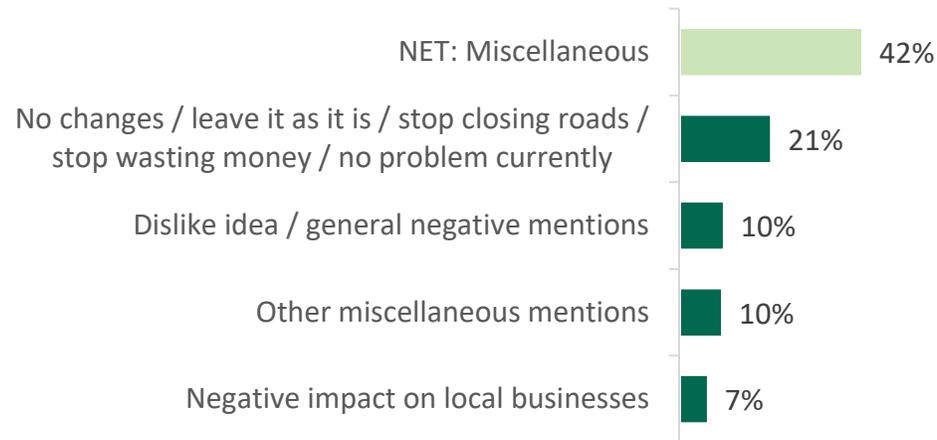
# Most Common Likes, Dislikes, and Suggestions in Numbers (Part 1 of 2)

## Community Reactions Regarding the Change (coded open-ended responses)



# Most Common Likes, Dislikes, and Suggestions in Numbers (Part 2 of 2)

## Community Reactions Regarding the Change (coded open-ended responses)



# Suggestions Made by Respondents (Part 1 of 2)

## Add More Traffic Measures / Address the North-South Routes

- *“Need more bus gates to prevent rat running. I cycle through the area on CS1 every day and there is a lot of fast and unsafe driving both east west and north south across the cycleday. Also Whitmore Rd shouldn't be excluded, as it is an integral part of CS1, and it risks becoming a rat run.”;*
- *“Why is Pitfield Street not part of this? Pitfield Street is a cycle highway, used by many cyclists every day. Cars are competing with cyclists for road space. It is very dangerous. Why are so many cars still allowed in this area, both North and south of the filter at Britannia leisure centre.”*
- *“...An additional filter on Hoxton Street, at the north end of the market, would remove most of the through-routes that the current plans leave open, and we would urge the Council to add this to the current plans. This would not require significant redesign of the schemes, and this one filter would make the plans much more of a cohesive area-wide plan...”*
- *“... It should be redesigned to prevent ALL minor road through-routes for motor traffic between Kingsland Road and New North Road. The LTN can be fixed with a single additional filter on Hoxton Street between Purcell Street and Stanway Street. This would prevent Hoxton Street from being a through-road and cut off all the major through-routes. This would retain access to the northern part of Hoxton Street from the A10 and could also provide exemption to traders if required.”*
- *“...The junction of Pitfield Street with Mintern Street often has conflict between drivers and cyclists, and the traffic on Mintern St is too high. A filter on Mintern Street (either at the junction with Pitfield Street or at the the junction with Bridport Place) would be very beneficial...”*
- *“...we would like the plans to be amended to include a filter on Whitmore Road. If that cannot be done, then other measures could help cycling on this section. These could include:*
  - *A zebra or parallel crossing either directly north or directly south of the bridge. This would be a benefit to pedestrians going onto the canal, but it would also help slow drivers and help prevent dangerous overtaking as drivers should not overtake on a zebra.*
  - *Road narrowing and other measures that make it clear that cars are guest on Cycleway 1. Longer-term, we believe there should be an ambition to make this section of Cycleway 1 a clear Cycling Street where it is made clear that no motor vehicle should overtake a cyclist. Replacing parking with build-outs to improve sightlines and reduce the danger of doorings...”*
- *“...Other than Saturday Market days, what is to stop westbound traffic from using Nutall, Purcell and Buckland Streets? Not to mention that none of your interventions do anything to quell the non-stop traffic on Whitmore Rd which is also one of the busiest cycle routes in the entire city. What exactly is the point of continuing to allow motorists to use this route? Is it overly painful for them to continue on the A10 and turn onto Downham Rd? This is a massive safety issue as motorists are constantly trying to overtake cyclists and routinely drive straight into the path of oncoming cyclists (who apparently should just get out of the way because a motorist wants to get through). You've also completely ignored the cut through you left open last time using Coronet St to reach Old St. PLEASE include a filter of Whitmore Rd at the bridge over the canal, A filter of Crondall St and Purcell Streets at Pittfield St and a filter on Coronet St at Old St. (or switch out Crondall and Purcell for Nuttall and Orsman). Only then would the whole neighbourhood be truly free of cut through traffic and safe for walking and cycling...”*

## Suggestions Made by Respondents (Part 2 of 2)

### Improve Design for Deliveries and Local Businesses

*“For Hoxton Street Monster Supplies: We need the ability to receive deliveries via our entrance on Hoxton Street, so would strongly request vehicle access is made possible for collecting / making deliveries (or I can foresee massive problems with delivery drivers refusing to deliver or collect, which would have significant impact on our business)...”*

### Address Potential Loitering and Roads Condition

*“Widening of footpath and adding greenery is a good idea but also need to ensure groups of people are not loitering around the area. This could be achieved through better lighting, frequent rubbish disposal and security cameras. Additional seating is only appropriate if there are restaurants and cafes nearby. Otherwise, the extra seating could simply invite people to loiter.”*

*“I'd also love to see improved cycling infrastructure/bike lanes/paving to connect the cycle routes between Pitfield St and Hackney Road. Falkirk Street already leads into a traffic controlled area near Hoxton Station, which is great, but the condition of Falkirk St itself is poor (the road surface), and I notice that with cars parked on both sides of Falkirk St, the remaining space actually becomes a one-way lane.”*

### Improve Safety at Nuttall Street

*“Many motorists go west on Nuttall Street, and perform an immediate u-turn to go south on Hoxton Street. This increases danger to cyclists and pedestrians, and undermines the traffic orders in the area. We would like to see some improvements to the road layout in this section that discourages this behaviour.”*

# Traffic Management Measures

Community Feedback Deep-Dive



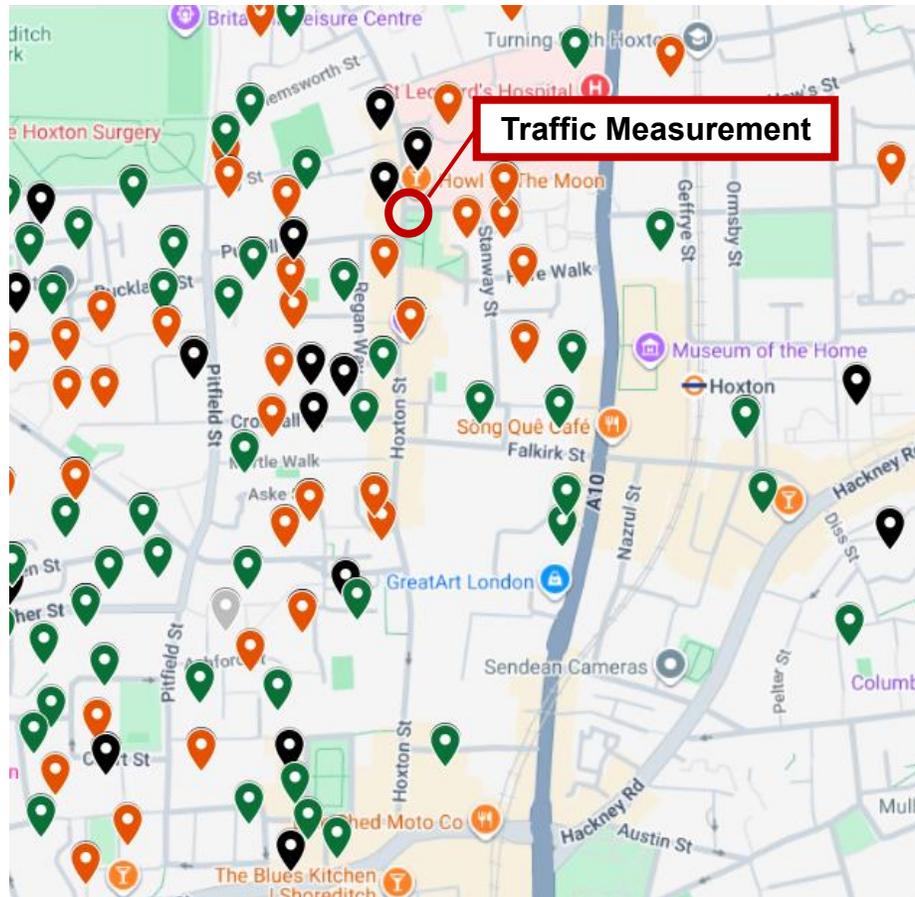
Base size: Total Answered. Stanway Street (n=510), Fanshaw Street (n=483)  
Q5: To what extent do you agree or disagree with our proposals for Stanway Street and Fanshaw Street?

