

# Plans for Dalston Liveable Neighbourhood: Report

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# 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 than those who agree with the proposed changes at 90% confidence level, ▼ significantly 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**



# Project Background & Objectives

The London Borough of Hackney is undertaking a Liveable Neighbourhoods initiative in Dalston area to reduce traffic, improve air quality, and create safer, more welcoming streets for walking and cycling. Dalston East is a thriving neighbourhood, but the area suffers from heavy through-traffic and unsafe road conditions.

Nearly £3 million of funding from TfL has been secured to deliver improvements such as a bus gate on Shacklewell Lane, traffic filters on residential streets, new School Streets, and local public space enhancements.

The purpose of this report is to provide a comprehensive analysis of consultation responses to the proposed changes in Dalston, summarising community feedback, key themes, and demographic patterns to inform the next stage of design and decision-making.

## **Consultation and Engagement Methods**

A six-week consultation (14 July–24 August 2025) gathered feedback through an online questionnaire, paper surveys, 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.

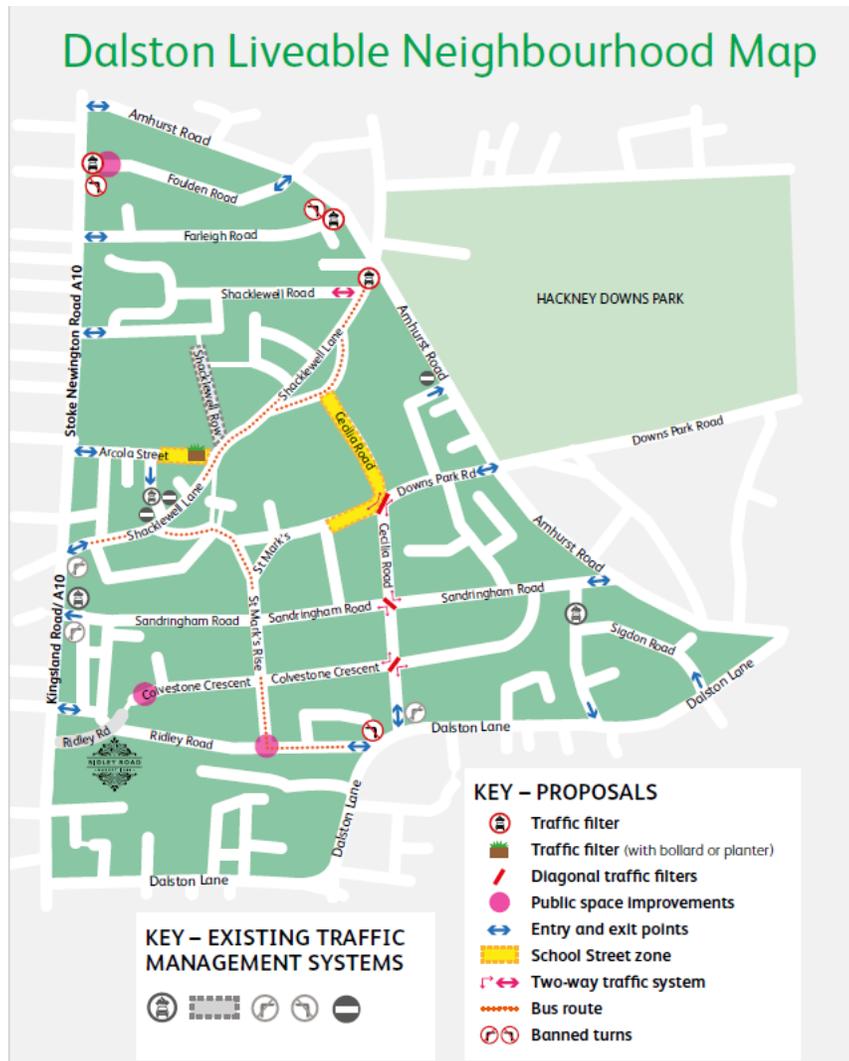
# Consultation and Engagement Methods (Cont.)



- 1. Online consultation page** - Launched on 14 July 2025 to host the consultation. A total of 849 consultation responses were received via the online consultation page.
- 2. Paper copies** - Distributed locally, including at Dalston Library, with freepost return envelopes. A total of 287 consultation responses were received as paper copies or emails.
- 3. Drop-in events** – Four in-person events at CLR James Library (23 July, 29 July, 6 August, and 16 August) gave residents the chance to ask questions and learn more.
- 4. Community outreach and supporting materials** – Proposals promoted via the Hackney website, FAQs, consultation booklet, and questionnaire, with related links to wider projects (Dalston Plan, Colvestone Crescent improvements, Pembury Circus works, Hackney Downs Station proposals).
- 5. Accessibility support** – Alternative formats (large print, Braille, audio, other languages) were offered on request to ensure inclusivity.
- 6. Direct contact** – Residents and stakeholders could submit feedback or queries via a dedicated email address or by phone through the Hackney Service Centre.
- 7. Social media and online sharing** – Consultation content promoted through Hackney Council’s channels, including Twitter, Facebook, Instagram, Nextdoor, LinkedIn, YouTube, and TikTok.



# Planned Changes



1. New Bus Gate (Shacklewell Lane)	2. Traffic Management Measures (Residential Streets)	3. School Streets
<ul style="list-style-type: none"> <li>• <b>A 24-hour bus gate between Shacklewell Road and Amhurst Road</b> to reduce through-traffic.</li> <li>• Only buses, emergency vehicles, cyclists, pedestrians, council refuse vehicles, and HAC01 permit holders (e.g. Blue Badge and Taxicard holders) <b>exempt</b>.</li> <li>• Public realm improvements at the bus gate, including <b>more greenery and wider footpaths</b>.</li> <li>• <b>Camera enforcement</b> with an appeals process for exemptions.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Cecilia Road:</b> Diagonal traffic diverters to stop straight-through traffic.</li> <li>• <b>Foulden Road &amp; Farleigh Road:</b> Filters preventing turns onto the A10 and Amhurst Road.</li> <li>• <b>Ridley Road:</b> Left-turn ban onto Dalston Lane to protect access to the market.</li> <li>• <b>Shacklewell Road:</b> Converted to two-way to improve local access.</li> <li>• Aimed at reducing cut-through traffic, lowering speeds, and freeing space for greenery and footpath widening.</li> </ul>	<ul style="list-style-type: none"> <li>• Introduced at <b>Arcola Street (Halley House School)</b> and <b>Cecilia Road (Excelsior Academy)</b>.</li> <li>• <b>Motor traffic restricted</b> during school pick-up and drop-off times on term days.</li> <li>• <b>Exemptions</b> for residents, emergency vehicles, refuse vehicles, and cyclists.</li> <li>• Designed to improve child safety and encourage walking and cycling to school.</li> </ul>

## Street Improvements (Healthy Streets Funding)

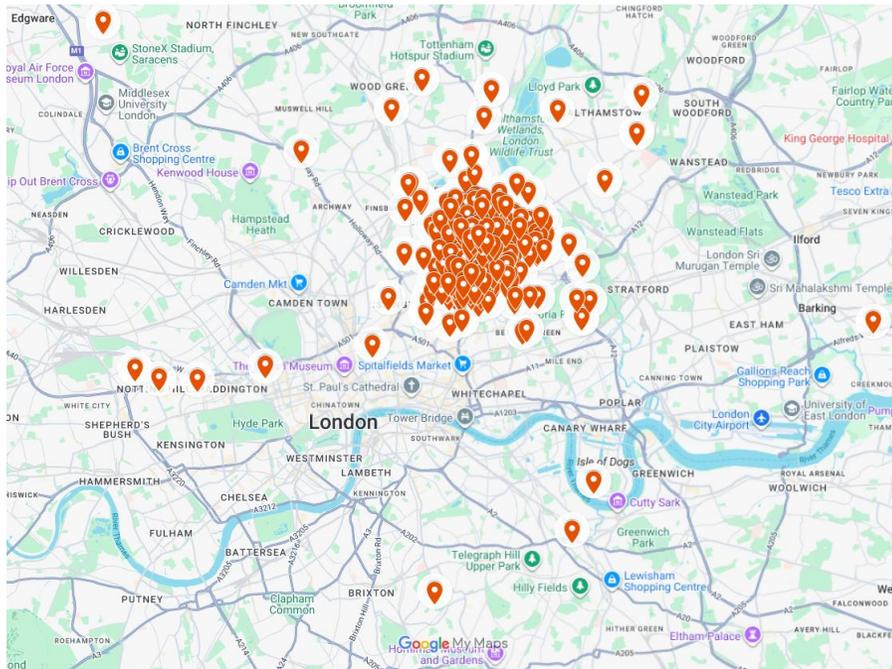
- £350,000 additional funding secured for public space upgrades.
- Possible improvements: play features, seating, trees, green spaces, cycle hire/parking bays, and flood prevention.
- Two focus areas identified: **Arcola Street/Shacklewell Lane junction** and **St Mark's Rise/Ridley Road junction**.

The questionnaire did not contain a dedicated question on these plans, but participants could share views through **open-text comments**.

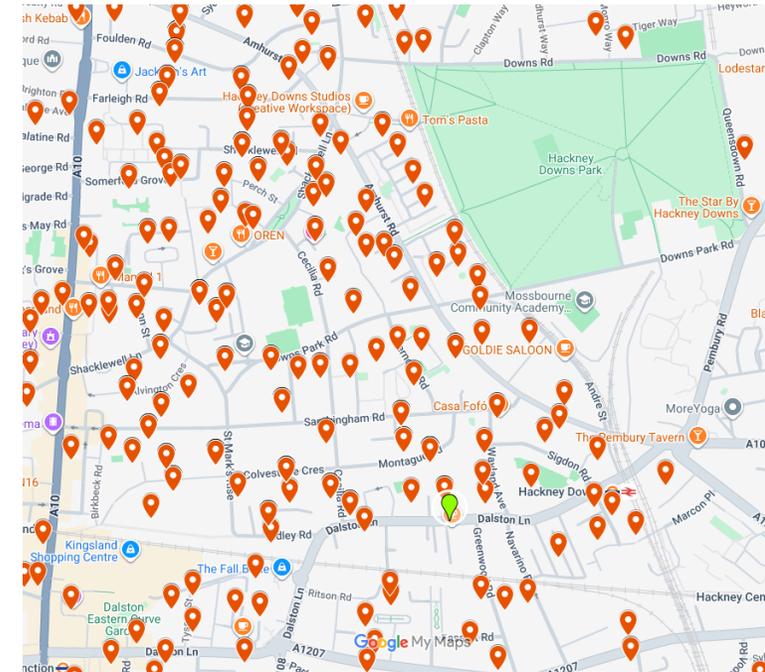
# The spatial composition of responses

A total of n=1081 respondents provided their postal codes. One-half of all respondents are within the scheme area.

## Map of respondents



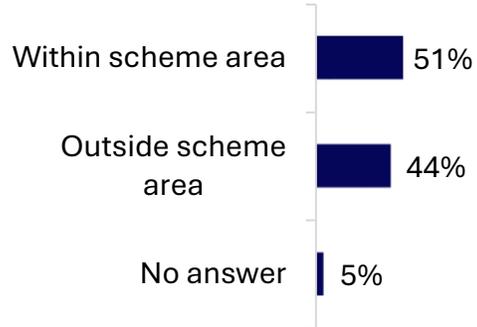
## Map of respondents at a scheme level



# Who took part in the survey? n=1,136 participants

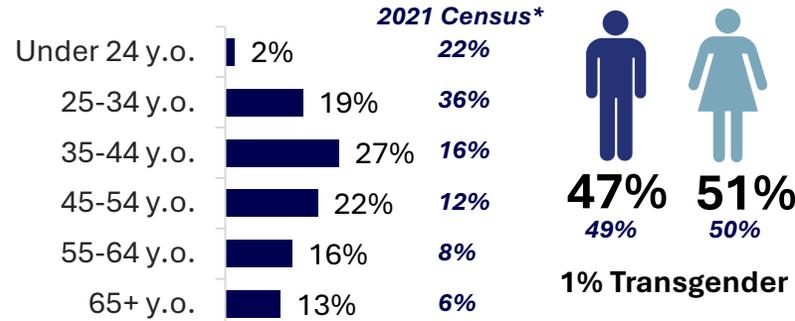
## Neighbourhoods

Based on postal codes



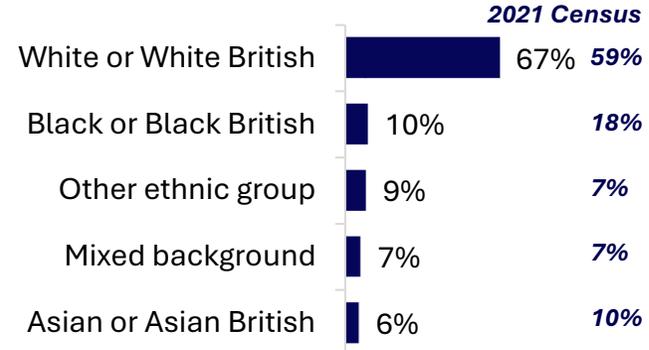
## Age

Excluding those who "prefer not to answer"



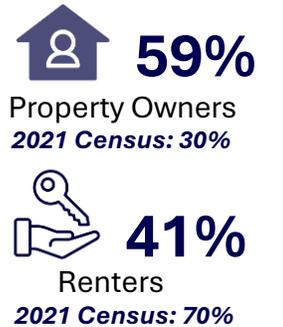
## Ethnicity

Excluding those who "prefer not to answer"

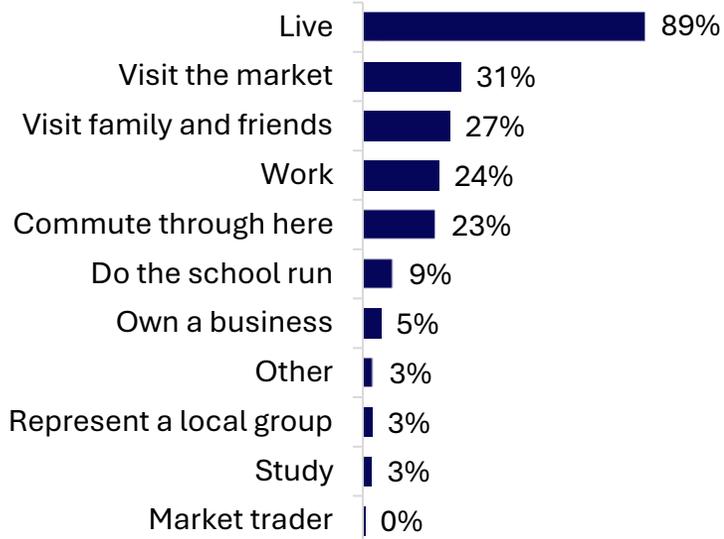


## Homeownership

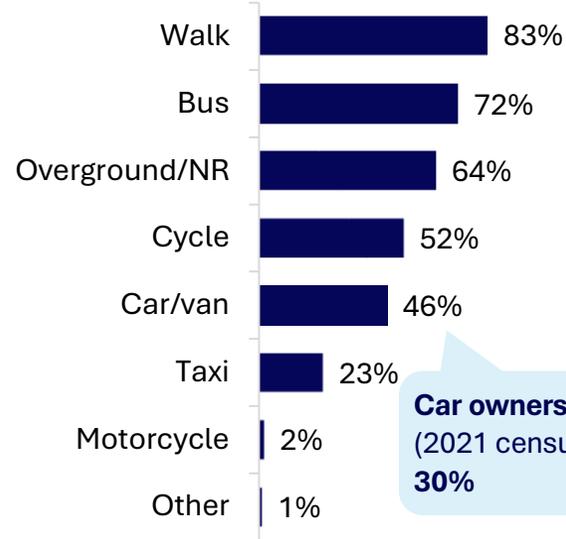
Excluding those who "don't know"



## Connection to the area



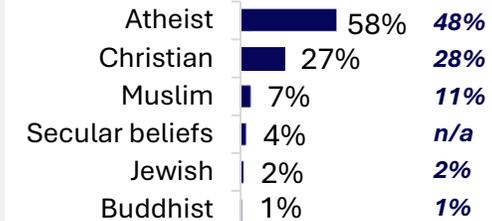
## Main Travel Mode



Car ownership  
(2021 census):  
30%

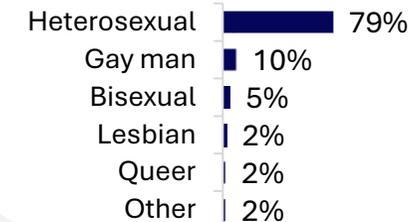
## Religion

Excluding those who "prefer not to answer"



## Sexual Orientation

Excluding those who "prefer not to answer"



## Disability & Caregiving

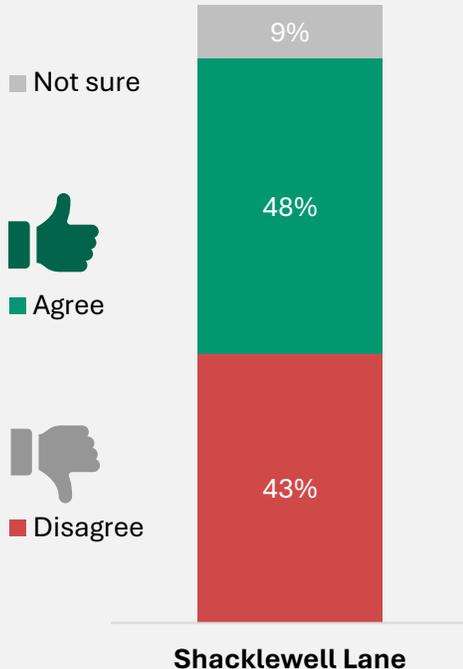


# **Executive Summary**

# Executive Summary: Bus Gate to Shacklewell Lane

Slightly more participants agree with the bus gate on Shacklewell Lane than disagree.

## Support for the Bus Gate to Shacklewell Lane



The largest proportion of supporters for the bus gate on Shacklewell Lane is among car **non-users within the scheme area (70%)** and **property owners (56%)**. The highest proportion of those who disagree is among **car users within the scheme area (66%)**, **caregivers (65%)**, **people with a disability (68%)**, **renters (52%)**, and those **aged 65 or more (49%)**.

## Most Common Likes – Top 3

-  **16%** It's a positive change
-  **4%** Improves safety for cyclists
-  **3%** Improves safety for pedestrians

## Most Common Dislikes – Top 3

-  **26%** Displacement of traffic to other roads (e.g., Amhurst Road, Dalston Lane, Kingsland High Street, and St Mark's Rise, Crossway)
-  **22%** Increased traffic congestion
-  **22%** Accessibility and mobility concerns
-  **12%** Will increase air pollution

## Suggestions Made by Respondents

(paraphrased)

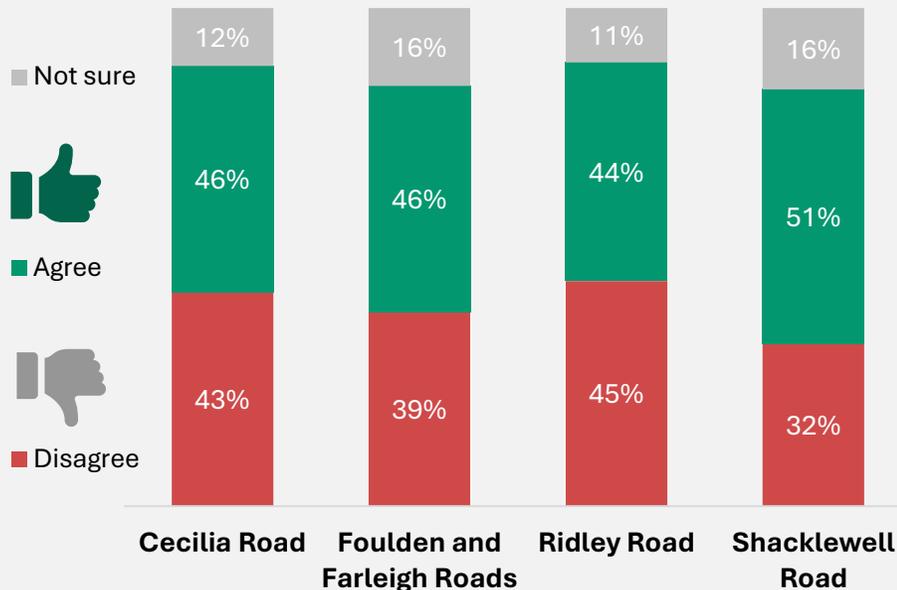
Respondents suggest **relocating the Shacklewell Lane bus gate** (either a bit south between Perch St and Shacklewell Rd or west of Shacklewell Green), widening the narrow pedestrian pinch-point at Shacklewell Row by **removing parking and the zebra island**, and expanding the scheme to **include Sydnor Road and Crossway**. They propose making **Amhurst Road one-way eastbound with a cycling contraflow and redirecting westbound traffic via Rectory and Manse Roads**, and amending the Kingsland High St/Balls Pond Rd junction (lifting the right-turn ban) to **cut rat-running on Crossway**. They also want **exemptions so licensed taxis and local residents can pass bus gates**, or to **relax the no-left-turn at Ridley Rd/Dalston Lane for resident access eastward** (e.g., to Homerton/Clapton).

# Executive Summary: Traffic Management Measures

Regarding traffic management measures, the highest levels of agreement are seen for Shacklewell Road being made two-way (51%). Views are divided on traffic filters at Cecilia Road. Agreement is lower for Foulden and Farleigh Roads and Ridley Road changes.

## Support for Traffic Management Measures

The largest proportion of supporters for traffic management measures is among **car non-users within the scheme area** (63%-68%) and **property owners** (51%-58%). The highest proportion of those who **disagree** is among **car users** (45%-67%), **people with a disability** (49%-67%), and **caregivers** (47%-66%).



## Most Common Likes – Top 3

-  **15%** It's a positive change
-  **3%** Improves safety for pedestrians
-  **3%** Improves safety for cyclists

## Most Common Dislikes – Top 3

-  **29%** traffic displacement (e.g. Montague Road, St Mark's Rise)
-  **17%** Increased traffic congestion
-  **12%** Longer journeys

## Suggestions Made by Respondents

(paraphrased)

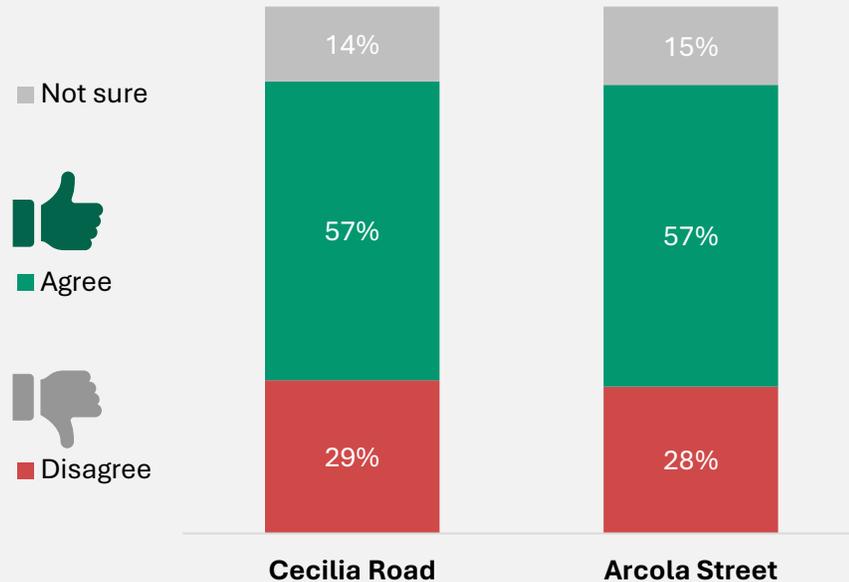
Respondents suggest introducing an additional bus gate on **St Marks Rise** and relocating the filter at **Montague Road / Cecilia Road** to better distribute traffic between Sandringham and Cecilia Roads. They propose a **camera-enforced traffic filter** on **Rectory Road** to divert southbound traffic via Manse and Kingsland Roads, keeping heavy traffic off residential streets like Amhurst Road. Some recommend **clearer signage**, such as banning left turns from Dalston Lane into Cecilia Road, to cut down on rat-running. On **Foulden Road**, respondents call for **greener spaces, wider pavements, car clubs and charging points**, while opposing seating areas due to anti-social behaviour and parking problems. They also suggest **resident exemptions**, allowing locals to register their vehicles for continued access.

# Executive Summary: Proposed School Streets

School Streets on Cecilia Road (57%) and Arcola Street (57%) received the highest level of support of all proposed measures under this consultation.

## Support for the School Streets

Support for School Streets is strongest among **car non-users in the scheme area** (73%), **property owners** (65%-66%), and those aged under 54. Just under one-half of people with **disability and caregivers** disagree with proposed School Streets.



## Most Common Likes – Top 3

- 22%** It's a positive change
- 7%** Improves safety for pedestrians
- 2%** Reduces pollution

## Most Common Dislikes – Top 3

- 8%** traffic displacement ( e.g., Seal Street, Kingsland Road, Dalston Lane)
- 6%** Increased traffic congestion
- 4%** Challenges for families with children (mostly living outside scheme area)

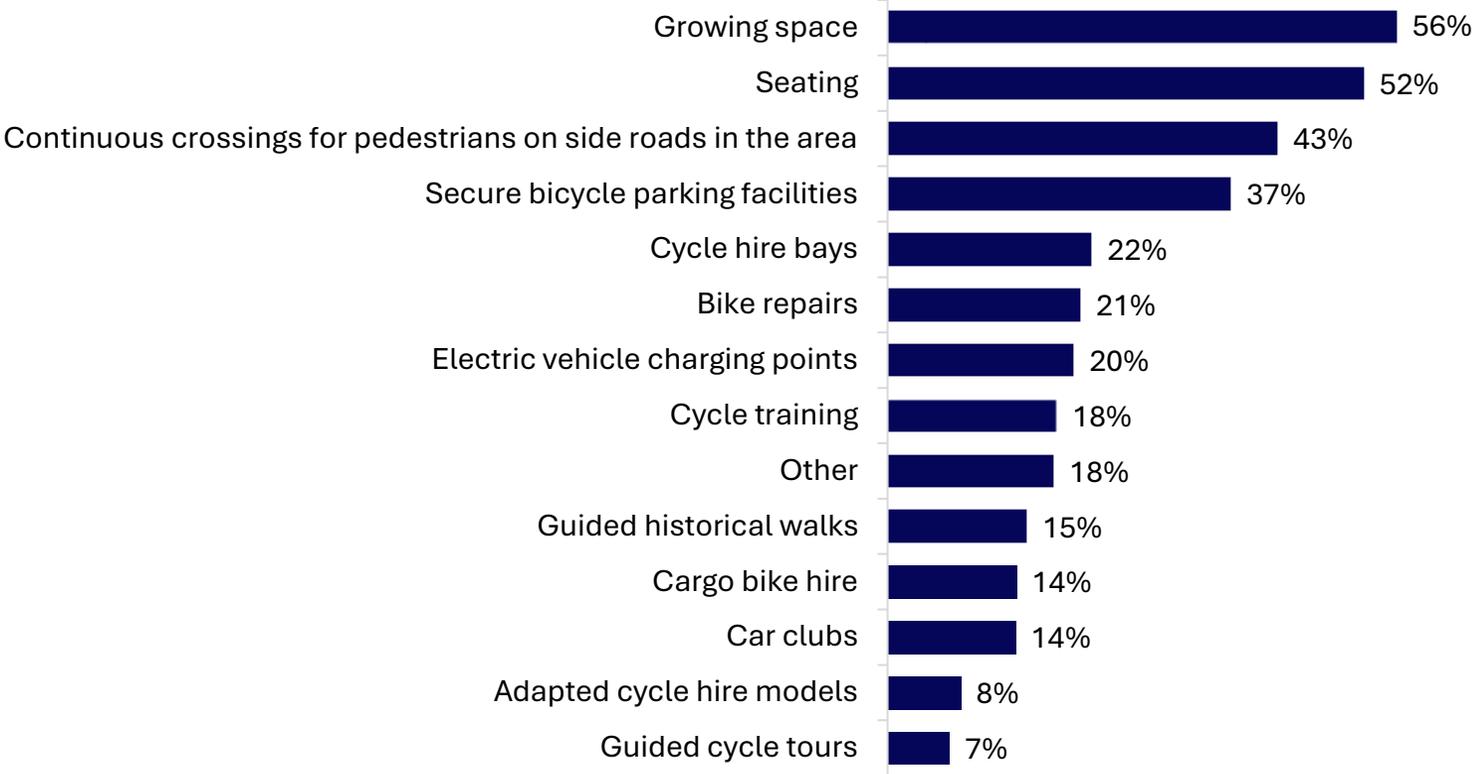
## Suggestions Made by Respondents

(paraphrased)

Respondents recommend **traffic calming measures** like speed humps or designated crossings near schools instead of banning vehicles outright. Some propose adding **public realm and play features**, such as turning parts of **Arcola Street** or **Cecilia Road** into spaces for play and socialising. There are also calls for **resident exemptions** to extend to car club and hire car users, to encourage alternatives to car ownership. On **Arcola Street near Halley House**, people suggest raising the road to pavement level, narrowing the carriageway, planting trees, adding greenery, and improving pedestrian crossings. For **Cecilia Road**, residents want the neglected scrub land to be replanted and made more attractive.

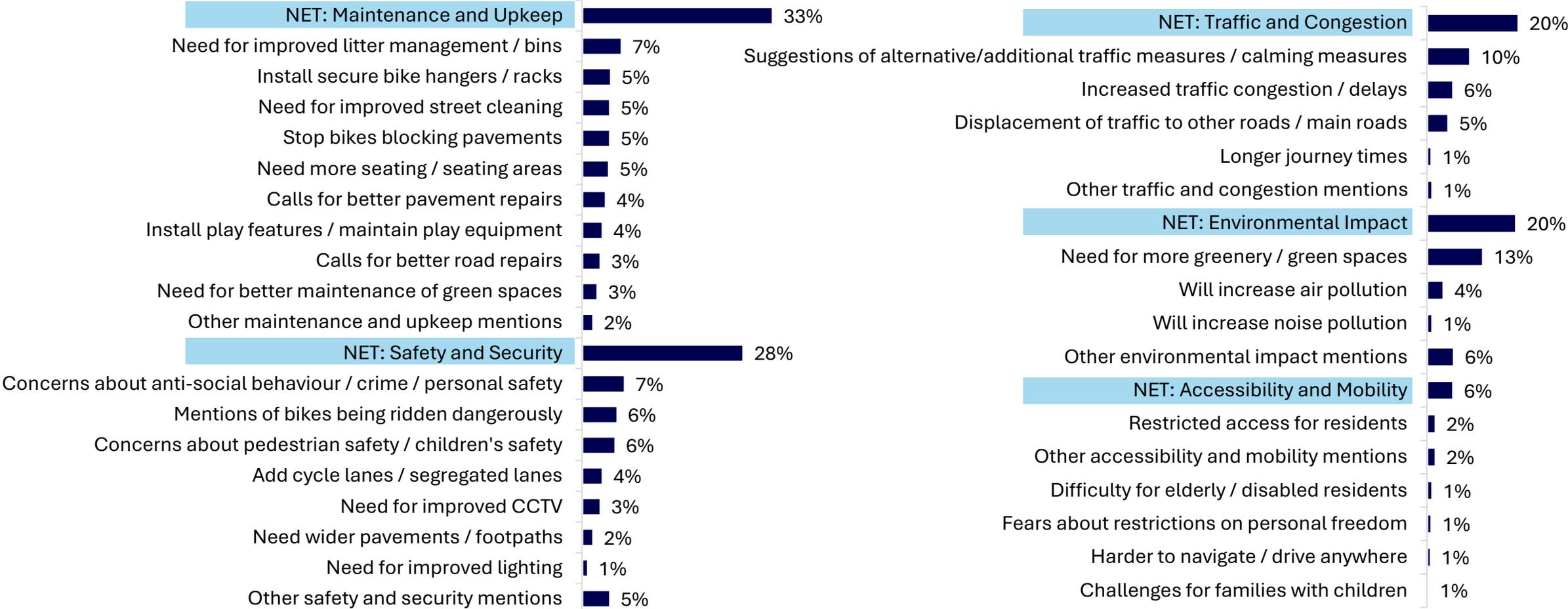
**Most participants expressed interest in growing space (56%) and seating (52%), followed by practical improvements such as pedestrian crossings (43%) and secure cycle parking (37%).**

**Interest in Additional Initiatives**



# When asked for additional comments and suggestions for improvement, initiatives related to general maintenance, safety and security were most requested.