**Spatial distribution of the responses in the scheme area, colour-coded by response type.**

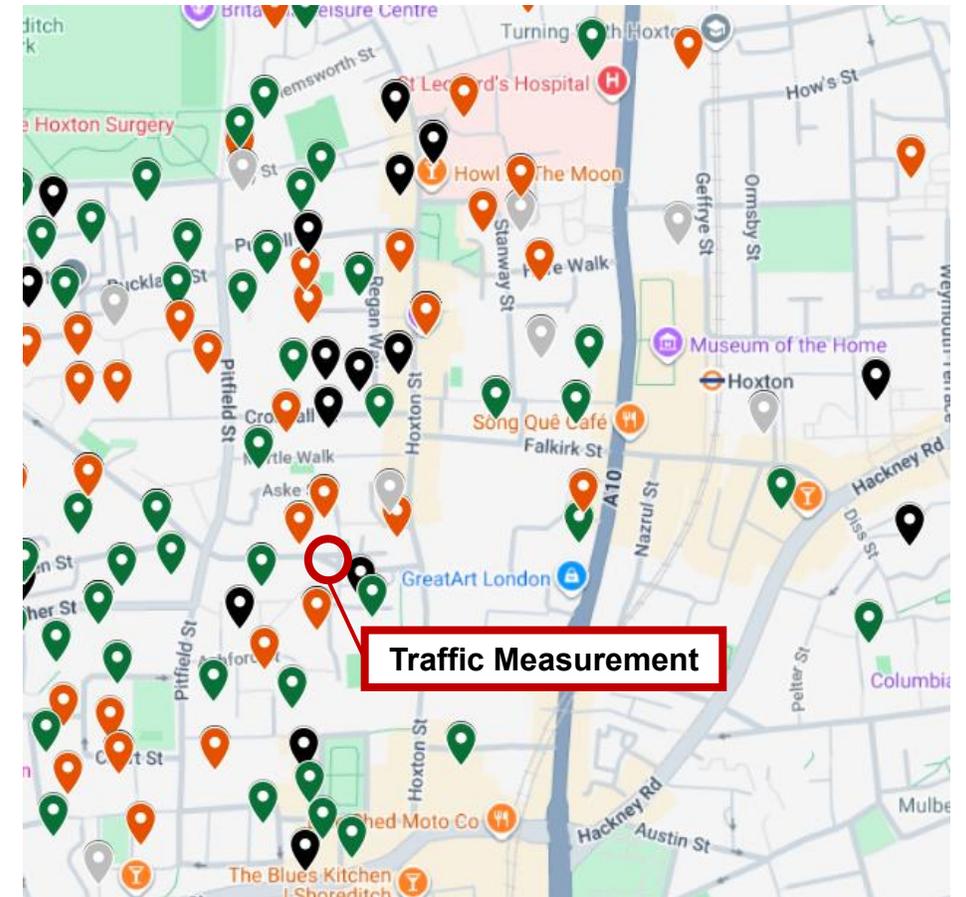
**Legend:**

-  Strongly disagree (181)
-  Strongly agree (153)
-  Agree (78)
-  Not sure (46)
-  Disagree (25)
-  Other / No value (36)

**Stanway Street**



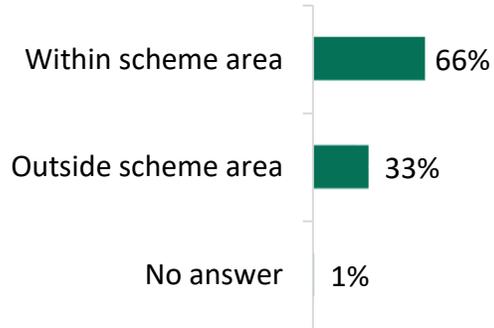
**Fanshaw Street**



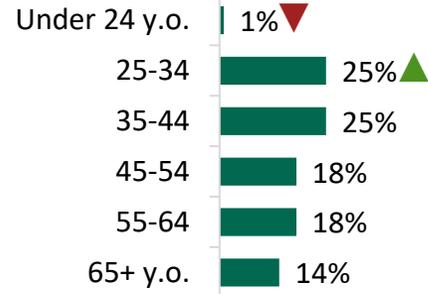
# Profile: Agree with Traffic Measures on Stanway Street

## Neighbourhoods

Based on postal codes

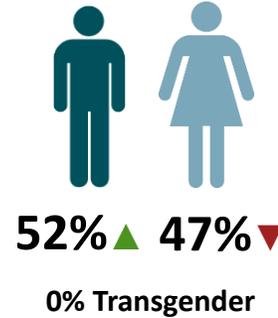


## Age



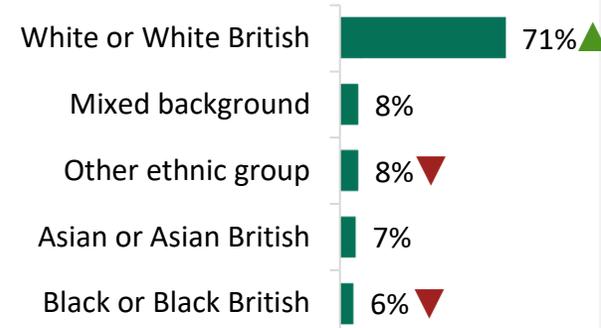
## Gender

Excluding those who "prefer not to answer"



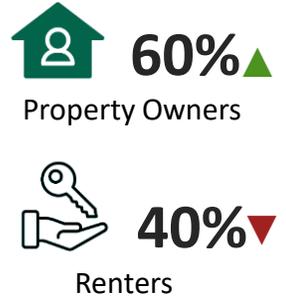
## Ethnicity

Excluding those who "prefer not to answer"

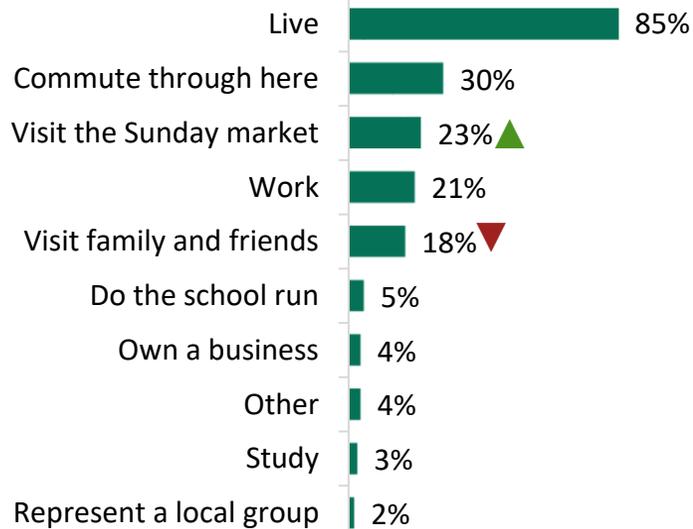


## Homeownership

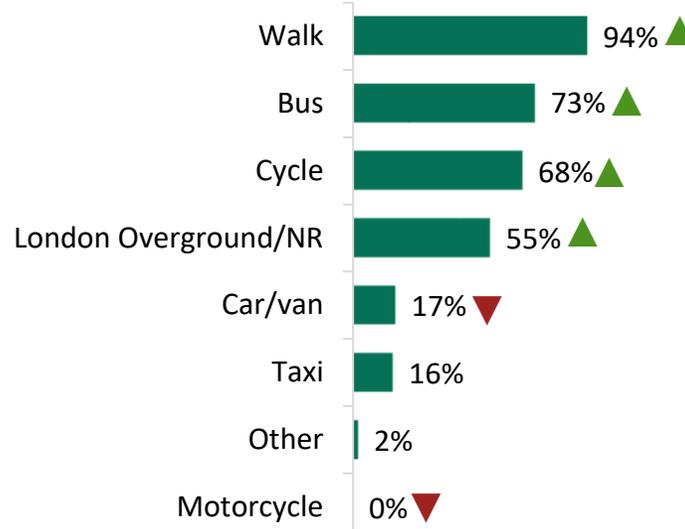
Excluding those who "don't know"



## Connection to the area

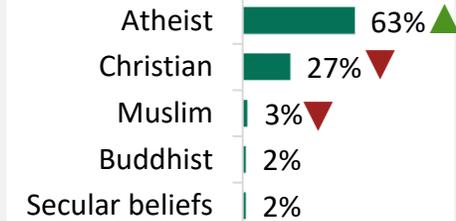


## Main Travel Mode



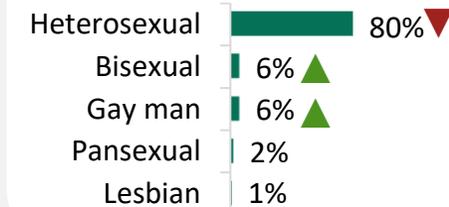
## Religion

Excluding those who "prefer not to answer"



## Sexual Orientation

Excluding those who "prefer not to answer"



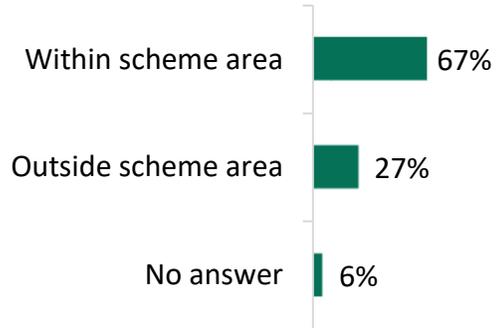
## Disability & Caregiving



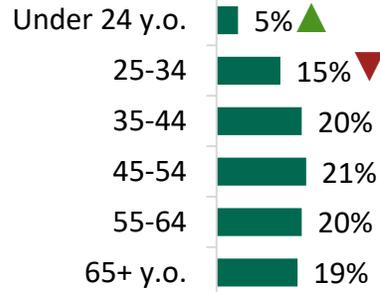
# Profile: Disagree with Traffic Measures on Stanway Street

## Neighbourhoods

Based on postal codes

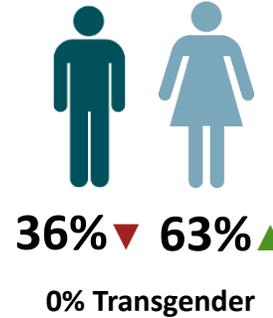


## Age



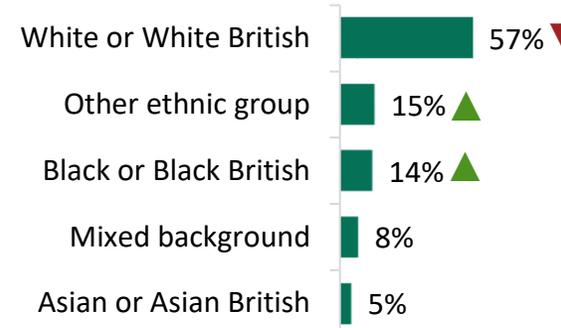
## Gender

Excluding those who "prefer not to answer"



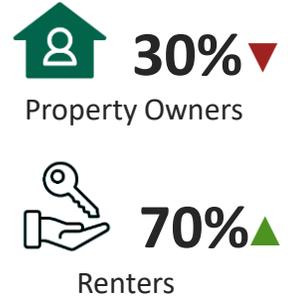
## Ethnicity

Excluding those who "prefer not to answer"