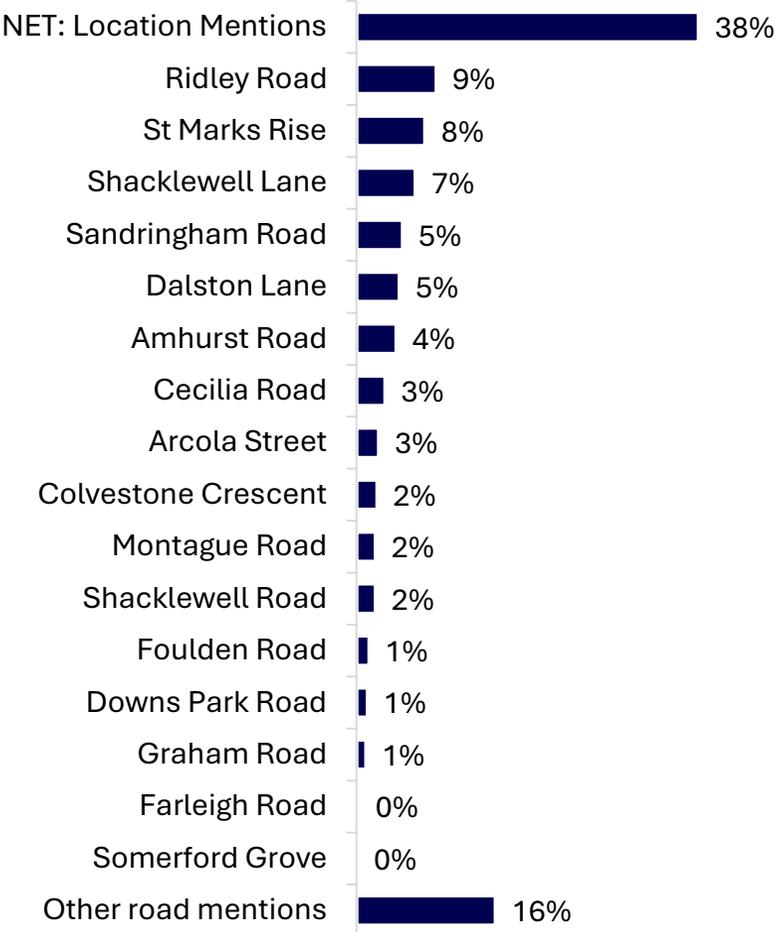
## General Suggestions for Improvements (coded open-ended responses)



\*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=558)  
 Q8: Do you have any other comments or suggestions for improvements, including where you'd like them to be located?

**Ridley Road, St Mark’s Rise, Shacklewell Lane, Sandringham Road, and Dalston Road were most commonly cited among respondents who provided additional comments and suggestions for improvement.**

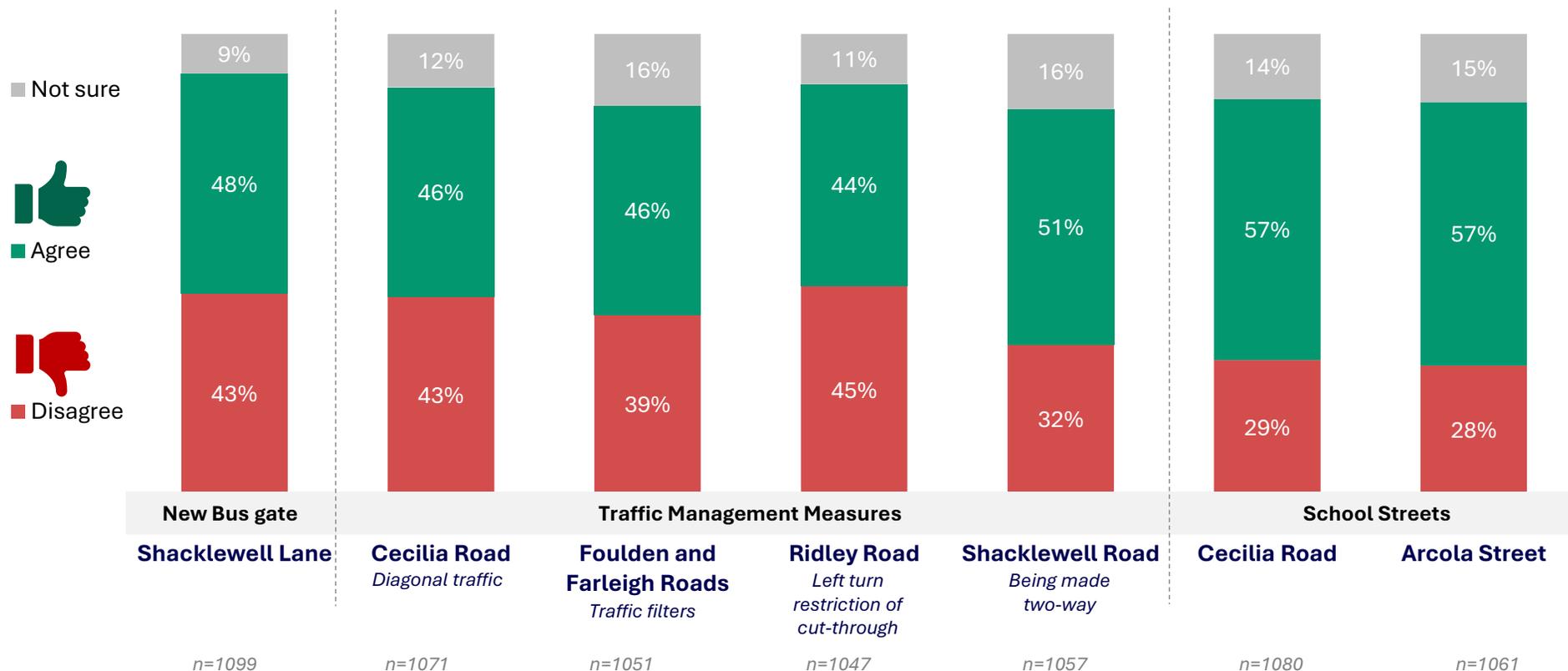
**General Suggestions for Improvements – Road Mentions (coded open-ended responses)**



# Detailed Results

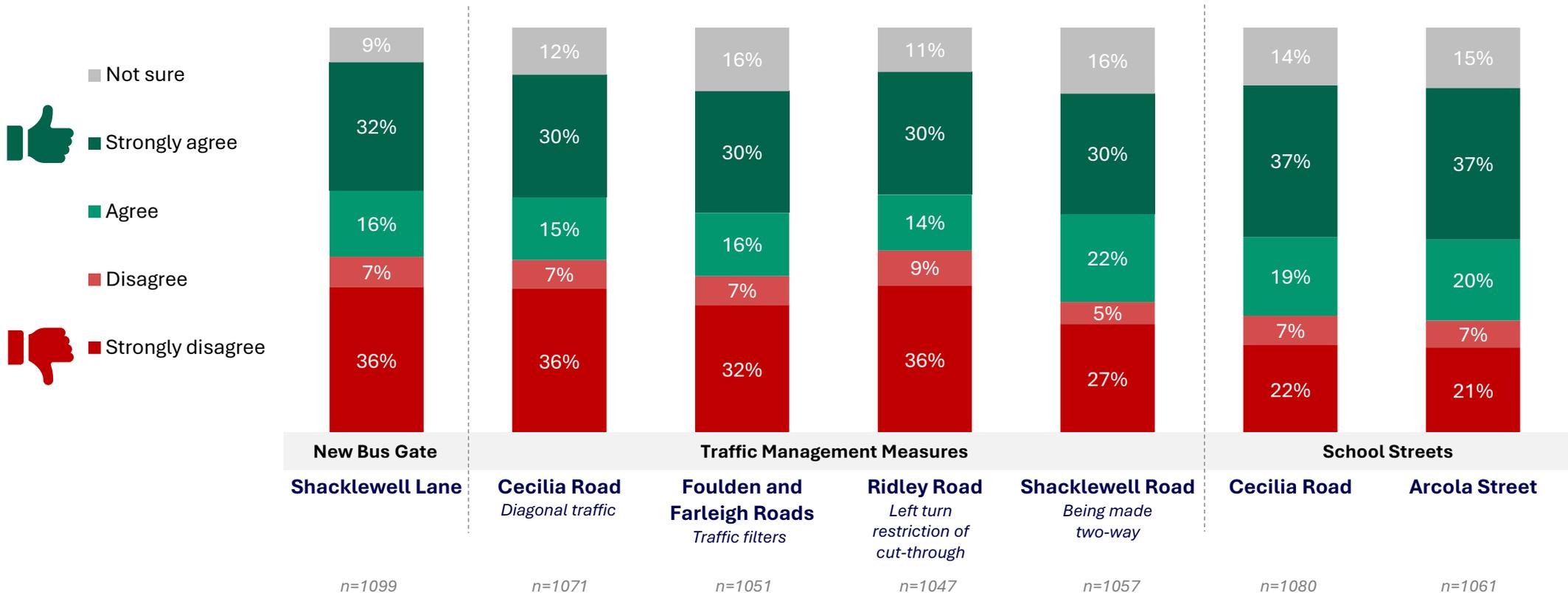
Support for the proposed changes varies across measures. The highest levels of agreement are seen for School Streets on Cecilia Road (57%) and Arcola Street (57%), followed by Shacklewell Road being made two-way (51%). Views are more divided on the new bus gate at Shacklewell Lane and on traffic filters at Cecilia Road. Agreement is lower for Foulden and Farleigh Roads and Ridley Road changes.

### Summary: Agreement with Proposed Changes



Looking at agreement in more detail, around one in six respondents were unsure about the proposals for Foulden and Farleigh Roads and Shacklewell Road, and the School Streets. Lower levels of uncertainty were recorded for the bus gate (9%), Ridley Road (11%), and Cecilia Road (12%) where views were more firmly polarised.

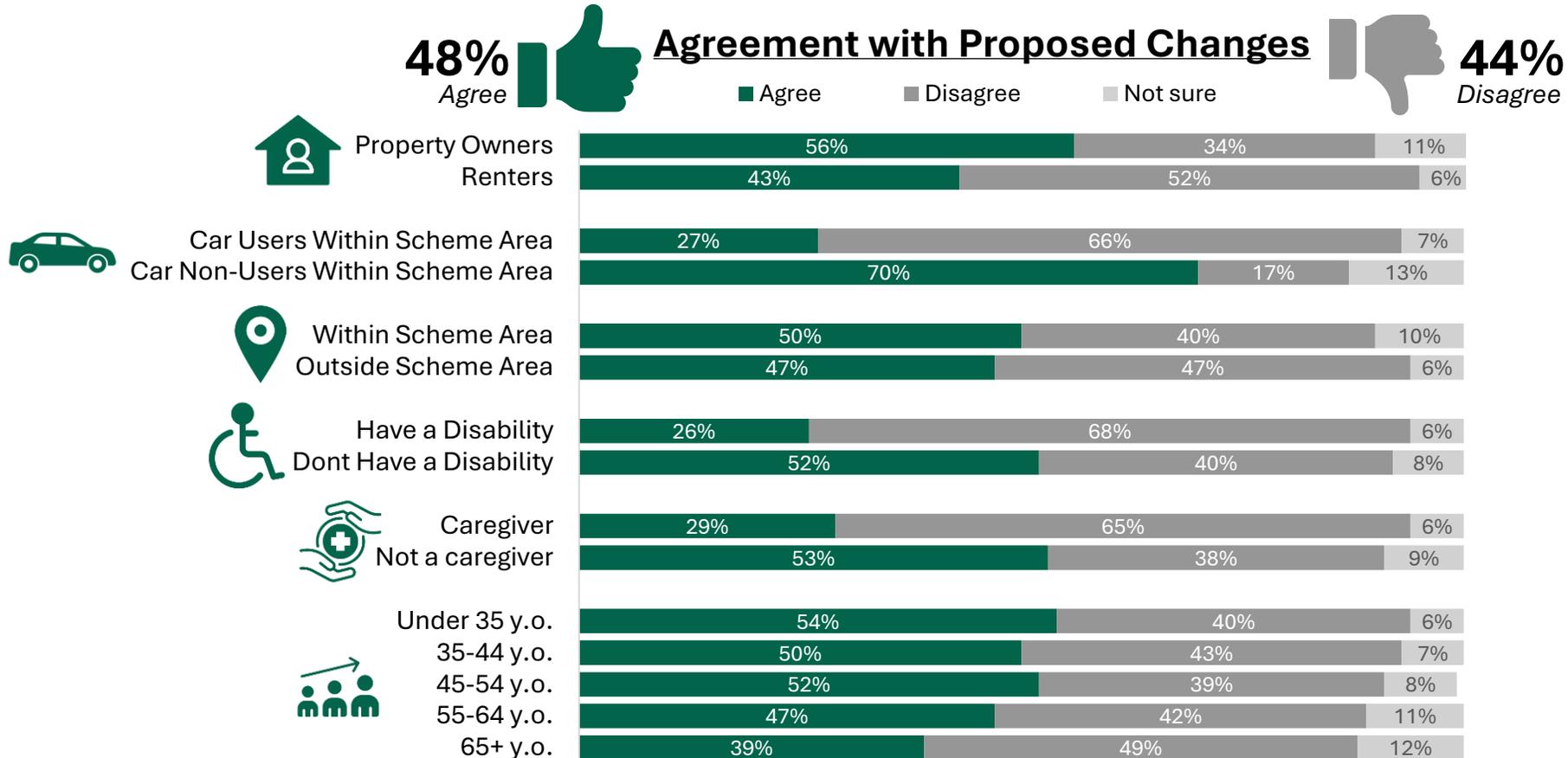
### Agreement with Proposed Changes (Detailed Results)



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/ Cecilia Road, Foulden and Farleigh Roads, Ridley Road, Shacklewell Road/ School Streets] as outlined in this consultation?

# Bus Gate on Shacklewell Lane: Overall Support by Subgroup

The largest proportion of supporters for the bus gate on Shacklewell Lane is among car non-users within the scheme area (70%) and property owners (56%). The highest proportion of those who disagree is among car users within the scheme area (66%), caregivers (65%), people with a disability (68%), renters (52%), and those aged 65 or more (49%).



# Bus Gate: Illustrative comments by subgroup

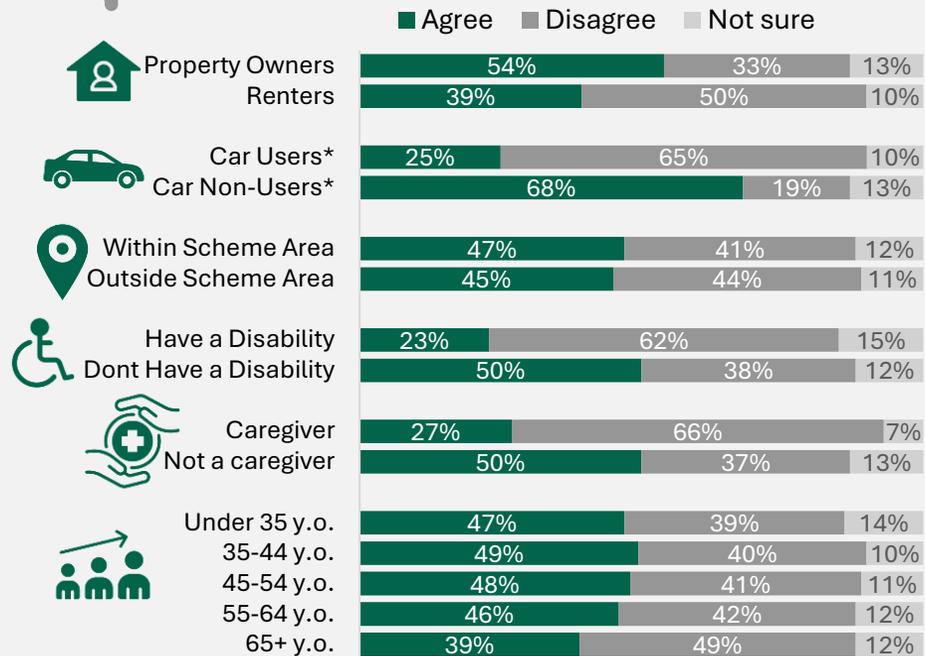
	Likes	Dislikes
<b>Car users</b>	<i>"I have children and it's a disgrace how fast people go through Shacklewell Lane. Particularly at the roundabout near 34a. Speeds aren't monitored, and there are so many careless drivers. In the four years I have live at this address, I could safely say I see one fight/argument (often physical) resulting from cars speeding / not indication on the road. It is only a matter of time before we have another fatal crash."</i>	<i>"Hackney council has already made it impossible for those needing to drive through Dalston Stoke Newington and Newington Green and Hackney Central in a timely manner. Journeys that should ordinarily take 2-3 minutes have recently increased to 10-15 minutes simply because cars are being funnelled through central few roads, which ultimately causes further pollution due to idling cars forced to wait for long periods at traffic lights." "Outside of school hours Shacklewell Lane is not that busy. There is very rarely any traffic at a standstill aside from the A10 end. This is due to the lights."</i>
<b>Car non-users</b>	<i>"This is a high traffic route and cars tend to speed particularly when going around Shacklewell Green which is unsafe and noisy. Reducing traffic on Shacklewell Lane is a good idea."</i>	<i>"I am concerned that this proposal will push more traffic onto Amhurst Road which is where I live. It is already a busy noisy road particularly with police cars travelling at speed with sirens on."</i>
<b>Disabled or Caregivers</b>	<i>"I fully support any measures that improve the environment for people who walk, cycle or wheel around the area. We have lived with car domination for too long and it has had a detrimental impact on the local neighborhood which is unfair on the majority of people who live in Dalston. ..."</i>	<i>"...Shacklewell lane is a major thoroughfare for me (a local resident) and one of the last remaining routes to/from my property NW-SE...there is now not a single pharmacy I can easily access and park within 20m of easily in order to pick up essential medication - my closest pharmacies are all barred from accessing due to bus gates, some of which don't even allow HAC01 permit holders through...."</i>
<b>Residents within Scheme Area</b>	<i>"I'm strongly in favour. The speed some people drive down Shacklewell Lane is ridiculous and unsafe given the school, the large number of junctions (e.g. around the green) and the 20mph limit. It makes cycling there feel less safe." "Shacklewell used to have a vibrant local community and shops which got destroyed by heavy and constant road traffic. There is significant social value in reducing traffic and allowing local residents to re-invest the space"</i>	<i>"I work at the Shacklewell Arms and often get taxis to and from the venue late at night. As a young woman I would not feel comfortable walking to the High street and then book a taxi. I am sure lots of club goers would agree." "The proposals for Shacklewell Lane, Cecilia Road and Ridley Road will make it impossible to drive from my home to the A10 to go south" "This would create more traffic for us which would make it much longer for us to get to our homes"</i>
<b>Outside Scheme Area</b>	<i>"I think this is a great idea, I avoid this road whilst cycling as it's just too hectic. This will enable to be to more safely use this route as well as making bus journeys easier."</i>	<i>"How do residents from my postcode travel west? I was told by representatives at the library in order to go west towards Islington cars would have to drive north up Amhurst Rd. This would mean car users travelling further and would create more pollution not less. There were no clear answers from your representatives to this key point at the drop in event at the library. It would appear it hasn't been thought through." "...Your proposals are choking the life out of the Borough. I like to come back to the area to support shops I loved for years. This is becoming more and more difficult with these schemes. Shacklewell Lane is a vital through route."</i>
<b>Business Owners</b>	<i>"Agree with the control of vehicles using Shacklewell Lane. These current thoroughfares are often used by people driving very fast. Hopefully this will reduce the use of these roads."</i>	<i>"I own a small takeaway business and with other road changes implemented in Hackney like Hackney Central &amp; Pembury Circus, we are already having a hard time delivering food orders to our customers as we have a small car and with due to roads being changed into one ways and no throughway and now having increased traffic on Amhurst Road &amp; Sandringham Road, it takes us longer to deliver food orders and not to mention the car fume air pollution increase on these roads."</i>

# Traffic Management Measures: Overall Support by Subgroup (Part 1 of 2)

The largest proportion of supporters for both diagonal traffic diverters on Cecilia Road and traffic filters on Foulден and Farleigh Roads is among car non-users within the scheme area and property owners. The highest proportion of those who disagree is among car users, people with a disability, caregivers, and those aged 65 or more.

## Support for the Diagonal Traffic Diverters on Cecilia Road

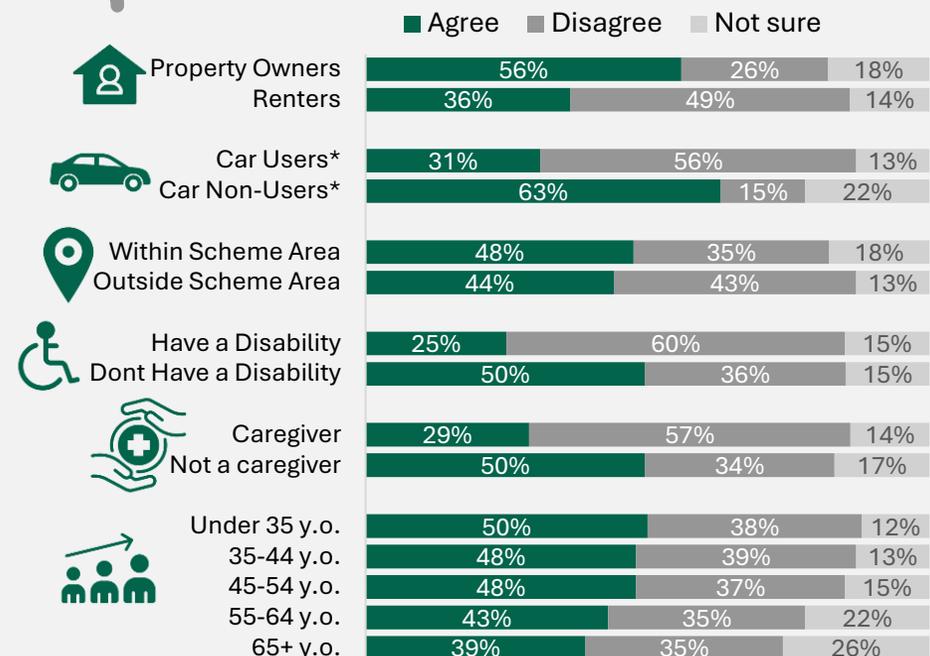
 **46%** Slightly more respondents agree than disagree with the proposed diagonal traffic diverters on Cecilia Road.  
 **43%**



\*Within Scheme Area

## Support for Traffic Filters on Foulден and Farleigh Roads

 **46%** More respondents agree rather than disagree with the proposed traffic filters.  
 **39%**

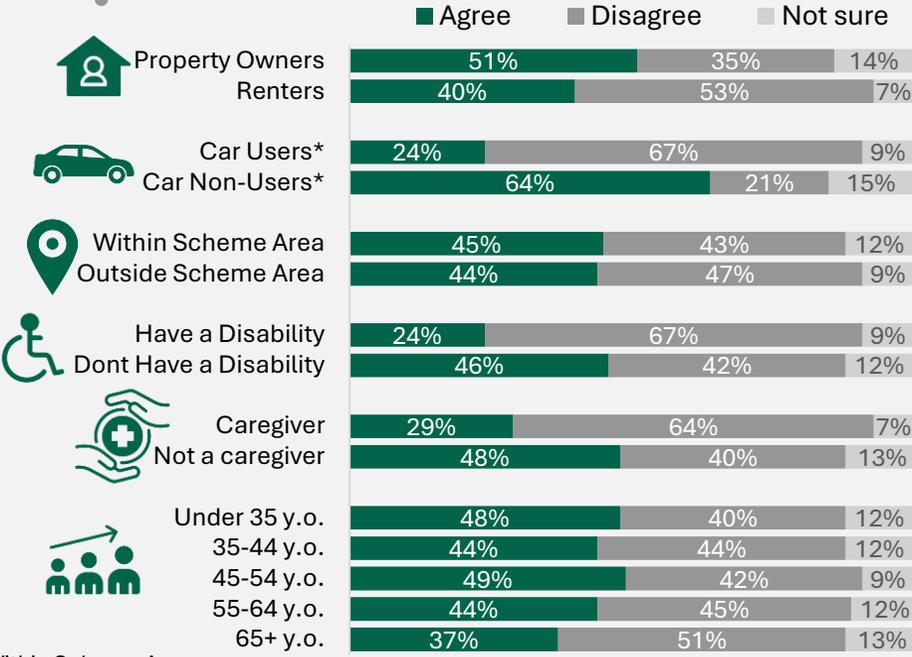


# Traffic Management Measures: Overall Support by Subgroup (Part 2 of 2)

Similar to the other traffic management measures, car non-users within scheme area and property owners are more likely to support traffic management measures. People with disability and caregivers are more supportive of making Shacklewell Road two-way compared to left turn restrictions on Ridley Road.

## Support for Left Turn Restriction on Ridley Road

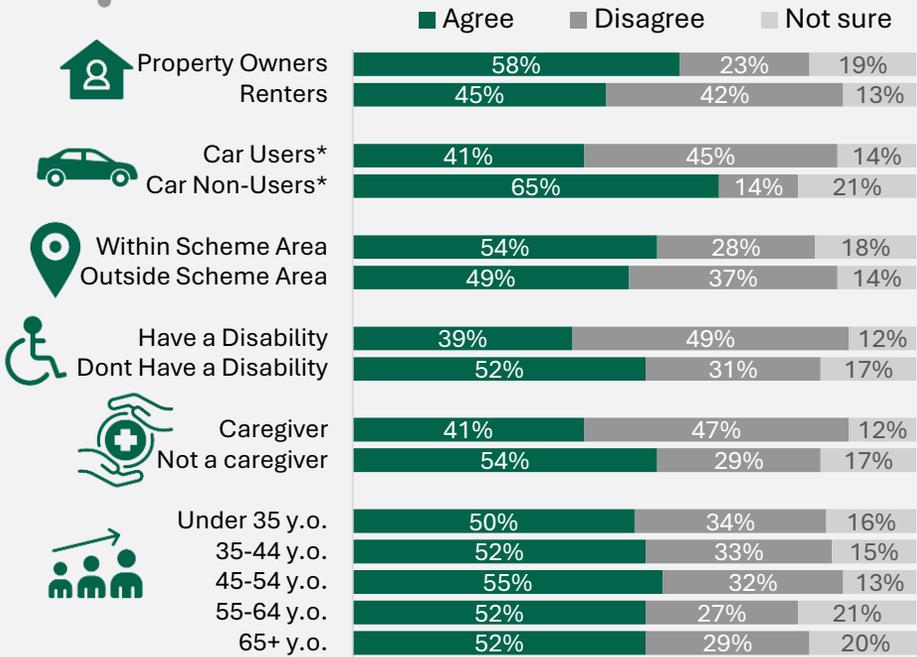
**44%** Support and opposition are closely balanced for the proposed left turn restriction on Ridley Road.  
**45%**



\*Within Scheme Area

## Support for Shacklewell Road Being Made Two-Way

**51%** Significantly more respondents agree to making Shacklewell Road a two-way street than disagree.  
**32%**



Base size: Total responses vary by subgroup. See the appendix for a detailed breakdown of sample sizes.  
 Q5OE: To what extent do you agree or disagree with our proposals for Cecilia Road, Foulden and Farleigh Roads, Ridley Road, Shacklewell Road?

# Traffic Management Measures: Illustrative comments by subgroup

Part 1 of 2	Likes	Dislikes
<b>Car users</b>	<p>“Very much support these measures but I m concerned about a new potential rat run route from Dalston lane, turning into Cecilia road and then cutting through Montague Road which is a quiet residential street.”</p>	<p>“Shacklewell road is a main route for many many families taking their kids to shacklewell primary school every day. There should be absolutely no changes made that could increase traffic on this street unless there are additional calming measures put into place like making it a school street during dropoff and pickup hours.”</p> <p>“Ultimately with any of these LTN measures, you're not eradicating traffic you're just displacing and bottlenecking it elsewhere. One roads gain being another neighbouring road's loss is inherently arbitrary and unfair. It's unclear what additional problems these measures would create.”</p>
<b>Car non-users</b>	<p>“These streets have suffered from too much rat running for years. I'm glad the council are taking steps to make them better.”</p>	<p>“As I live in Montague Road, I realise that these proposals give motorists going east between Dalston Lane and Amhurst Road only two options. The shorter one will be along Montague Road. At present motorists have 5 ways to cut through between Dalston Lane and Amhurst Road so noise pollution, danger from speed etc are spread through several streets in the area.”</p>
<b>Residents within Scheme Area</b>	<p>“I support the traffic reduction measures within the area set out above and think most of these will be an improvement, apart from the fact that St Marks Rise remains a thoroughfare for car users. I am not convinced the left turn ban on Ridley Road will be obeyed by many car drivers so will not reduce the use of St Marks Rise as a busy road. Cars are constantly driven very fast on this road, causing conflict with local residents...”</p>	<p>“Shacklewell Road is too narrow. Tenants / residents will lose their parking.” “The consultation states that it is designed to maintain access to all properties but this proposal does not fulfil that pledge. I accept that a slightly longer vehicle journey is a reasonable price to pay to reduce through traffic and pollution in the area but blocking resident access to properties in the Shacklewell Lane area who are coming from East London via Lea Bridge Road and Dalston Lane is not reasonable.”</p>
<b>Outside Scheme Area</b>	<p>“This is really welcome. Cycling down Cecilia Rd feels really unsafe at the moment as cars speed down the middle of the road and provide no space. It's also really unsafe to cross the road, especially for students at Excelsior Academy. I hope the filters are enforced properly with bollards or cameras though, as they will simply be ignored otherwise.”</p>	<p>“The restrictions are becoming too hard to commute in the area. Although I cycle and safety has increased. It does't help with main roads with drivers with road rage and often drive dangerously due to long lines etc.” “Stop the cut through of cars going E-W from Dalston Lane to Kings land High Street or Crossway by putting a filter on Ridley Road or St Mark's Rise. The proposals will increase traffic on St Mark's Rise and Ridley Rd by funnelling all through traffic there”</p>

# Traffic Management Measures: Illustrative comments by subgroup

Part 2 of 2	Likes	Dislikes
<b>Disabled or Caregivers</b>	<p><i>“There should be more emphasis on getting residents to use other means of transportation than cars and private hire vehicles. The bus gate and traffic filters are a good start, but far too little, too late. The area has a constant issue with dangerous driving and pedestrian collisions far too frequent. It appears the council do not care about speeding drivers and people ignoring speed limits and existing traffic filters.”</i></p>	<p><i>“People with mobility issues who do not qualify for exemptions, carers making multiple daily visits, and those with jobs requiring vehicle use will face significant inconvenience. Local drivers will often need to navigate onto the already congested A10 (Stoke Newington Road) or boundary roads, worsening traffic there rather than reducing it overall. These measures may reduce car numbers inside the restricted area but simply push the same traffic onto other residential streets and main roads. .... Please ensure that the plans reflect the needs of all residents, including drivers, traders, and people with mobility needs.... I also question how resident feedback—particularly from the 30–40% who still drive or rely on cars—will be genuinely considered, not just part of a tick-box consultation.”</i></p>
<b>Business Owners</b>	n/a	<p><i>“I own a small takeaway business and with other road changes implemented in Hackney like Hackney Central &amp; Pembury Circus, we are already having a hard time delivering food orders to our customers as we have a small car and with due to roads being changed into one ways and no throughway and now having increased traffic on Amhurst Road &amp; Sandringham Road, it takes us longer to deliver food orders and not to mention the car fume air pollution increase on these roads.”</i></p>

# Proposed School Streets: Overall Support by Subgroup

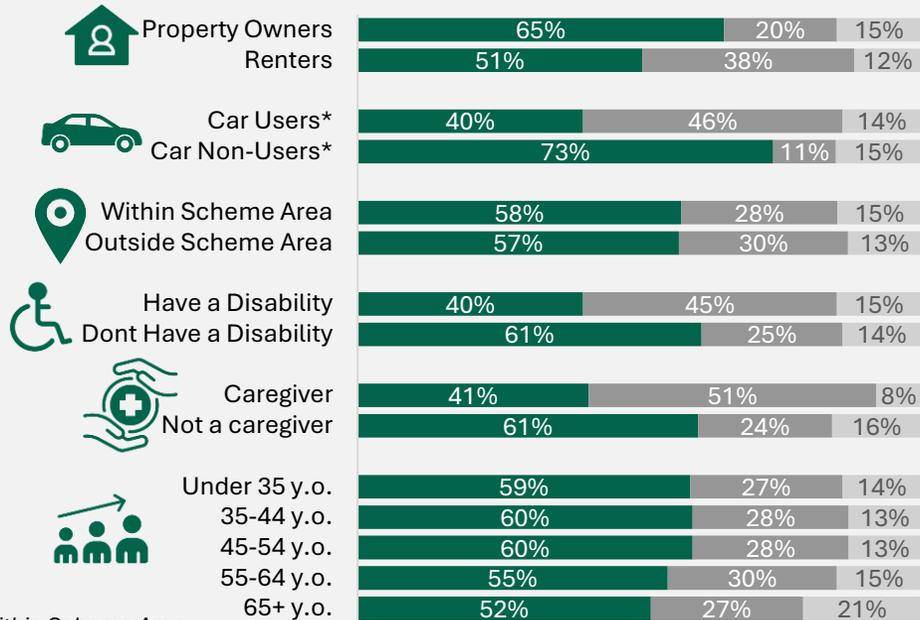
Support for School Streets is strongest among car non-users in the scheme area, property owners, and those aged under 54. Just under one-half of people with disability and caregivers disagree with proposed School Streets.