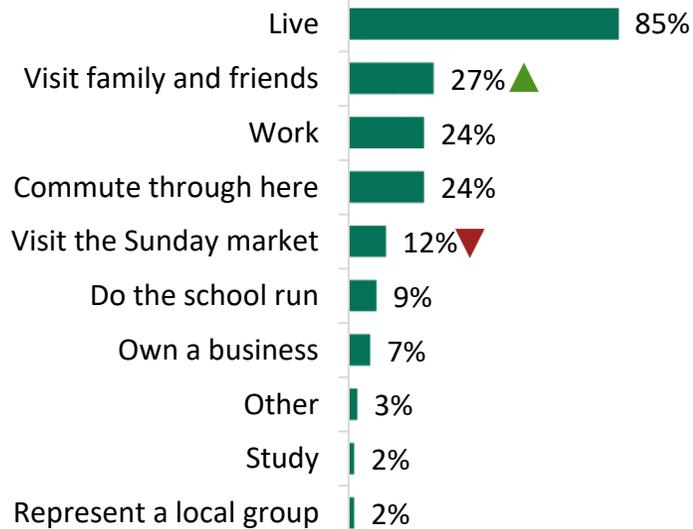


## Homeownership

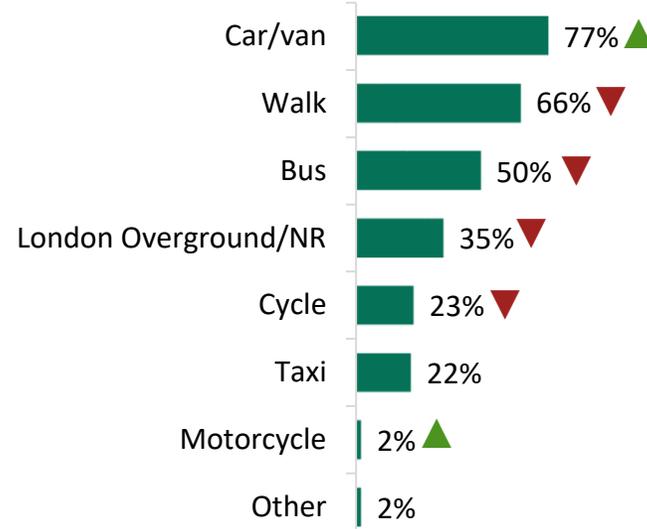
Excluding those who "don't know"



## Connection to the area

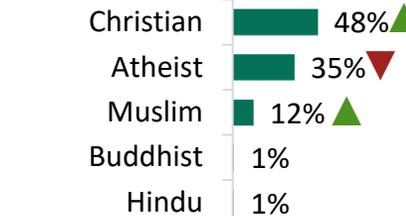


## Main Travel Mode



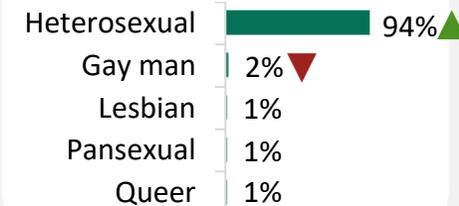
## Religion

Excluding those who "prefer not to answer"

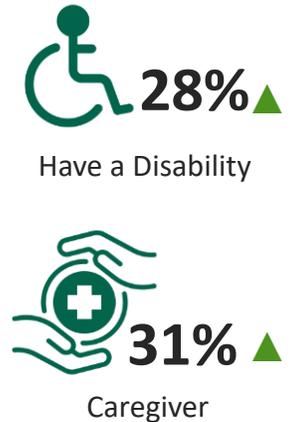


## Sexual Orientation

Excluding those who "prefer not to answer"



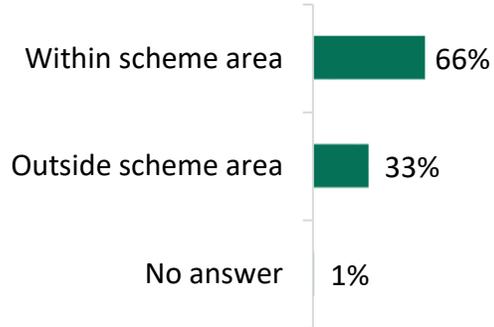
## Disability & Caregiving



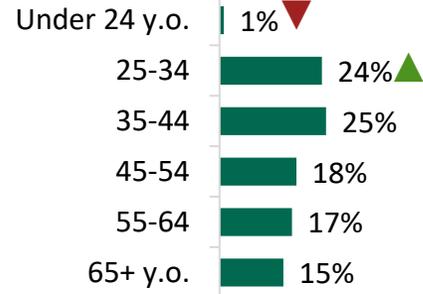
# Profile: Agree with Traffic Measures on Fanshaw Street

## Neighbourhoods

Based on postal codes

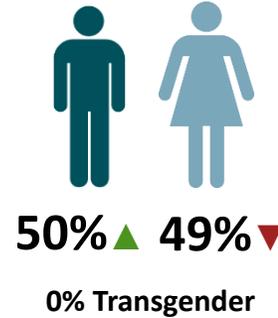


## Age



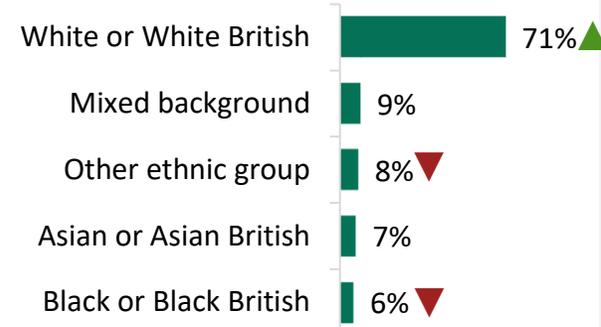
## Gender

Excluding those who "prefer not to answer"



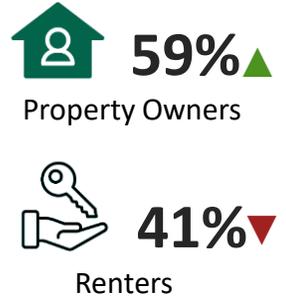
## Ethnicity

Excluding those who "prefer not to answer"

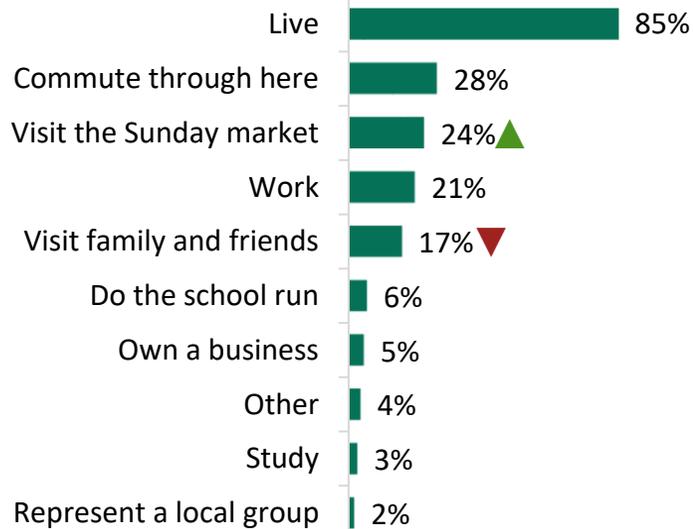


## Homeownership

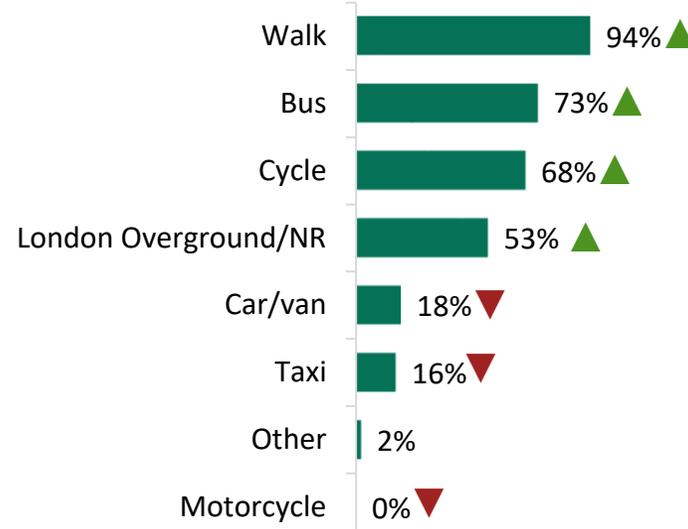
Excluding those who "don't know"



## Connection to the area

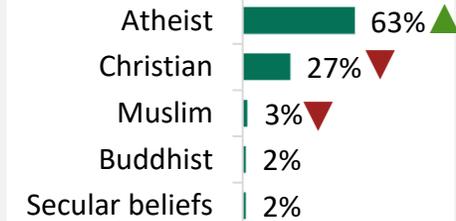


## Main Travel Mode



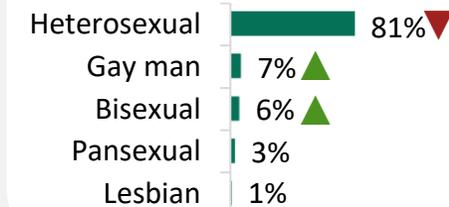
## Religion

Excluding those who "prefer not to answer"



## Sexual Orientation

Excluding those who "prefer not to answer"



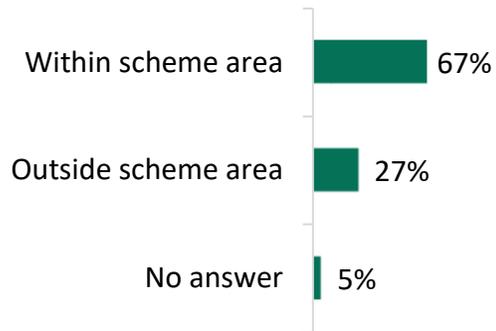
## Disability & Caregiving



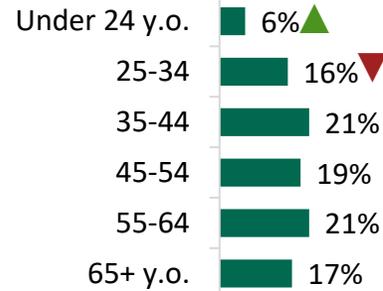
# Profile: Disagree with Traffic Measures on Fanshaw Street