## Support for School Streets on Cecilia Road

 **57%**  
 **29%**

Significantly more respondents agree rather than disagree with the proposed school streets on Cecilia Road.

■ Agree ■ Disagree ■ Not sure



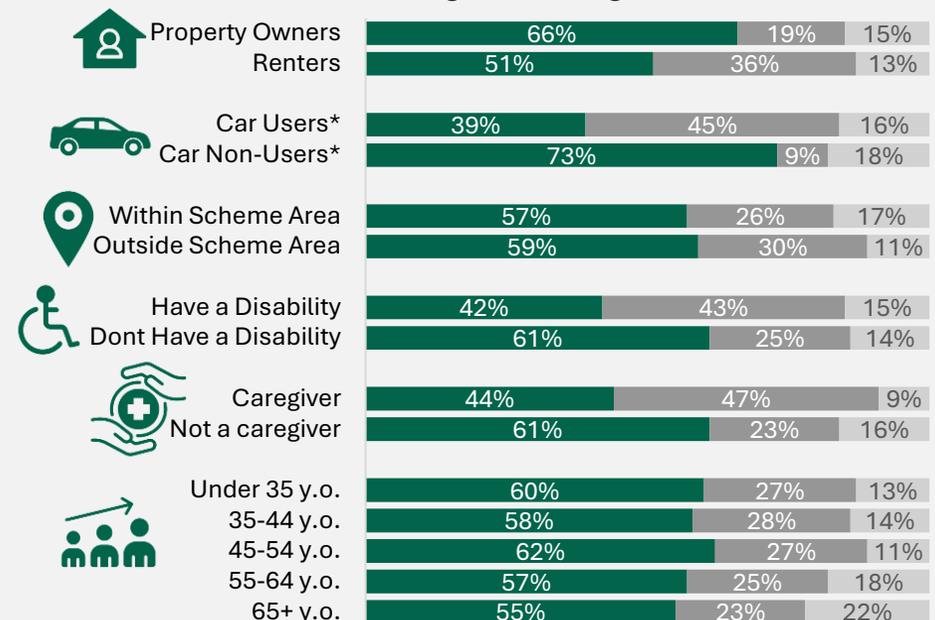
\*Within Scheme Area

## Support for School Streets on Arcola Road

 **57%**  
 **28%**

Significantly more respondents agree rather than disagree with the proposed school streets on Arcola Road.

■ Agree ■ Disagree ■ Not sure

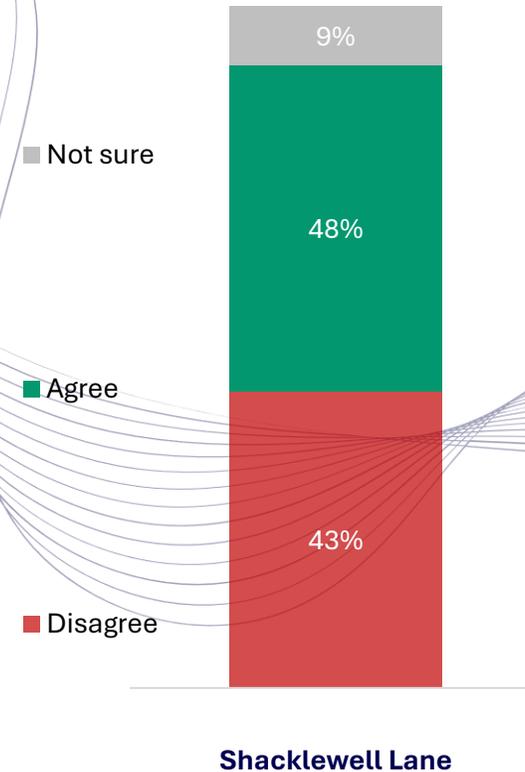


# School Streets: Illustrative comments by subgroup

	Likes	Dislikes
<b>Car users</b>	<i>"Happy for this to be introduced to protect children"</i>	<i>"I do not believe that the proposed school streets are necessary. I have direct experience with one of the schools as my son attends there, and the traffic is not heavy in that area. When people use the pedestrian crossings, it is already safe enough. Introducing a school street will cause unnecessary disruption and push traffic elsewhere without delivering real benefits."</i>
<b>Car non-users</b>	<i>"I strongly agree with the proposals for school streets on both Cecilia Road and Arcola Street. The most important thing will be to enforce the restrictions when they come into being as in my experience people only change their school pick up habits if they are worried about getting a parking fine".</i>	<i>"School runs by car should be heavily discouraged overall, especially when pupils are older and able to bike or use public transport on their own. The Excelsior Academy has significant bike parking which remains empty every day, and instead causes substantial congestion on narrow local roads in the mornings and afternoons when everyone else is trying to get by!"</i>
<b>Disabled or Caregivers</b>	<i>"I am happy with school streets being introduced. As it is only in effect during school term times and during school hours, it achieves the safety required without inconveniencing locals who are able to use the road outside of those times."</i>	<i>"I live on the corner of Arcola Street and Dunn Street, and I need to park my car so I can carry my shopping and bags a short distance only, due to my disabilities...Will I be able to continue to park on Arcola Street and Shacklewell Lane? Where are you proposing my blue badge car parks?"</i>
<b>Residents within Scheme Area</b>	<i>"These will be a roaring success and make it safe for children and their parents to walk comfortably to school, much needed!"</i>	<i>"More restrictions on Cecilia Road will put additional pressure onto Dalston Lane, which is already burdened with too much traffic."</i>
<b>Outside Scheme Area</b>	<i>"This will make it better for dropping the kids off at school"</i>	<i>"For many people using public transport to take their kids to school is not feasible. Because they have to travel far as no spaces in local schools. So these people are being punished twice - having to travel far with no direct public transports and then being inconveniences and stuck in traffic due to the endless road closures..."</i>
<b>Business Owners</b>	<i>n/a</i>	<i>"I believe this a school street would have negative impact on the local businesses for this area. Also it would introduce additional permit related costs for residents and businesses."</i>

# Bus Gate on Shacklewell Lane

Community Feedback Deep-Dive



Base size: Total Answered (n=1099)

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

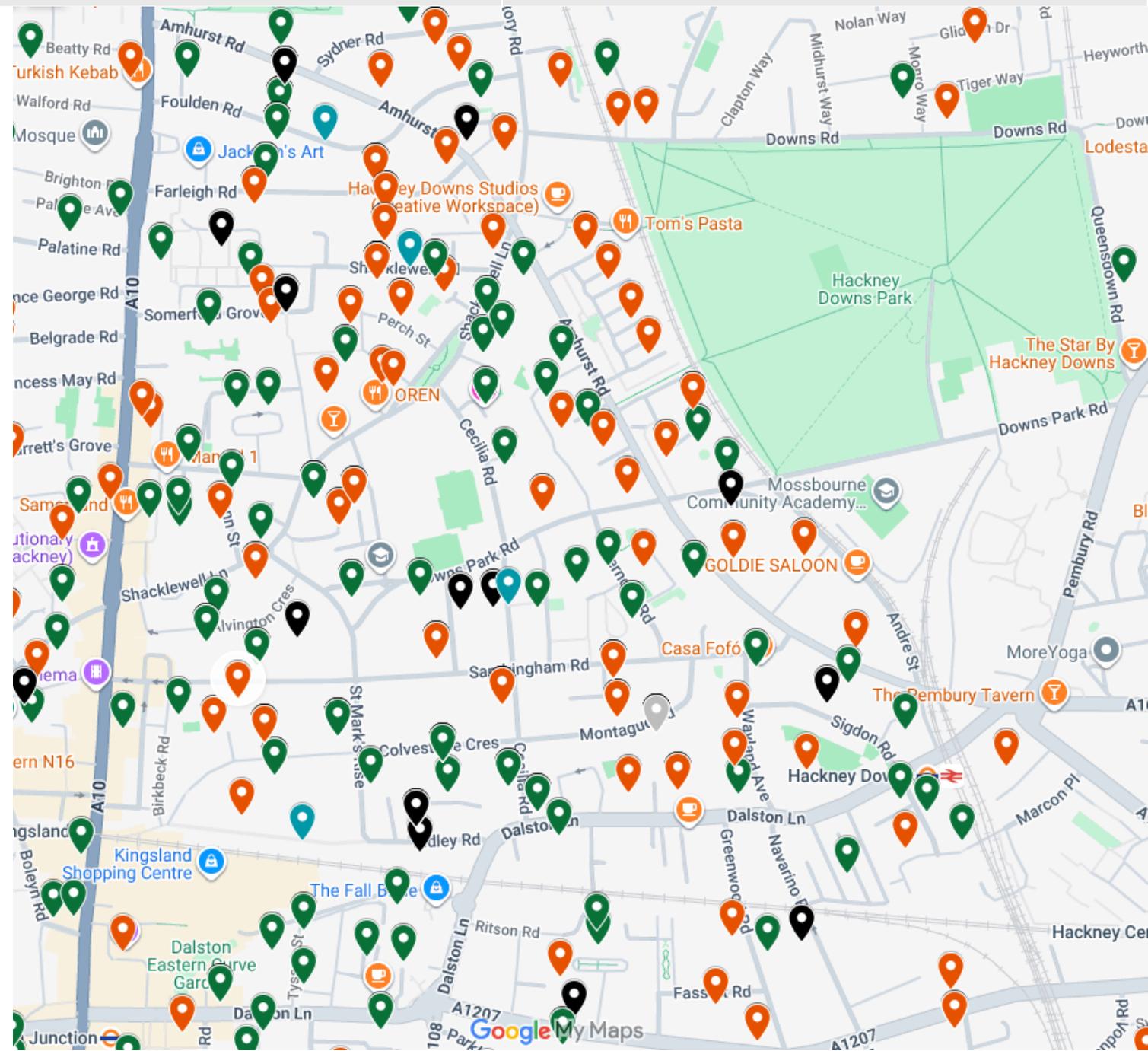
# Spatial distribution of the responses in the scheme area, colour-coded by response type.

## Legend:

- 📍 Strongly disagree (396)
- 📍 Strongly agree (346)
- 📍 Agree (178)
- 📍 Not sure (94)
- 📍 Disagree (82)
- 📍 Not Answered (29)
- 📍 Other / No value (4)

Q1: What is your postcode? Base size: Total Answered (n=1136)

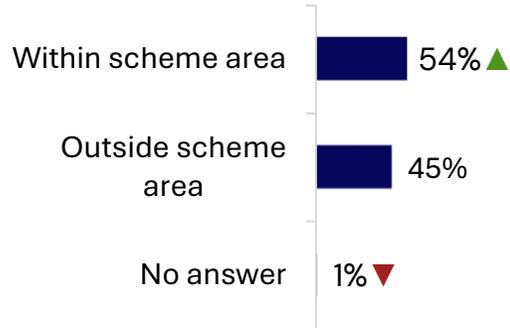
Q4: To what extent do you agree or disagree with our proposals for a bus gate as outlined in this consultation? Base size: Total Answered (n=1099)



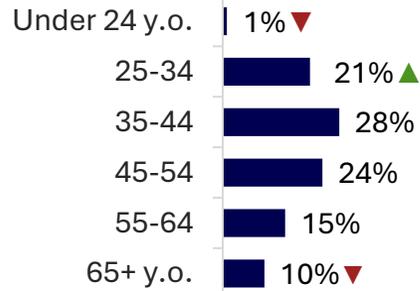
# Profile: Agree with bus gate on Shacklewell Lane

## Neighbourhoods

Based on postal codes

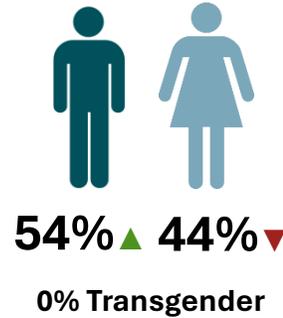


## Age



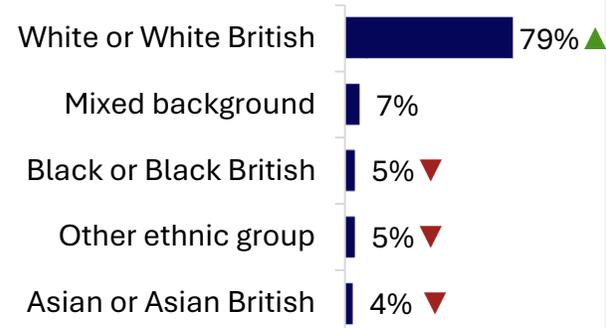
## Gender

Excluding those who "prefer not to answer"



## Ethnicity

Excluding those who "prefer not to answer"

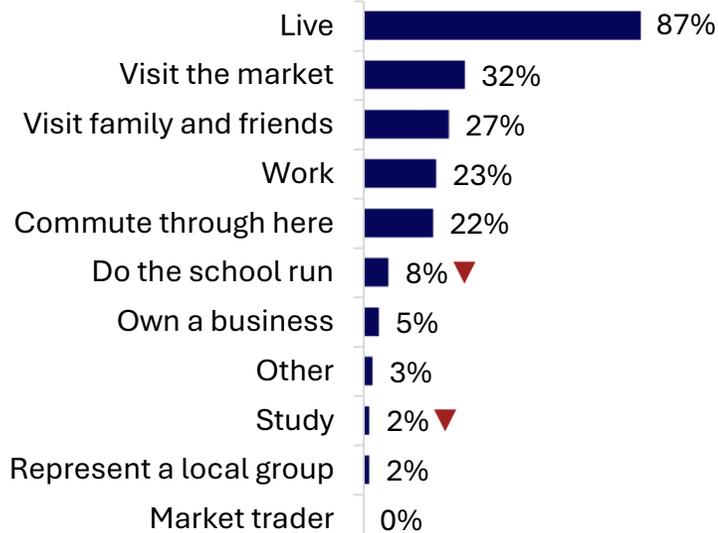


## Homeownership

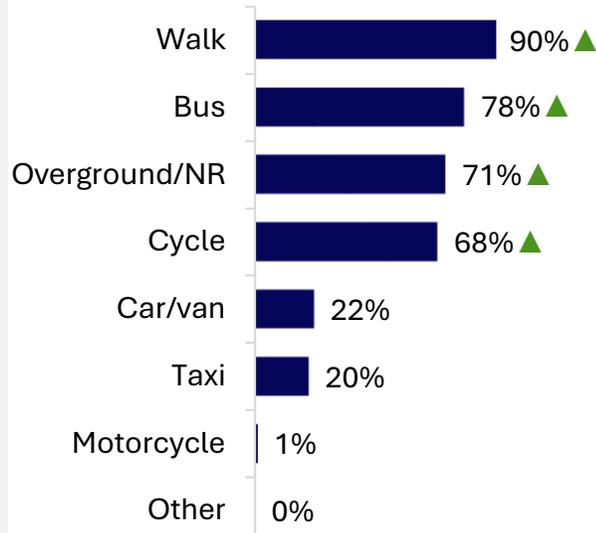
Excluding those who "don't know"



## Connection to the area

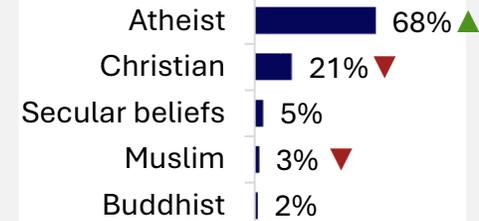


## Main Travel Mode



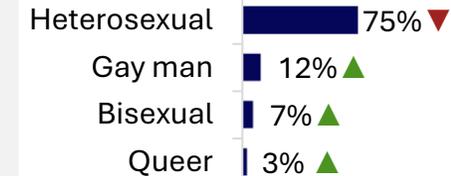
## Religion

Excluding those who "prefer not to answer"



## Sexual Orientation

Excluding those who "prefer not to answer"