## Neighbourhoods

Based on postal codes

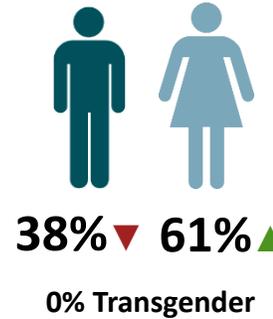


## Age



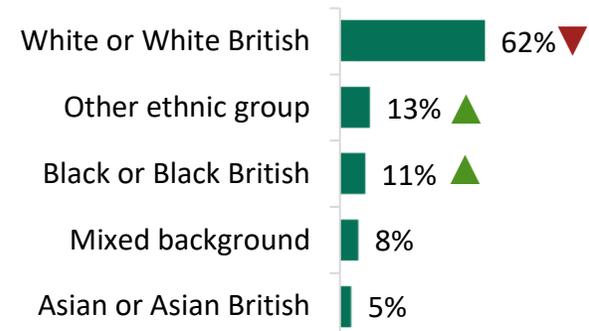
## Gender

Excluding those who "prefer not to answer"



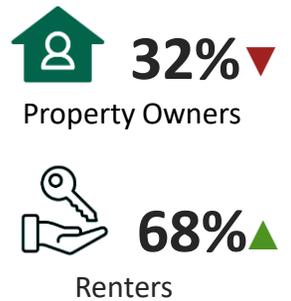
## Ethnicity

Excluding those who "prefer not to answer"

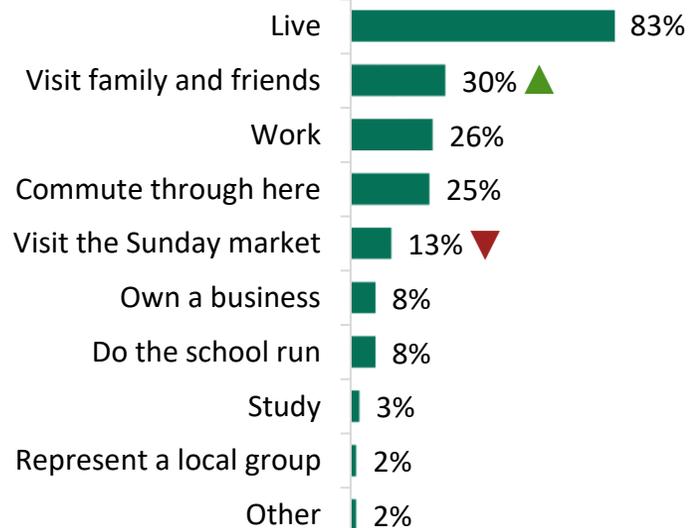


## Homeownership

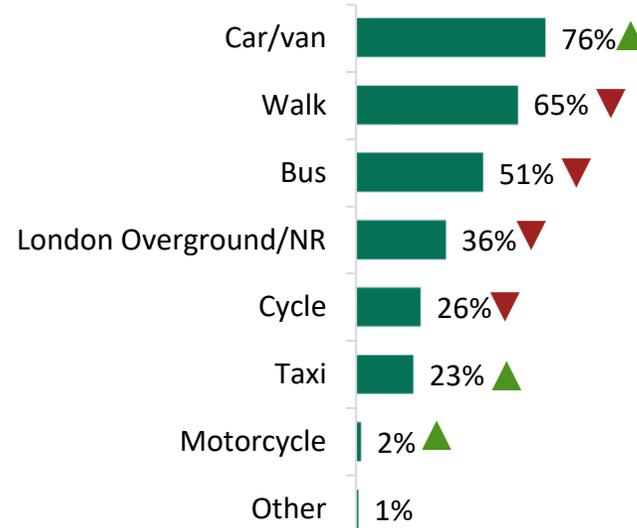
Excluding those who "don't know"



## Connection to the area

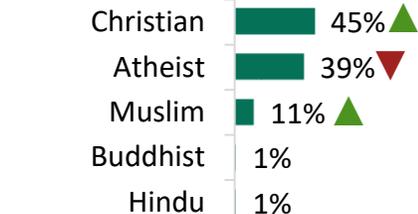


## Main Travel Mode



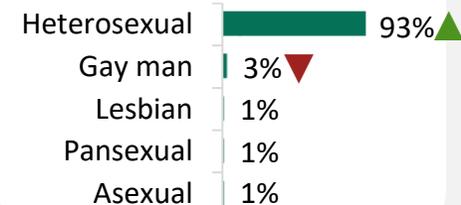
## Religion

Excluding those who "prefer not to answer"



## Sexual Orientation

Excluding those who "prefer not to answer"



## Disability & Caregiving



# Most Common Likes: Traffic Management Measures

## Reducing Rat-Running and Making Streets Safer

Respondents support the filters because they expect them to **cut through-traffic and dangerous shortcuts** used by drivers to bypass main roads. People describe current conditions as unsafe, noisy, and polluted, especially around Stanway Street, Hare Walk, and Hoxton Street. The closures are seen as a **way to calm traffic, prevent collisions, and make the area safer for pedestrians and cyclists**. They associate lower traffic with a **more pleasant environment** for walking and cycling. Several mention that similar schemes elsewhere have **increased footfall and community use of local spaces**, which they'd like to see in Hoxton too.

## Supporting a Coherent Low-Traffic Network

Supporters view these filters as a **step in the right direction**, though some urge the council to go further. For example, by **adding more filters** to block remaining rat-runs and protect **Cycleway 1**. They want to ensure the scheme **works holistically**, avoiding traffic displacement onto nearby streets such as Pitfield Street, Whitmore Road, and Orsman Road, while maintaining **access for residents and market traders**.



*"These two closures are **going to help stop traffic continuing to use Hoxton as a cut-through** between **New North Road and the A10** but they don't fix the problem with all through traffic in Hoxton. I imagine cars **will start using Orsman Road** and down through Hoxton Street to get across to New North Road as this is quicker than going round the lights at Shoreditch. I think another filter is needed somewhere around Whiston Road to prevent this."*

*"**Hoxton Street has been unsafe for too long** due to car traffic, so the proposals are welcome."  
"Loathe cars cutting through the neighbourhood - esp when clearly fit and able motorists - why are they allowed to pollute the air and cause noise and danger?"*

*"I hope this addresses the problems with **Shenfield St and Hare Walk**, which as a pedestrian on **Kingsland Rd I find to be overrun with traffic** coming in / out - Hare Walk in particular is very dangerous and far too narrow for the amount of both-way traffic it contains."*

*"Will stop thru traffic here and **calm area for people waking and cycling**"  
"..this is good but **not sufficient. Another filter is needed on Hoxton Street between Purcell Street and Stanway Street**. This would prevent Hoxton Street from being a through-road and cut off all the major through-routes. It is concerning that **Cycleway 1** which runs through the area does not seem to have been the priority for traffic reduction. As the proposals stand:-**Whitmore Road** will remain hostile to all age / ability cycling-Mintern Street will remain a possible through route for motor vehicles. A filter here would reduce conflict at the junction with **Pitfield Street**, and improve east-west connectivity for cycling-The southern end of Pitfield Street will continue to have too high levels of motor traffic for a cycleway, and unsafe overtaking will persist"*

# Most Common Dislikes: Traffic Management Measures (Part 1 of 2)

## Restricted Resident Access

People fear being “boxed in” and want local access maintained for **residents, carers, visitors, taxis/black cabs, trades, deliveries, and market days**. Many ask for **permit/camera exemptions** for locals and worry about night-time drop-offs.

## Traffic Displacement, Congestion & Pollution

Strong concern that closures will **push traffic onto surrounding/main roads** (e.g., Pitfield, Whitmore, New North road, Fanshaw St, Mintern St, Haberdasher St), creating **gridlock, longer journeys, and more pollution** rather than reducing it.



*“Stanway street residents will be trapped on Stanway street with no way to come out to Hoxton Street and to continue their journeys from there as this will mean Stanway street is no entry and exit by the howl at the moon pub and no entry or exit by Falkirk street. Stanway Street should be turned into a one way street to help traffic and to make it easier for residents to get parking on their own street. The camera should exempt car permit holders who live on Stanway Street they should be allowed to exit Stanway Street without facing getting a fine on their own street.”*

*“I don't understand **how residents are ever expected to access their properties** by car withouth some sort of residential exemption.”; “Access should not be limited to **residents. Tradesmen, disabled, especially carers**”;*

*“By closing off key routes, **traffic will simply be displaced** onto surrounding roads, causing additional **congestion, delays, and pollution** in nearby areas. This will **inconvenience** residents, visitors, and local businesses that rely on flexible access for deliveries, customers, and day-to-day activities. The **loss of parking**, along with altered traffic flow, will further add to the difficulties faced by people living and working in the area.”*

*“these filters are important but **don't prevent rat running from Nuttall Street, down Purcell Street and onto New North Road**. I also think vehicles will come down Whitmore Rd, Hoxton St and use Purcell Road to cut down into Shoreditch more quickly.”*

*“**Fanshaw Street will take pressure** off of Crondall Street. Your plans will push all traffic into Hoxton which is good for local economy, but it will make it difficult for cars to leave area causing idling issues = **pollution**”*

# Most Common Dislikes: Traffic Management Measures (Part 2 of 2)



## Disabled, Elderly and Safety Needs

Repeated claims that the scheme **overlooks people who must travel by car** (disabled, elderly, families). Night safety (longer walks from taxis) is raised, along with calls for licensed taxi exemptions. Additionally, some say that putting benches on Stanway Street will encourage **anti social behaviour**.

## Impact on Local Businesses

Respondents share **fears about business impacts** (customers, deliveries, parking, market access, roadworks compounding), plus school runs and everyday logistics. Some say the **areas aren't busy now**, so closures feel like a costly, unnecessary change.