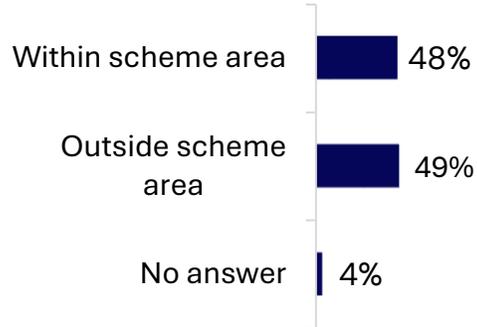
## Disability & Caregiving



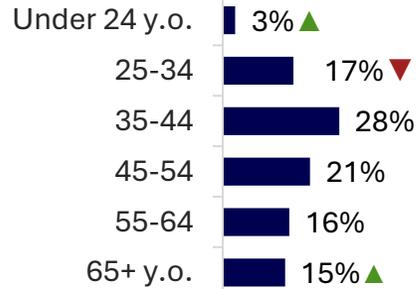
# Profile: Disagree with bus gate on Shacklewell Lane

## Neighbourhoods

Based on postal codes

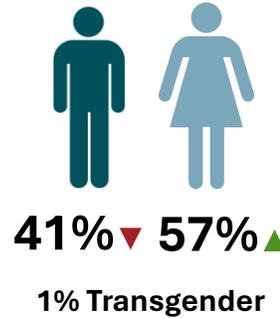


## Age



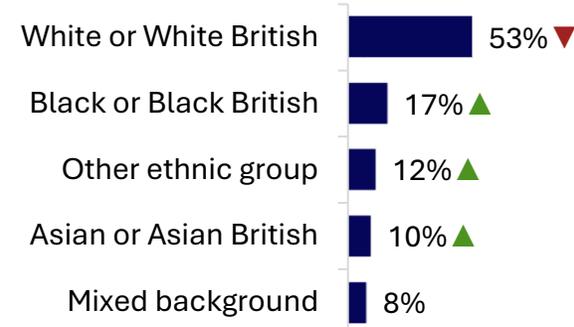
## Gender

Excluding those who "prefer not to answer"



## Ethnicity

Excluding those who "prefer not to answer"

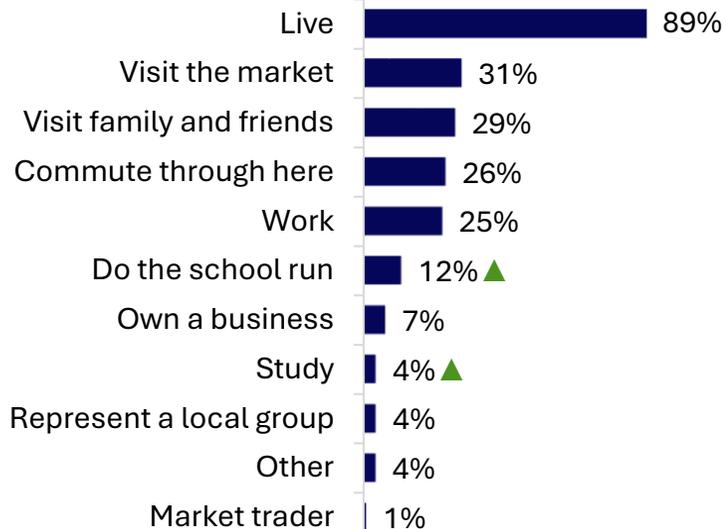


## Homeownership

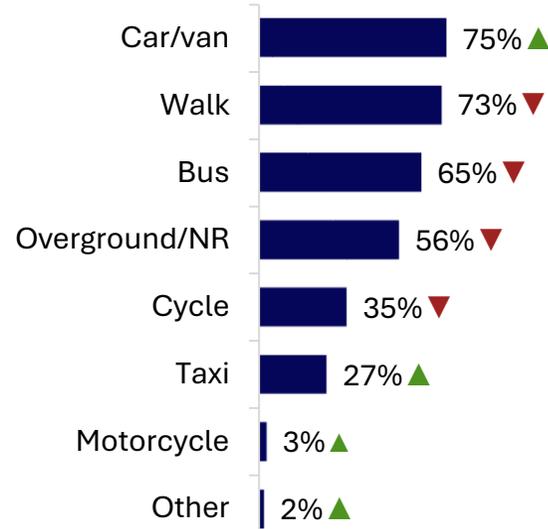
Excluding those who "don't know"



## Connection to the area

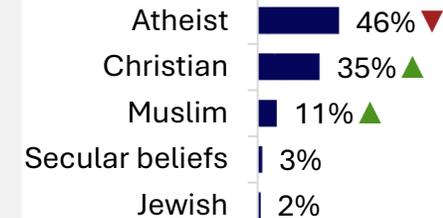


## Main Travel Mode



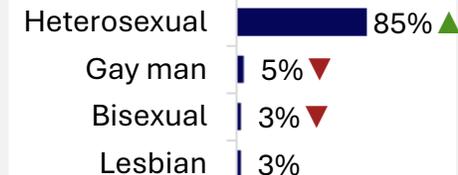
## Religion

Top 5. Excluding those who "prefer not to answer"



## Sexual Orientation

Top 4. Excluding those who "prefer not to answer"



## Disability & Caregiving



# Most Common Likes: Bus Gate on Shacklewell Lane



## Improved Safety for Pedestrians and Cyclists

Improved safety was a central reason why residents backed the changes. Several streets were repeatedly described as dangerous for both **pedestrians, especially children, and cyclists**. Speeding cars and heavy through-traffic on Shacklewell Road make the environment hostile for **families**. However, residents ask the council to manage cut through on adjacent streets (see next page for more details on this).

## Reduced Pollution

Some residents anticipate the bus gate to **improve air quality** by reducing traffic and making roads calmer. Others worried that pushing traffic to boundary roads like Montague Road could worsen air quality for families living there.

*We cycle through this road daily with our daughter to bring her to the nursery, Bath house. we find it **extremely dangerous due to the traffic and cars**. Also the cars pass just in front the nursery garden, **polluting the air**. We are in favour to any initiatives reducing cars.”*

*“We feel these proposals will overwhelmingly **benefit residents and people walking and cycling through the area**. In particular, we applaud the inclusion of a 24-hour bus gate on Shacklewell Lane; and the filters on Cecilia Rd at the junctions of Downs Park Rd and Sandringham Rd, which will significantly improve the experience of cycling through Dalston on Cycleway 23...”*

*“I’m strongly in favour. The speed some people drive down Shacklewell Lane is ridiculous and unsafe given the school, the large number of junctions (e.g. around the green) and the 20mph limit. It **makes cycling there feel less safe**.”*

*“This proposal is amazing and a godsend. Part of the reason we are temporarily living elsewhere is that we have a 3 year old and the traffic on Shacklewell Lane is just very unsafe. **The constant through traffic has been a concern** in the 20 odd years I have lived there also because of the **noise and pollution**. The presence of two nurseries, two primary schools and a secondary school all in the Shacklewell Lane area also made the amount of lorries speeding through there a concern.”*

*“Sounds very positive proposal. We need **calmer roads + less pollution**. More planting and trees would help”*

# Most Common Dislikes: Bus Gate on Shacklewell Lane (Part 1 of 7)



## Traffic Displacement to Neighbouring Roads

Respondents fear that restrictions will displace cars onto already busy main roads like **Amhurst Road, Dalston Lane, Kingsland High Street, and St Mark's Rise, Crossway**, creating gridlock, pollution, and safety risks.

## Concerns Specific to Shacklewell Lane

Respondents described Shacklewell Lane as a **vital east-west corridor linking Hackney and Islington**. They argued that closing it would **block a "central passageway," slow east-west journeys, and harm businesses relying on access along this street**. Some described Shacklewell Lane as busy but necessary, rather than a rat-run. Safety concerns are raised at **Shacklewell Road and Somerford Grove** as it can become a potential rat run with 4 schools.

*"I believe this will create more traffic on **Amhurst Road, Stoke Newington junction + Kingsland Road + Dalston Lane** junctions and again at **Pembury Circus**. My partner / carer will now have to make a longer and more stressful round trip to come from Homerton area and Hackney. "*

*"I am worried that putting a bus gate here will **divert more traffic down onto St Marks Rise**...The traffic here is much more heavy than I expected as it seems to be a main route from Amherst road to Kingsland road."*

*"My concern with the proposal is the impact on the nearby Sydnor Road, specifically resulting in Sydnor Road becoming an Island, surrounded by constant traffic, on Amhurst Road, and Rectory Road - with **Sydnor Road being used as a further cut through**, something it already suffers from."*

*"Although a bus gate will reduce traffic in the Shacklewell Lane and Green area it is likely to push traffic into the southern section of the area impacting on levels of **traffic pollution in Sandringham Road, Down Park Road Colvestone Crescent Montague Road and Cecilia Road**."*

*"This bus gate on Shacklewell Lane will **cause particular delays for bus users going southbound into central London** on the A10 because of the extra volume of cars and buses queuing to go towards and through Dalston and to turn right into Crossway. Indeed, most of the traffic on Shacklewell Lane going south-west bound currently goes straight over the A10 into Crossway so closing this road **will create a long tailback of cars waiting to turn right into Crossway southbound down the A10** because there is no right-turn phase on the lights. Yet if one was introduced, it would **delay northbound traffic**...it will **delay east-west journeys for residents, delivery drivers and tradesmen**, likely driving up the cost of doing business in Hackney, which will ultimately be added on to locals' bills at a time when many are stretched already." "I **do not consider Shacklewell Lane to be a 'shortcut'** - it's a wide, spacious, main road that connects two other main arteries..."*

# Most Common Dislikes: Bus Gate on Shacklewell Lane (Part 2 of 7)

## Longer Car Journeys & More Congestion

Several respondents said that funneling cars onto **the A10/Kingsland Road** would cause major delays, with idling traffic spilling over into side streets. Journeys would take longer due to diversions through **Dalston, Stoke Newington, and Hackney Central**. Residents also said closures force them into long detours, often circling through **Cecilia Road, Sandringham Road, and Colvestone Crescent** just to reach **Amhurst Road** or **Dalston Lane**. Families described school runs between **Dalston** and **De Beauvoir** as becoming impractical, with extra travel time and limited safe cycling alternatives for children.

## Increased Air and Noise Pollution

By pushing cars onto **Amhurst Road and the A10**, respondents argued that pollution would intensify in those corridors. They also noted more fumes on **Sandringham Road** due to delivery vehicles and food couriers stuck in traffic. Increased traffic on main routes such as **Dalston Lane** and **Amhurst Road** was linked to higher noise levels, with residents fearing their quality of life would decline from constant congestion and idling.

*“we currently use Shacklewell lane as an access point to Cecilia Road to get down to Dalston Lane from the East: Without that, I feel it **would make getting out to Epping Forest and other green spaces on a Sunday etc even more difficult than it currently is...**”*

*“Closing this road is likely to cause considerable **congestion and pollution** elsewhere, **particularly the A10**, a major shopping and socialising street, **increasing the number of people exposed to fumes**, but also the **north end of Amhurst Road** because drivers heading towards the large residential area to the north of Hackney Downs will turn into this road in order to turn left into Rectory Road so they can access Evering road. In addition, it will **make drivers take a longer route, adding to the amount of fossil fuels burned**. There would have to be an **unrealistically high amount of traffic evaporation for this plan to cause CO2 emissions** to reduce overall.”*

*“.. this proposal risks shifting it into neighbouring streets, .... onto already congested alternative routes such as Dalston Lane, Stoke Newington Road, and Graham Road (evidenced by the council's own data and local's concerns). **Residents and delivery drivers will have to take longer, less direct routes, adding unnecessary emissions**—the opposite of the stated environmental goal.”*

*“Reducing the traffic on this road without opening safe alternatives for cyclists and pedestrians in the whole area not just that bit will **negatively impact the traffic on the main road and the commuting times**. We travel by car from our house **through Dalston to DeBeauvoir for school run** as we are a family of five and have no safe alternatives for our children to cycle to school. We also dont have alternatives to store bigger family cargo bikes that would allow us to bring the three children with us, so car is our only option...”*

*“**The journey home** if I'm coming from my elderly mother's house via Tottenham **will be increase by double** at the point where the road splits at Rectory Road x Manse Road. This **reduces the overall journey efficiency** and increases the amount of **fuel used and emmissions** generated...”*

# Most Common Dislikes: Bus Gate on Shacklewell Lane (Part 3 of 7)



## Restricted Access for Residents

Some residents are concerned being “boxed in” by restrictions. Respondents on **Seal Street** said they would lose access to **Amhurst Road** and **Rectory Road**, while others highlighted being cut off from **Dalston Lane** by diagonal filters at **Downs Park Road**, **Sandringham Road**, and **Colvestone Crescent**. Navigation from **Sandringham Road to London Fields** or **Hackney Hospital** is unclear under current restrictions.

*“I live in **Seal St** and it will **prevent me from accessing Amhurst & Rectory roads also Stoke Newington**, the alternative is to use **Cecilia Rd** but here diagonal traffic diverters are proposed at **Downs Park Rd, Sandringham Rd and Colvestone Crescent** all prevent access to **Amhurst Rd or Dalston Lane** including no left from **Ridley Rd** in other words there is **a barrier and local residents will be boxed in with no alternative route**. Why does **Cecilia Rd** have to be cut into three parts ?“*

*“...taken together with all of the other proposed changes, it effectively means if we want to use a car to get to and from our house **we are effectively 'boxed in'**. The only way I can see of getting in and out of the area is via **Kingsland Road**, which is already severely congested and will only be more so if these proposals are allowed to take effect. Plus, **Islington are proposing making Mildmay an LTN too**, so it means **even if we drive from Shacklewell Lane over Kingsland Road onto Crossway we will be boxed in around Mildmay too!**“*

*“If I want to drive to my **GP surgery located at Somerford Grove** if I am unwell and need to get there quickly, I would not be able to under these proposals. **Access to the nearest petrol station, BP (144-150 Stoke Newington Road, N16 7XA)** would also be extremely difficult with the proposed bus gate....“*

*“It is fine in isolation but in combination with the other proposed features **it will become impossible to get from the A10 travelling southbound to Dalston Lane** otherwise than by driving a zig-zag route right through the proposed LTN.... To get to **Sigdon Rd or Wayland Ave** traffic will have to follow a route from the **A10 > Amhurst Rd > Downs Park Road > Cecilia Rd > Sandringham Rd > Montague Rd > Cecilia Rd > Dalston Lane > Sigdon Rd**. It would be better if there was an alternative route round the perimeter.“*

# Most Common Dislikes: Bus Gate on Shacklewell Lane (Part 4 of 7)



## Accessibility for People with Disability and Caregivers

Disabled residents worried they could **no longer be dropped off or collected easily**, especially in narrow streets around Shacklewell Lane and Arcola Street. They said requiring longer walks to reach homes was unfair and excluded those most reliant on vehicles. Carers highlighted the difficulty of reaching homes of people they support.

*“As a person with disabilities I travel by car. Any restrictions make **journeys more complex and lengthy** using more fuel. These proposals make no provision for disabled access.”*

*“I have lived in 18 Milton House Mansions for over 40 years. I'm **concerned about vehicular access to my flat (food deliveries, visitors, taxi pick-up etc)**. With the new proposals and restricted access from Amhurst Rd, access and exit to my address would be from 3 points/junctions only. 1) A10 / Shacklewell Rd 2) A10 / Shacklewell Lane 3) Dalston Lane/ Ridley Rd. These routes seem tortuous particularly if vehicles are trying to access Shacklewell Lane from the north. It also **creates a major vehicular loop from the A10 via Shacklewell Lane and Shacklewell Rd**. This TWO-WAY traffic will have to navigate the **sharp narrow corners** of Shacklewell Rd past the Health Centre.”*

*“From **Sandringham Road**, this is a main route for us to Stoke Newington, Stamford Hill and Tottenham - including our return from these places. I am disabled and for when my husband needs to run errands for me (without me), it's **going to be virtually impossible for him to get to the above places quickly and get the things I need without leaving me for too long**. This is going to cause mayhem on the A10 into Dalston!”*

*“Our **doctor's surgery is in Somerford Grove**. We have to get a taxi there because my husband is disabled and non-verbal so I have to attend with him. This is going to make my life impossible.”*

*“I have two disabled children and I am already struggling as I was given a house without being told that it was under section 106 and hackney have been making it extremely difficult to get a blue badge this is causing me extreme anxiety and suicidal thoughts. If the road gets blocked we will be shut off from our home as we are **unable to get street parking** from hackney which would leave us shutout. Equally my kids need nighttime care this would also **prevent anyone from coming to help me with nights because they will be unable to drive here**.”*

*“...I am an elderly person who relies on Ubers or taxis when carrying baggage or arranging for a safe nighttime pickup. With the overall traffic restriction plan, I think **Uber drives will take one look at an un-solvable maze and simply give up**”*

# Most Common Dislikes: Bus Gate on Shacklewell Lane (Part 5 of 7)



## Access for Deliveries and Services

Residents raised strong concerns that the proposed restrictions would **make it harder for deliveries, tradespeople, and service providers** (such as plumbers or taxis) to reach homes and businesses. Many felt they would be “boxed in” by multiple road closures, forcing couriers and trades to take lengthy detours.

**Licensed taxis** say bus gates undermine accessibility for disabled and elderly passengers, carers, parents with babies, pregnant women and people seeking safer night travel, including hospital and care trips as they often do not use TaxiCard. Street hailing, which accounts for the majority of their journeys, becomes impacted.

*“Reduced access for private vehicles might **decrease footfall for local shops, cafes, and services**—particularly if customers rely on convenient parking or drop-offs.... Problems for Tradespeople and Deliveries Tradespeople, **delivery drivers, and taxis may struggle to reach homes or businesses efficiently, leading to service delays or increased costs for residents....**”*

*“The demonisation of cars and vans is making living in Hackney and **getting trades to work at homes in the area impossible.**” “You are making it so **difficult for trades people to get to jobs, deliveries to be made etc.**”*

*“...**Vehicles used by Tradesman, delivery companies, those supplying small shops, taxi’s used by elderly and infirm to get to hospital appointments and so on will all be held up if more main roads get blocked. In addition, any network (data, voice, motor traffic) needs more than one route for traffic to flow efficiently, and to provide an alternative if a certain route gets blocked or congested...**”*

*“These days people **shop online and get their essential groceries** and other items delivered to their homes this includes the **elderly and families without cars** how will this work when a maze has been created also you re-direct traffic down roads that see that see very little traffic normally.”*

*“...This seems to defeat the objective of the LTN and **will affect access to where I live in Wayland Avenue, and also deliveries to Sigdon Road, properties in Dalston Lane (including Travis Perkins) and Mossbourne Parkside Primary School...**”*

*“...Hackney need to seriously re-evaluate all bus gates in the borough and **include Taxi/Black Cab access** this has been a significant oversight and Taxi exemptions for bus gates work successfully in Southwark, Hammersmith & Fulham, Lambeth and the Royal Borough of Greenwich with no risk to bus journey times or safe cycling. The requirement **to be able to hail safely and conveniently** is of particular significance for disabled persons, who may find it more difficult than non-disabled persons to spot taxis and to attract their attention....”*

# Most Common Dislikes: Bus Gate on Shacklewell Lane (Part 6 of 7)

## Negative Impact on Local Businesses

Business owners are concerned that the changes will **complicate deliveries, reduce footfall, disrupt staff commuting, and harm local trade**. They reported difficulties transporting stock and making food deliveries, with one saying it was becoming “impossible to move stock around Hackney”.



*“I strongly oppose the proposed implementation of bus gates and road changes on Foulden Road as set out by Hackney Council. The proposed restrictions will: **Severely hinder access for deliveries** – Many of our suppliers rely on direct vehicle access to our premises. Limiting road access will create unnecessary delays, increase costs, and compromise the reliability of our supply chain. **Disrupt staff commuting** – Employees who rely on car or motorcycle travel will face longer, more complicated journeys, potentially impacting punctuality and retention, especially for those working unsociable hours or travelling from areas poorly served by public transport. **Impact contractor access** – Regular visits from contractors, maintenance teams, and service providers are crucial to our business. The proposed restrictions will make it significantly more difficult and time-consuming for these professionals to reach our premises. **Threaten the viability of local businesses** – These road changes demonstrate a lack of consideration for the operational needs of the businesses that contribute to the local economy. Removing essential access routes will directly interfere with our ability to serve our customers and sustain our operations”*

*“Reduced access for private vehicles **might decrease footfall for local shops, cafes, and services**—particularly if customers rely on convenient parking or drop-offs.”*

*“Due to the LTNs between Albion Road the bus gate on Stoke Newington Church St now the only way to **transport furniture stock** from home is to drive to Newington Green left onto Mathias Road (which is also being turned into a (liveable neighbourhood) left onto Crossway and over onto Shacklewell to enter the one way Manse road to Evering road and pull up outside my shop. I have thought long and hard about **closing my business as it's becoming impossible to move stock around and do deliveries in Hackney...**”*

# Most Common Dislikes: Bus Gate on Shacklewell Lane (Part 7 of 7)

## Crime and Anti-Social Behaviour

A few respondents expressed fears that quieter roads, especially at the bottom of **Ridley Road**, could become hotspots for anti-social behaviour once through-traffic was removed.

## Consultation Trust

Some respondents felt that the consultation **is just a formality**, and their views won't be taken seriously. A sizable group of respondents say that these measures are **unnecessary and disruptive**. They felt the council was over-engineering local streets and the money should be spent on maintenance of the roads, social care, and public housing. One respondent provided an example of a simplified map style showing filters, entry/exit points, and exemptions more clearly. They suggested adopting a similar approach to improve public understanding of proposals.

*“Installing this bus gate will **make it even easier for the antisocial behaviour** at the bottom of **Ridley road** to continue. With the amount of drunks and robberies it'll make it even easier for them to continue their madness. With nice clear getaway routes as they'll be no one around.”*

*“I have lived on Shacklewell Lane for 20 years. The traffic has got much much worse since other LTN measures have been put in place locally. Every day now at peak times there is standing traffic back from the A10 past my house and up to Halley House school. This was never the case previously. It has dramatically **increased pollution, ambient noise and anti-social behaviour...**”*

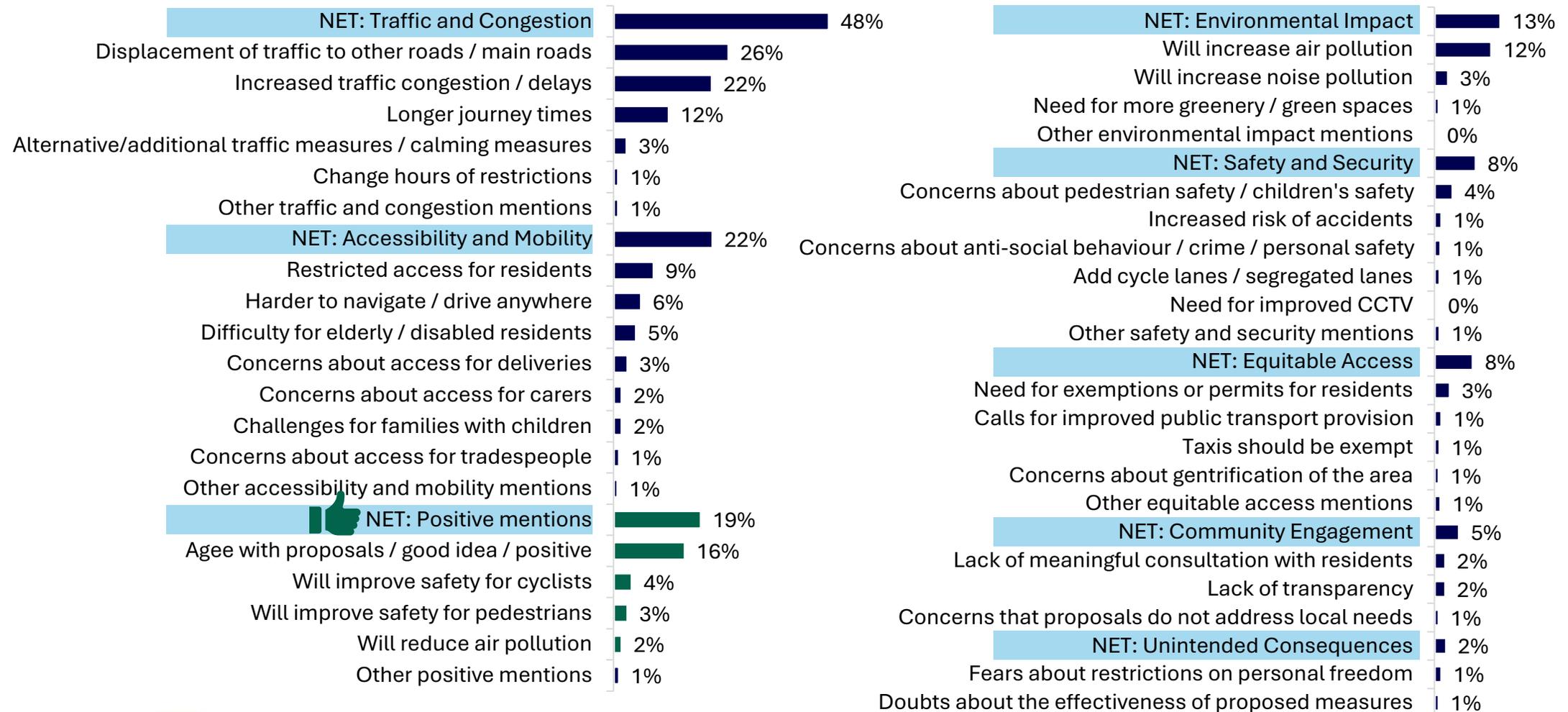
*“Every day I drive, cycle, or walk through Hackney, I see the same things: **crumbling roads, dangerous potholes, broken pavements, and neglected infrastructure**. Yet somehow, there's always money available for cameras, signs, road narrowing, planters, and public realm works for schemes like this. You say it's about sustainability, but it feels more like vanity. The roads are falling apart under our feet, but you're pouring funding into closing more of them instead of fixing the ones we all rely on.”*

*“Use the money for social care and public housing...”*

*“...This **consultation is a farce**, the decision has already been made. This is just a token show of democracy to make it look like you care...”*

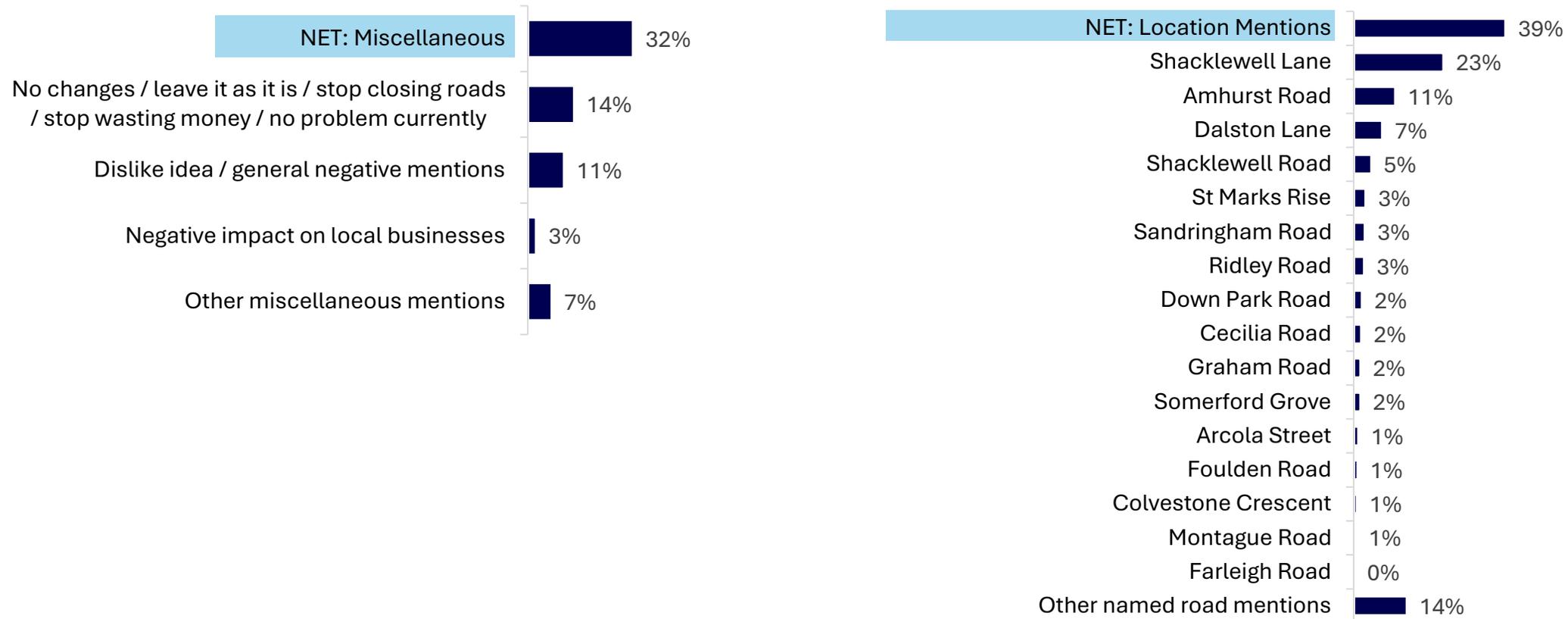
# Most Common Likes, Dislikes, and Suggestions in Numbers (Part 1 of 2)

## 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)

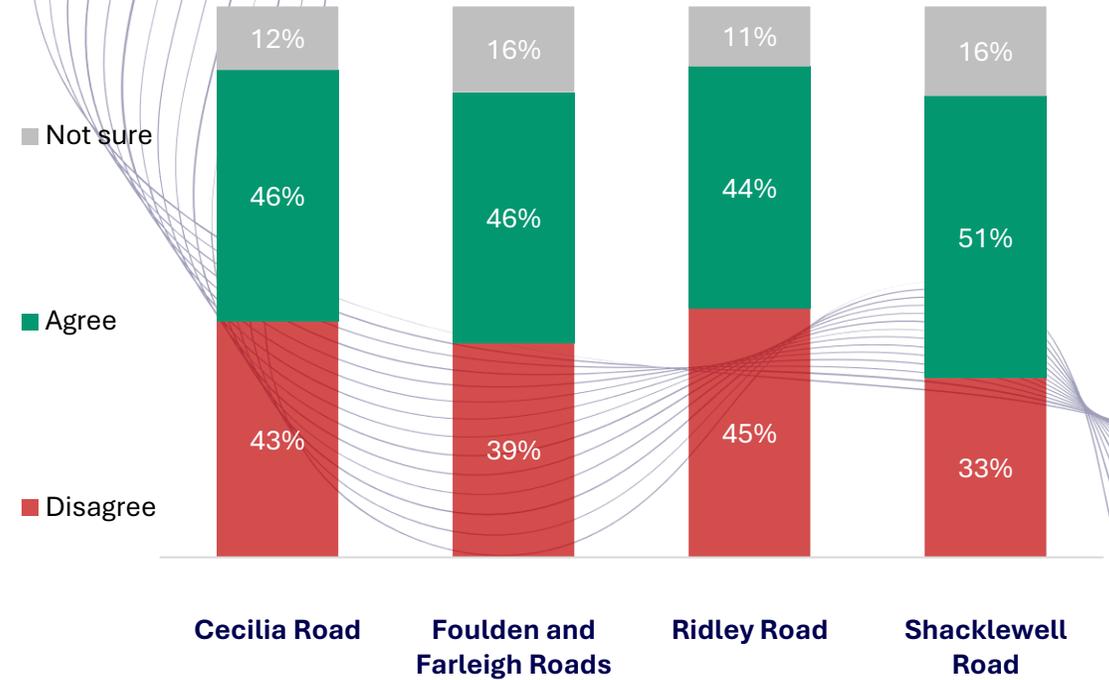


# Suggestions Made by Respondents

- Relocate Shacklewell Lane bus gate south:** *“Move the bus gate south slightly to instead be between Perch Street and Shacklewell Road (then look at alternative modal filter at Shacklewell Road & Somerford Grove junction). Moving the bus gate south slightly will mean that for those on Shacklewell Road, they won't have to go around the world and back again to get where they wish to go. I believe this will be easier to enforce and people can avoid the bus gate easier by turning around Shacklewell Green rather than having to worry about getting to the bus gate and then having to turn around.”*
- Relocate bus gate west of Shacklewell Green:** *“I suggest moving the bus gate to the location shown in blue (to the west of Shacklewell Green). This would reduce dependence on Kingsland Road/Stoke Newington Road for motor vehicles accessing the area whilst still preventing through access for non residents.”*
- Widen pavement at Shacklewell Row:** *One “choke point” for pedestrians, where the pavement is uncomfortably narrow, is at the junction with Shacklewell Row, on the south side of Shacklewell lane. However, there are car parking spaces there; the zebra crossing island also means the car lanes separate, so that the area of the road way devoted to cars is wider. Could the car parking spaces and zebra crossing be removed, and the south side pavement built out?*
- Include Sydnor Road and Crossway in the scheme:** *“...could Sydnor Road be included within the scheme to also benefit from becoming a healthier and safer street?” “Include Crossway in the Dalston Liveable Neighbourhood Plan. A similar traffic filtering scheme, like the one proposed for Shacklewell Lane, would be an effective starting point. Given the comparable size and usage of both streets, this measure would help restore Crossway to a residential street and prevent it from being used as a main traffic artery.”*
- Make Amhurst Road one-way:** *What about making Amhurst Road one way eastbound for motor vehicles (with opposite direction cycling facilities), and redirecting westbound traffic via Rectory Road and Manse Road which generally have plenty of capacity?*
- Amend Kingsland High Street/Balls Pond Road junction:** *“Amend the traffic flow at the intersection of Kingsland High Street (A10) and Balls Pond Road. The current prohibition on right turns at this crossroads forces a significant volume of traffic onto Crossway as a shortcut. Removing this restriction would guide traffic back onto the main road network, reducing the burden on residential streets.”*
- Allow licensed London taxis and residents in bus gates:** *“You need to use this scheme to reconsider taxi access to all bus gates and not just those who use Taxi Card as not all disabled passengers use Taxi Card.” “Consider allowing Shacklewell residents exemption to travel through the bus gate in both directions, as other LTNs do. And/or removing the NO LEFT TURN at the junction of Ridley Road and Dalston Lane or allow an exemption for residents to allow them to leave the Shacklewell area in a reasonable way to travel to Clapton and Homerton and all routes eastwards.”*

# Traffic Management Measures

Community Feedback Deep-Dive



Base size: Cecilia Road (n=1071), Foulден and Farleigh Road (n=1051), Ridley Road (n=1047), Shacklewell Road (n=1057)  
Q5: To what extent do you agree or disagree with our changes to traffic management measures?