*"Both these streets I use regularly to get in out of my home & to shop, do school runs. I am **disabled so need my car as I cannot walk far** and definitely cannot ride a bike. How are the local residents going to get around with journeys taking double if not triple the amount of time it would normally take? This also falls into how much the **environment will be impacted** by making car **journeys longer** therefore emitting **more pollution**."*

*"...Stanway street already has street drinkers so by putting benches and a social area on Stanway street will encourage more street drinkers and **more anti social behaviour**.... Also having a **social area would** encourage youths and gangs to hang around at all times at night..."*

*"It's all about making things **easier for cyclists and pedestrians** but some people who are **disabled** have to drive or be driven."; "It will be **impossible for my family to come to visit me**"*

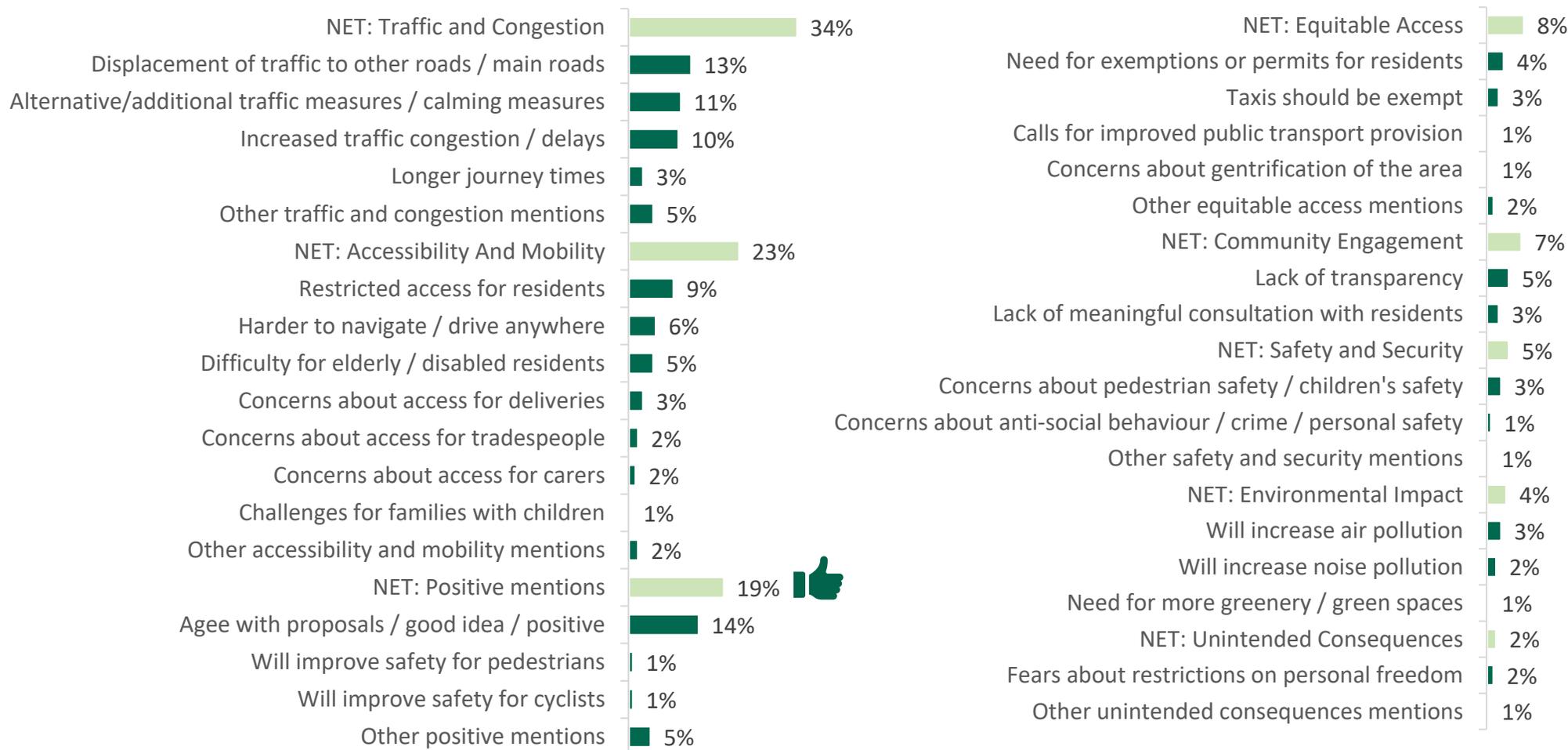
*"If all the roads surrounding Hoxton are closed, there will be no remaining access routes, which is completely unfair to those of us who live in the area. Shutting off every road leading to Hoxton Street effectively **isolates residents and makes daily life unnecessarily difficult**. It's also important to consider **residents who rely on taxis or drop-offs**. With restricted access, people are **left to walk longer distances in the dark, which poses safety risks**. As someone who regularly takes taxis at night, I feel strongly about highlighting this issue."; "**Licensed taxis/Black Cabs** which are publicly hired should be exempt the same as buses and emergency vehicles as they are in other boroughs."*

*"We have a **workplace here and this will affect us a lot**. Our business here will be affected a lot and we will have to close our workplaces."*

*"I believe more provision should be made for those who need to make **deliveries** such as couriers & businesses"; "I am furniture maker and running my business car/van due equipment **this will limited and block my access between work and home**"; "Arterial roads into the Market and into the City if other roads have been shut because of road works - **there will be no business**. Purcell St - shut for 4 wks, Downham road shut - no entry into Hoxton St"*

# Most Common Likes, Dislikes, and Suggestions in Numbers (Part 1 of 2)

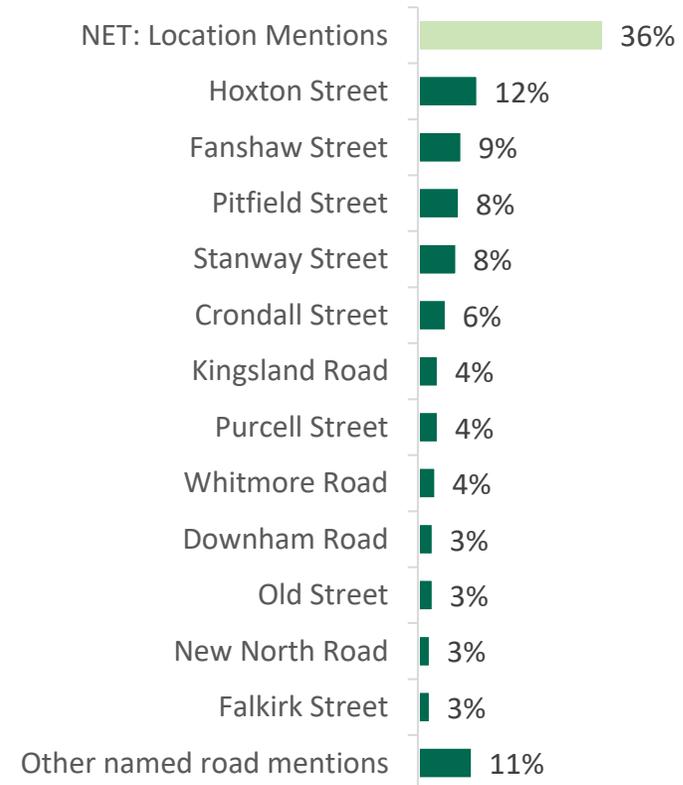
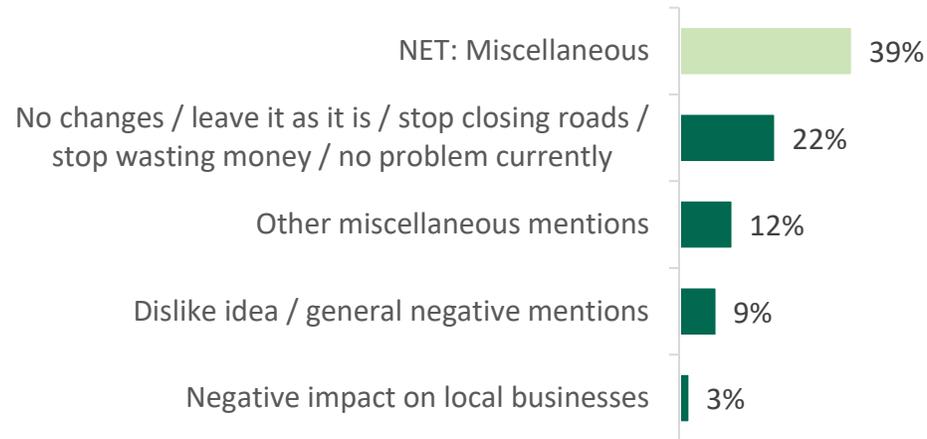
## Community Reactions Regarding the Change (coded open-ended responses)



\*NET is a way of combining several related answer options into one total figure. It shows the proportion of respondents who selected any of the answers in that group. Base size: Total Answered (n=195); Q5OE: To what extent do you agree or disagree with our proposals for Stanway Street and Fanshaw Street?

# Most Common Likes, Dislikes, and Suggestions in Numbers (Part 2 of 2)

## Community Reactions Regarding the Change (coded open-ended responses)



# Suggestions Made by Respondents

## Add More Traffic Filters

*"I am worried that the current proposals may end up diverting rat-running motor **traffic coming from the A10 to Pitfield Street** (which is a cycleway) so that it can reach Old Street via Coronet St, which is left open as a through route southbound. Please **add an additional filter, banned turn, or one-way working** to prevent this from happening."*

*"I imagine cars will start using Orsman Road and down through Hoxton Street to get across to New North Road as this is quicker than going round the lights at Shoreditch. I think **another filter is needed somewhere around Whiston Road** to prevent this."*

*"...**Mintern Street** will remain a possible through route for motor vehicles. **A filter here would reduce conflict** at the junction with Pitfield Street, and improve east-west connectivity for cycling..."*

*"**Another filter is needed on Hoxton Street between Purcell Street and Stanway Street.** This would prevent Hoxton Street from being a through-road and cut off all the major through-routes."*

## Traffic Flow Adjustments

*"**Fanshaw St. should be made into a one-way couplet with Crondall St.** This will significantly improve safety for all road users whilst mitigating traffic increase on Hoxton Street, Old Street and Pitfield Street."*

*"...A better proposal would be to keep the current one way system but **reopen Myrtle Walk** as a road..."*

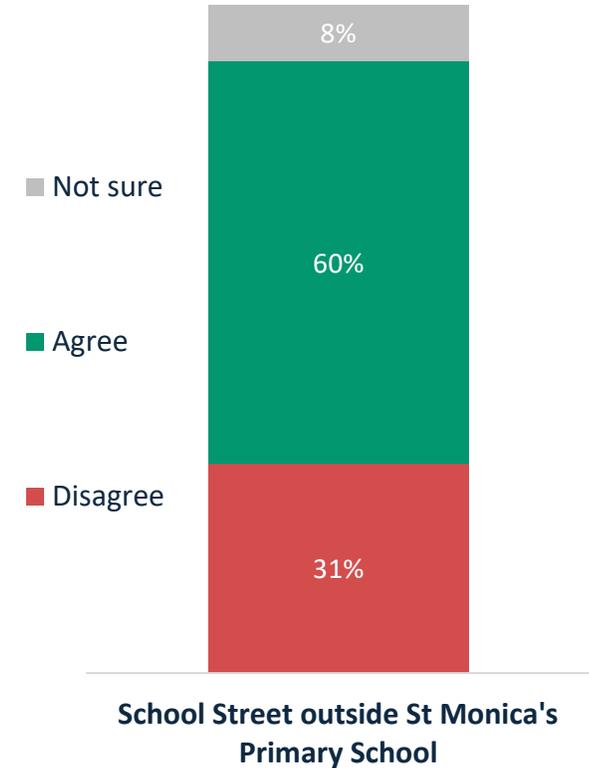
*"Stanway street residents will be trapped on Stanway street with no way to come out to Hoxton Street and to continue their journeys from there as this will mean Stanway street is no entry and exit by the howl at the moon pub and no entry or exit by Falkirk street. **Stanway Street should be turned into a one way street** to help traffic and to make it easier for residents to get parking on their own street..."*

## Use physical bollards instead of camera enforcement

*"Great but filters that use bollards are a million times more effective than those controlled by cameras. The filters on Richmond Road (monitored by camera) are constantly abused. These filters are great but too limited - the whole area needs to be filtered to avoid vehicles simply taking different paths through the area."*

# School Street on Hoxton Road

Community Feedback Deep-Dive



Base size: Total Answered (n=518)

Q6: To what extent do you agree or disagree with our proposals for new traffic restrictions on Hoxton Street outside St Monica's primary school, as outlined in this consultation?

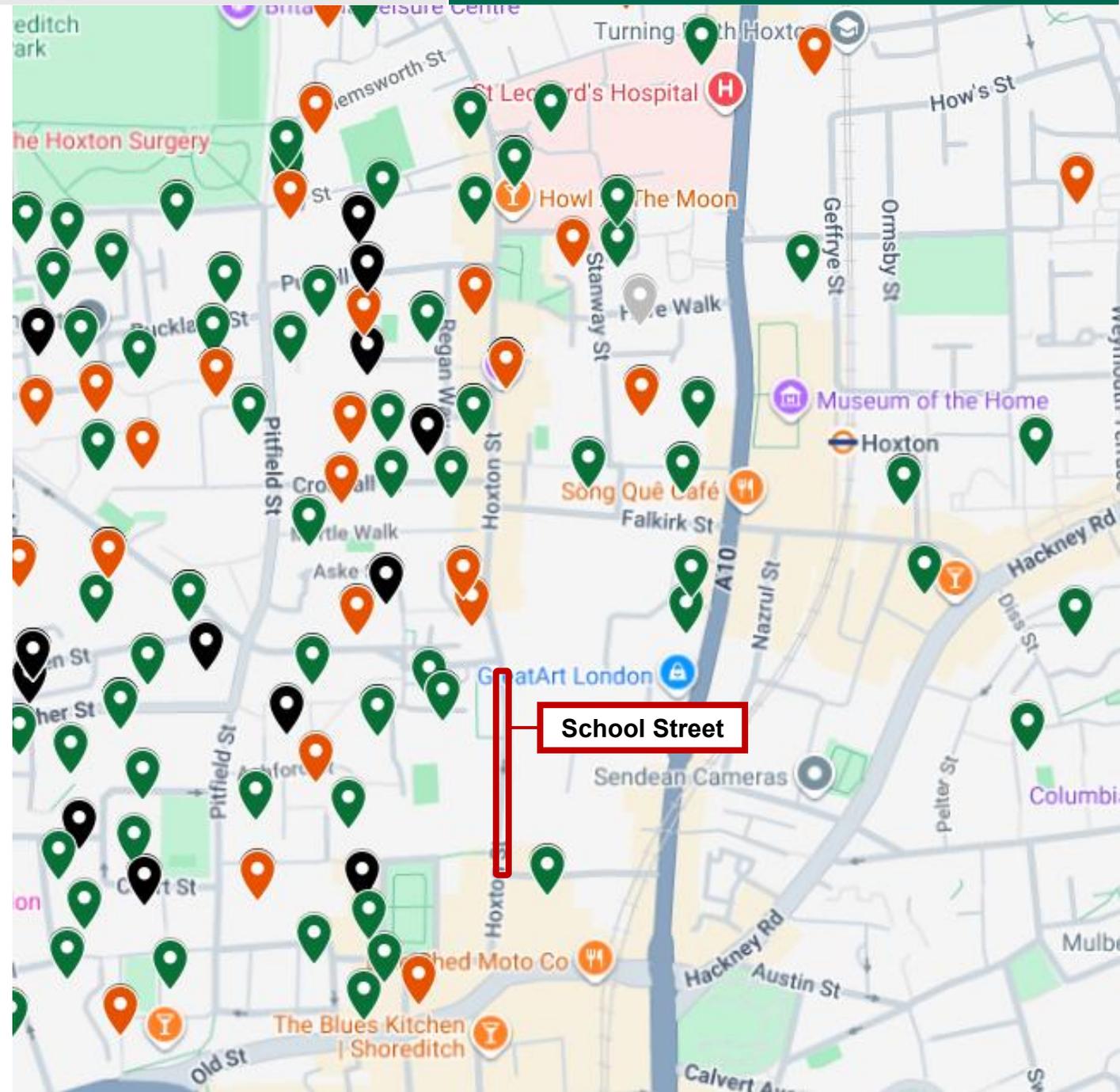
## Spatial distribution of the responses in the scheme area, colour-coded by response type.

### Legend:

-  Strongly agree (191)
-  Strongly disagree (128)
-  Agree (118)
-  Not sure (43)
-  Disagree (33)
-  Not Answered (6)

Q1: What is your postcode? Base size: Total Answered (n=518)

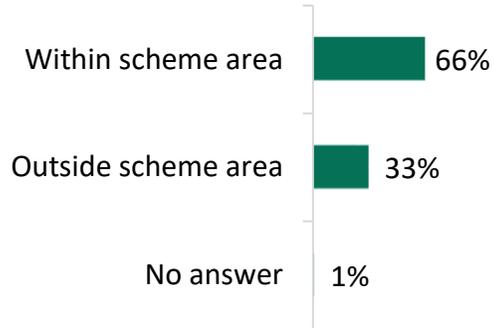
Q6: To what extent do you agree or disagree with our proposals for new traffic restrictions on Hoxton Street outside St Monica's primary school, as outlined in this consultation? Base size: Total Answered (n=518)



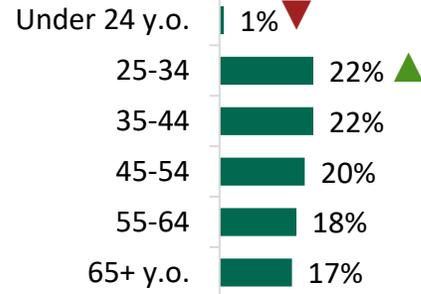
# Profile: Agree with School Street

## Neighbourhoods

Based on postal codes

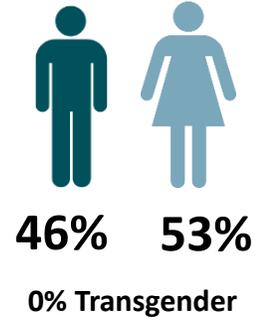


## Age



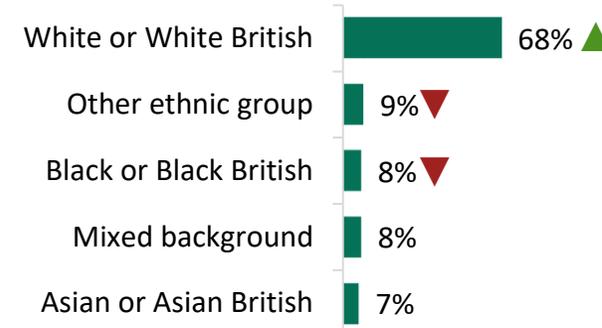
## Gender

Excluding those who "prefer not to answer"



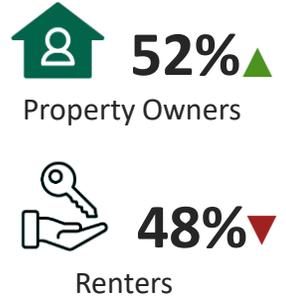
## Ethnicity

Excluding those who "prefer not to answer"

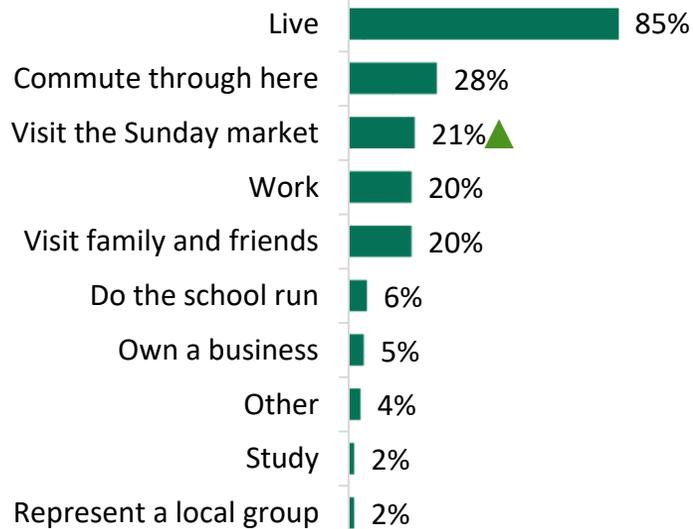


## Homeownership

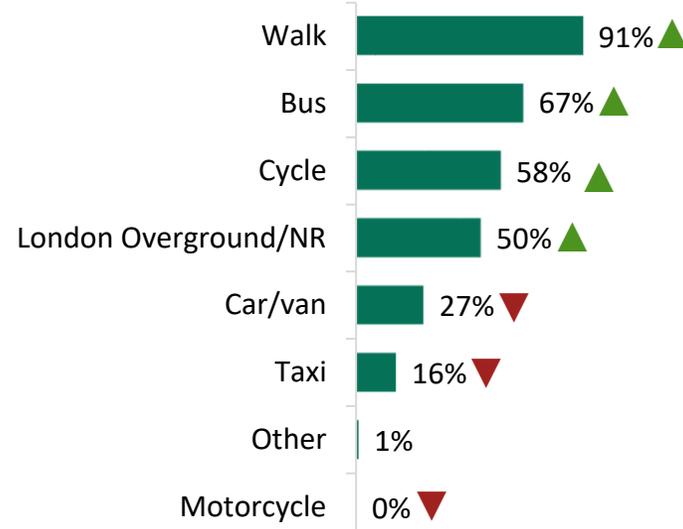
Excluding those who "don't know"



## Connection to the area

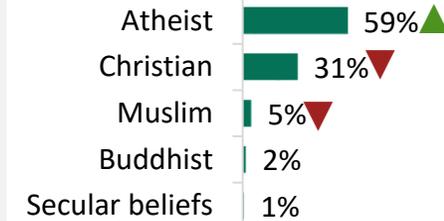


## Main Travel Mode



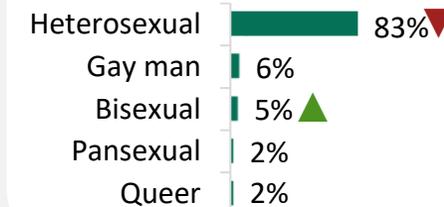
## Religion

Excluding those who "prefer not to answer"



## Sexual Orientation

Excluding those who "prefer not to answer"



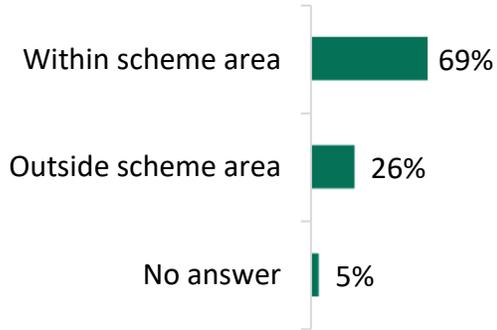
## Disability & Caregiving



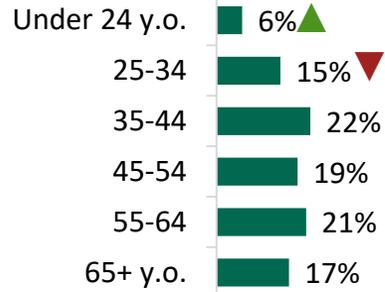
# Profile: Disagree with School Street

## Neighbourhoods

Based on postal codes

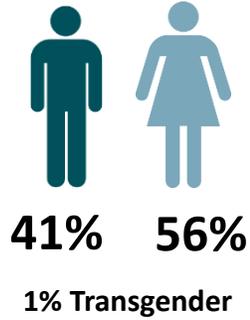


## Age



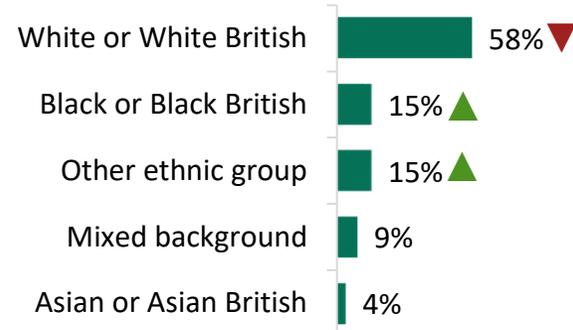
## Gender

Excluding those who "prefer not to answer"



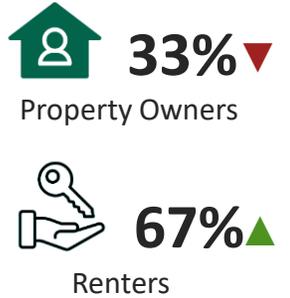
## Ethnicity

Excluding those who "prefer not to answer"

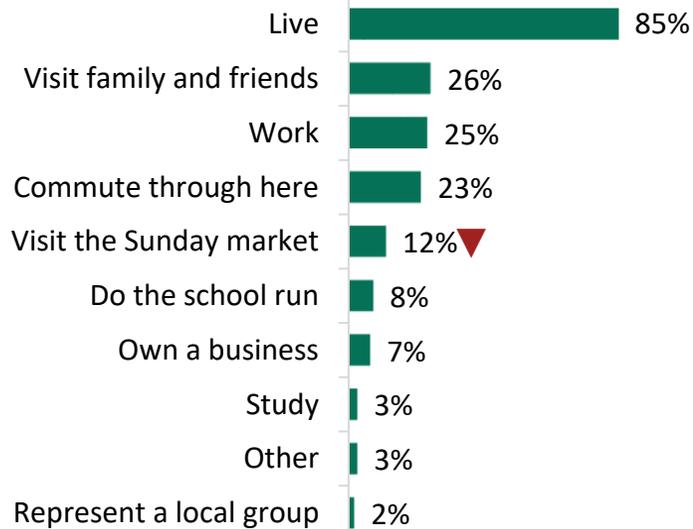


## Homeownership

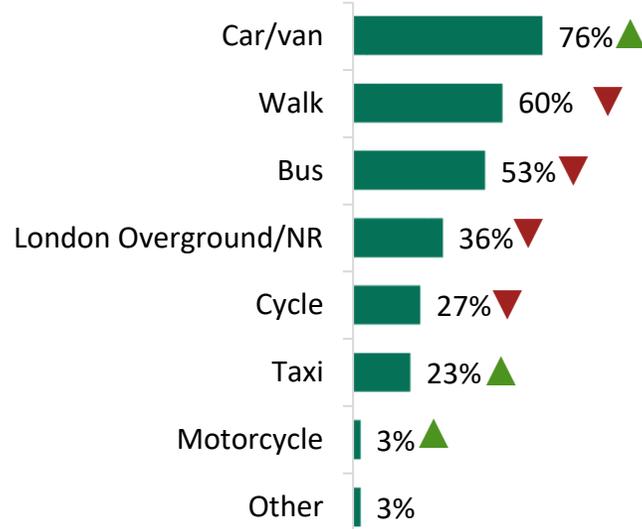
Excluding those who "don't know"



## Connection to the area

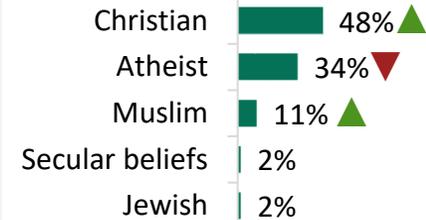


## Main Travel Mode



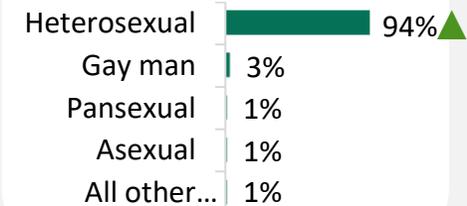
## Religion

Excluding those who "prefer not to answer"



## Sexual Orientation

Excluding those who "prefer not to answer"



## Disability & Caregiving



# Most Common Likes: Proposed School Street

## Children's Safety and Protection from Traffic

The most common reason for support is **making the area safer for pupils** during drop-off and pick-up times. Some mention motorcycles driving too fast or creating danger near the school and see timed restrictions as essential to keep children safe.

## Need for Enforcement and Balanced Access

While supportive overall, some respondents stress that School Streets **only work if properly enforced**. They note that in other areas, drivers often ignore restrictions without camera monitoring or on-site presence. Others highlight the **importance of keeping the closures time-limited to school hours** and **allowing essential access** (such as for residents, licensed taxis transporting children with special needs, or emergency vehicles) to ensure the scheme remains practical and fair for everyone.

*"Much needed. **The streets don't feel particularly safe for children** walking around here." **"Cyclists also need to be restricted** at drop-off and pick-up times."*

*"There is **too much traffic driving** through Hoxton Street, **causing a danger to children, pedestrians and cyclists** travelling up or down Hoxton Street."*

*"Given **how fast motorcycles and cars drive** on Hoxton street, I would strongly support a drastic reduction in traffic on the street, which **would make it safer for all us residents** who live there."*

*"Support this, **kids safety must come first**, but the through traffic can't be displaced to Pitfield Street, it needs to be kept on the A10 and New N Road."*

*"Agree but again **need residential exemption** - it we needed to head East during school times from Pitfield Street we would have to go via New north Road - the opposite direction - adding **HUGE** travel and emission times."*

*"Encouraging parents to walk & cycle with their children to school I think **will increase patronage of local businesses**. When parents drive it encourages them to travel out to large retail parks instead of local shops & services."*

*"Very much in support of school streets though I would note that **cars still regularly pass through school street** at London Fields Primary School when they are not supposed to. There seems to be zero enforcement of schools streets. **Can there please be some enforcement?**"*

*"So long as it **only during schools opening and closing hours**"*

# Most Common Dislikes: Proposed School Street

## Problem is Overstated

Some respondents believe Hoxton Street is **already quiet**, with existing speed limits, widened pavements, and few traffic incidents. They see the **measure as unnecessary** and question the evidence for introducing restrictions where “there has never been an issue.” Several suggest that **traditional solutions** (such as a lollipop person, zebra or pelican crossings, or better road safety education for children) would be **more practical and less disruptive** than road closures.

## Traffic Displacement

There is a concern that closing Hoxton Street at school times will push traffic onto surrounding roads (especially **Pitfield Street, Kingsland Road**), **increasing congestion, pollution, and travel times**.

## Access Difficulties

Respondents highlight difficulties for tradesmen, residents needing access to their homes, and for disabled or elderly people who rely on cars. Many feel these groups are being overlooked or unfairly penalised. Exemptions are requested for taxi drivers and local residents.

*“I don't think it's needed and my child attended st monica's.”; “It's just going to push traffic elsewhere, there **has NEVER been an issue** with traffic there.”*

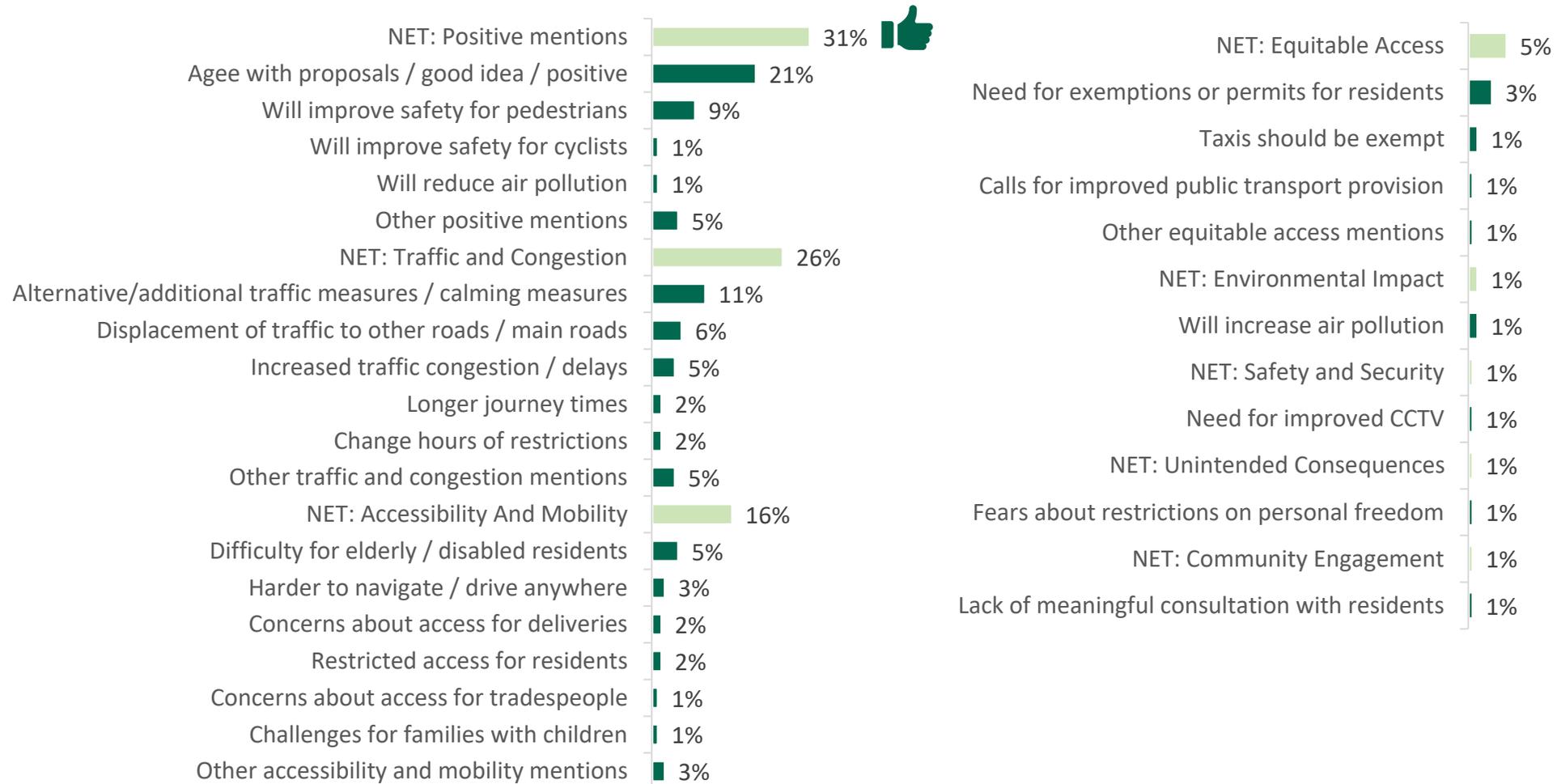
*“**School streets play havoc with deliveries and tradesmen** who have a perfectly legitimate reason for wanting to drive in the area. It is wrong to pursue a policy of school streets dogmatically; there may well be streets where such a scheme is inappropriate. That is the case here and with several of the existing school streets, including Crondall Street West. The Hoxton Street proposal will remove peak time access to one of the few remaining routes out of the area towards **Kingsland Road, adding to local congestion, frustration, pollution and anger** at the perceived intransigence of the authorities.”*

*“We have a number of school street exemptions and again **access should be permitted**. Many other boroughs **permit access to Licensed Taxis** ie Black Cabs. Throughout those boroughs, taxis will be permitted access to the closure areas if they are dropping off or picking up someone who lives, works, or studies in the closure area, and this includes school pupils. Like all non-emergency vehicles, to help protect children, taxis do not travel through the areas when the timed closures are in place, only access. There are occasions when we pick up or drop off unaccompanied minors or children stated under SEND where for safeguarding reasons, **we need to see the child enters the school or can see the vehicle if being collected** so we would like to ensure this can be facilitated within the Hackney programme similar to the exemption Licensed Taxis have for Heathy Neighbourhoods in other boroughs.”*

*“Most of the street in Hoxton are closed to cars! **What about disabled people?** This is discrimination!”; “**Disabled people** like myself need access to these places and don't have the luxury of walking or cycling. **Keep our roads open!**”*

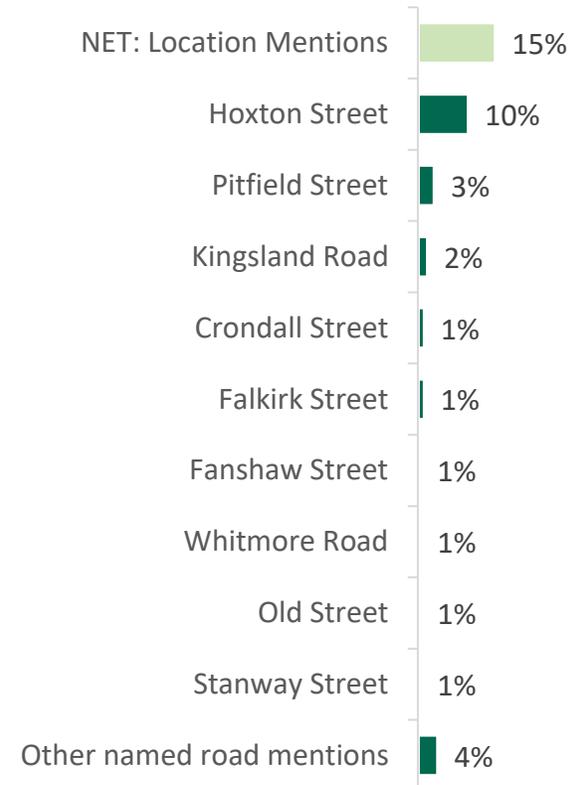
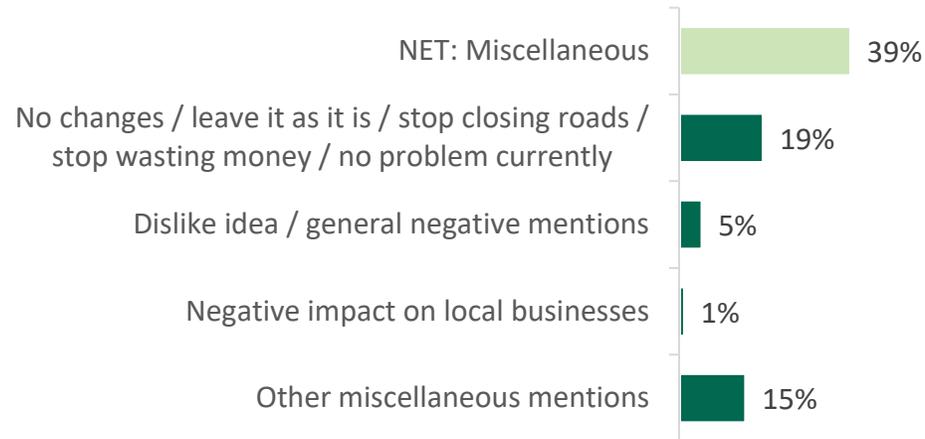
# Most Common Likes, Dislikes, and Suggestions in Numbers (Part 1 of 2)

## Community Reactions Regarding the Change (coded open-ended responses)



# Most Common Likes, Dislikes, and Suggestions in Numbers (Part 2 of 2)

## Community Reactions Regarding the Change (coded open-ended responses)



# Suggestions Made by Respondents

## Access & Exemptions

*"Concessions should be made for **vehicles registered in the immediate area** to pass through unhindered outside the school, and not be collectively classified as users from outside the local area..."*

*"Exemption for **Zone F Residents!**"*

*"There are occasions when we pick up or drop off unaccompanied minors or children **statemented under SEND** where for safeguarding reasons, we need to see the child enters the school or can see the vehicle if being collected so we would like to ensure this can be facilitated within the Hackney programme similar to the **exemption Licensed Taxis** have for Heathy Neighbourhoods in other boroughs."*

*"There is a **zip car** in that area which should be given an exemption."*

*"Keep the roads open and the **20 mph speed limit** around the school."*

## Camera Enforcement

*"Will **need camera enforcement**, as other Hackney School Streets are frequently ignored by drivers unless they are enforced. School Streets are great, but without enforcement they are a waste of time"*

## Plan for Parking

*"It would be interesting to see **where all the parents would park** if the changes were implemented. Would they end up crowding the adjacent streets?"*

*"This top end is horrid and **parent park on the pavement**. Has consideration been given to stopping parents using surrounding streets or entering school streets early which is what happens in some other areas with school streets"*

# Appendix

# Responses by Subgroup: Base Sizes

The table provide sample size used to calculated percentages on pages 19, 21, 23 of this report.

	1. New Bus Gate	2. Traffic Management Measures		3. School Streets
	Hoxton Road	Stanway Street	Fanshaw Street	Hoxton Road
Property Owners	217	216	206	221
Renters	245	246	232	247
Car Users Within Scheme Area	144	141	138	144
Car Non-Users Within Scheme Area	204	206	192	207
Within Scheme Area	348	347	330	351
Outside Scheme Area	150	149	140	153
Have a Disability	96	95	90	96
Dont Have a Disability	381	380	358	386
Caregiver	104	105	102	107
Not a caregiver	366	364	342	369
Under 35 y.o.	107	107	104	108
35-44 y.o.	106	107	105	107
45-54 y.o.	93	92	83	93
55-64 y.o.	89	89	85	91
65+ y.o.	83	82	73	85