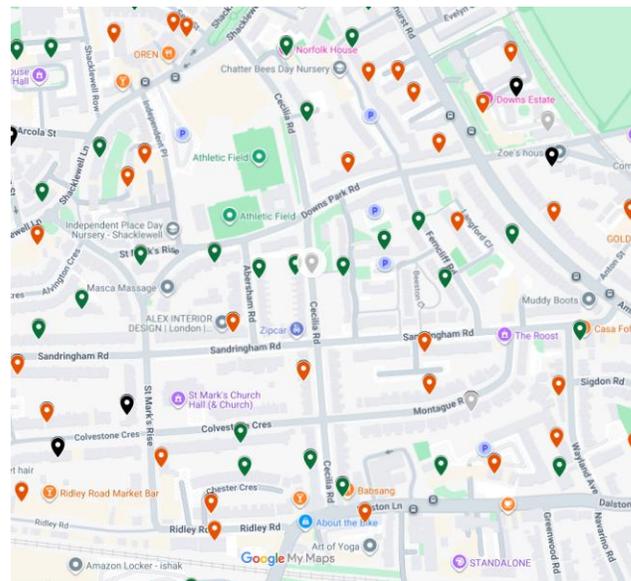
# Spatial distribution of the responses in the scheme area, colour-coded by response type.

## Legend:

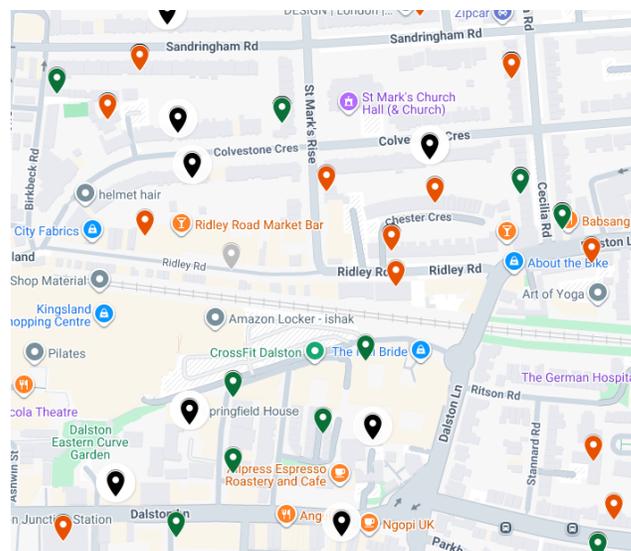
- 📍 Strongly disagree (382)
- 📍 Strongly agree (322)
- 📍 Agree (164)
- 📍 Not sure (124)
- 📍 Disagree (76)
- 📍 Other / No value (60)

Q1: What is your postcode? Base size: Total Answered (n=1136)  
 Q5: To what extent do you agree or disagree with our changes to traffic management measures? Base size: Cecilia Road (n=1071), Foulden and Farleigh Road (n=1051), Ridley Road (n=1047), Shacklewell Road (n=1057)

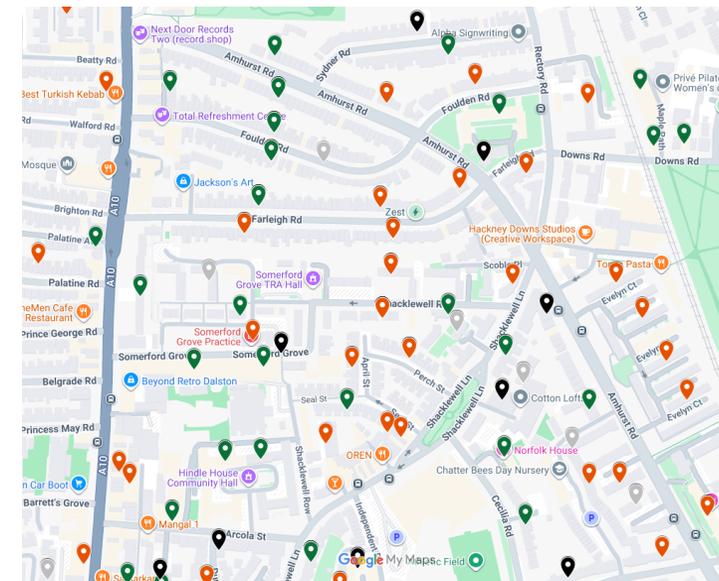
### Cecilia Road



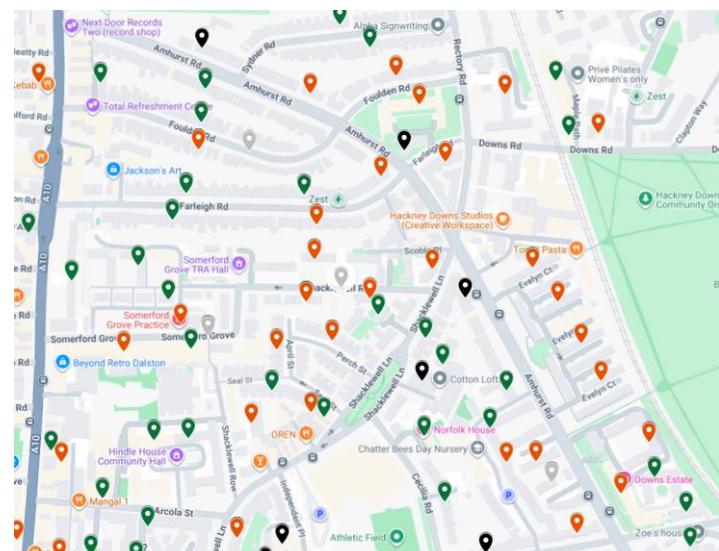
### Ridley Road



### Foulden and Farleigh Roads



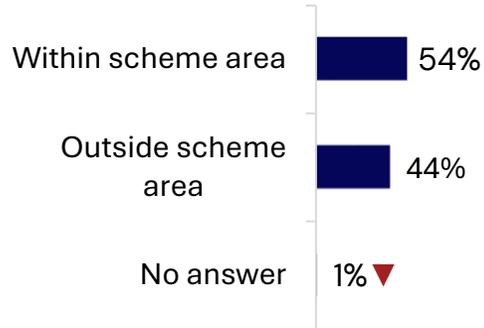
### Shacklewell Road



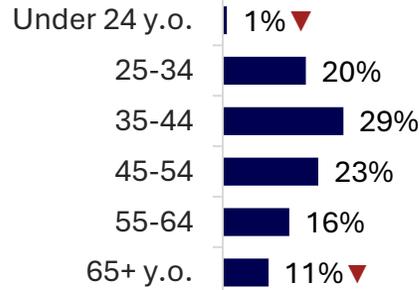
# Profile: Agree with Diagonal Traffic Diverters on Cecilia Road

## Neighbourhoods

Based on postal codes

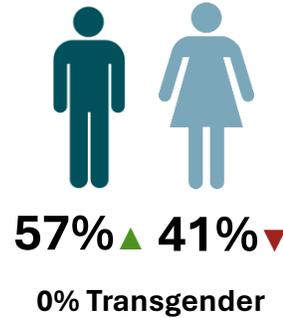


## Age



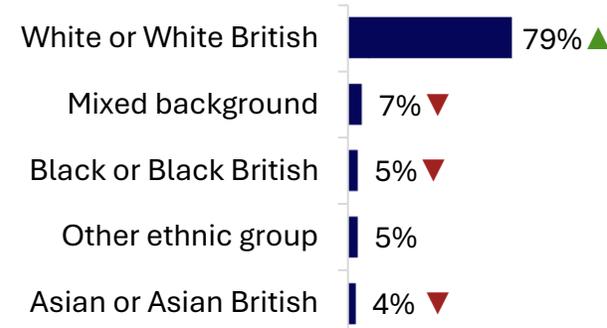
## Gender

Excluding those who "prefer not to answer"



## Ethnicity

Excluding those who "prefer not to answer"

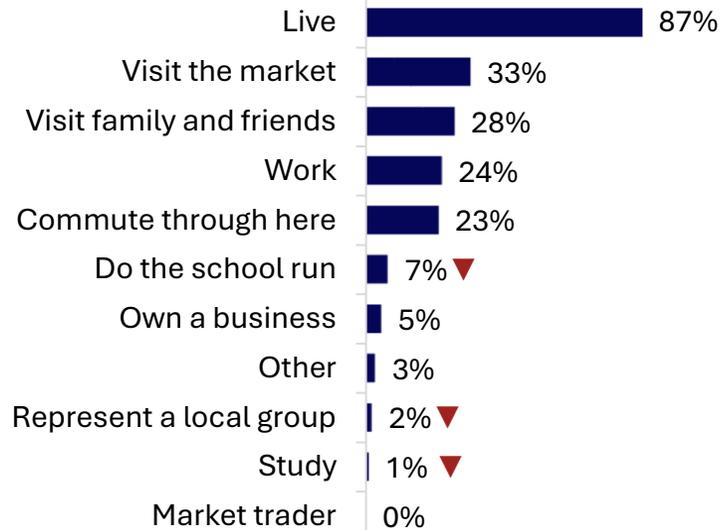


## Homeownership

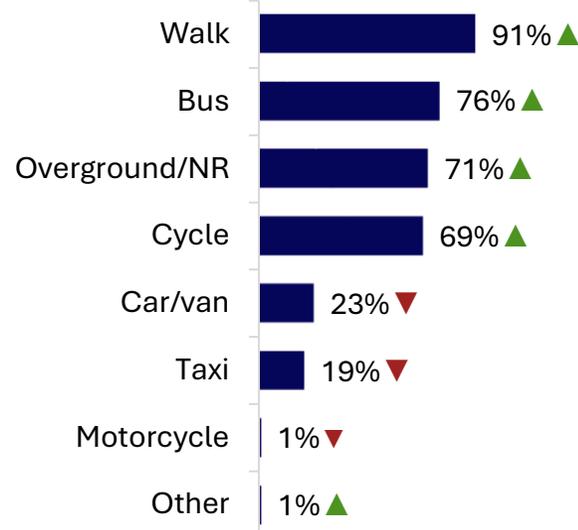
Excluding those who "don't know"



## Connection to the area

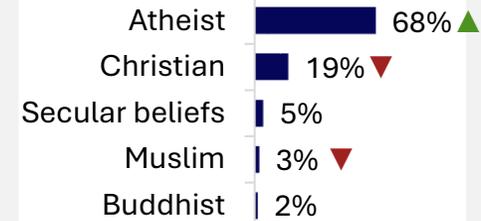


## Main Travel Mode



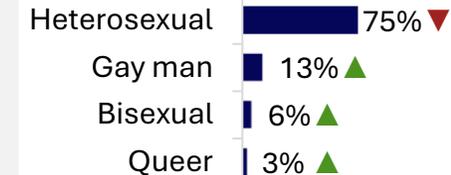
## Religion

Excluding those who "prefer not to answer"



## Sexual Orientation

Excluding those who "prefer not to answer"



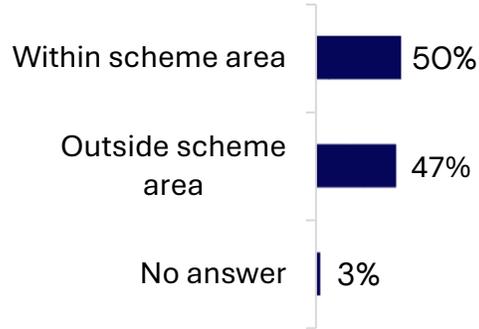
## Disability & Caregiving



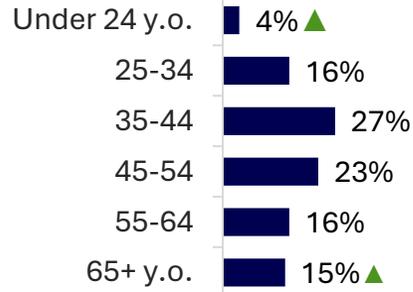
# Profile: Disagree with Diagonal Traffic Diverters on Cecilia Road

## Neighbourhoods

Based on postal codes

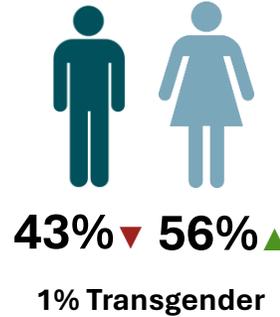


## Age



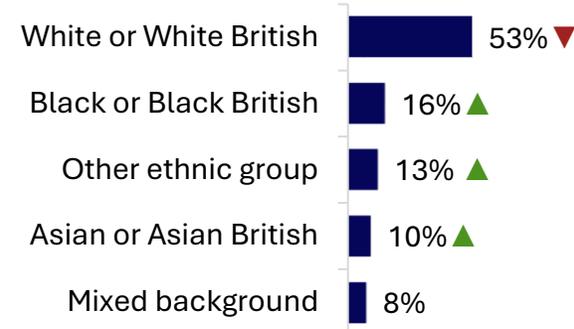
## Gender

Excluding those who "prefer not to answer"



## Ethnicity

Excluding those who "prefer not to answer"



## Homeownership

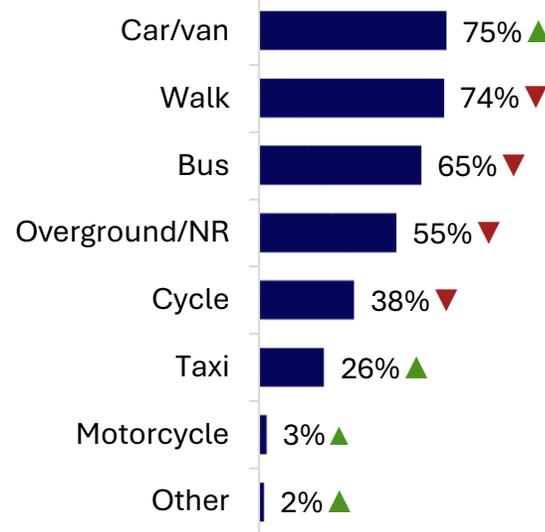
Excluding those who "don't know"



## Connection to the area

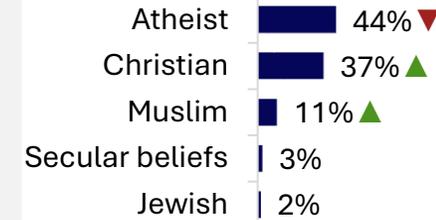


## Main Travel Mode



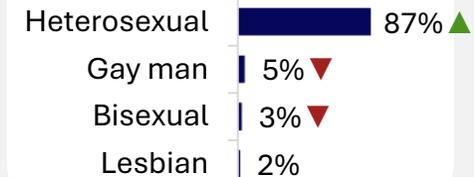
## Religion

Excluding those who "prefer not to answer"



## Sexual Orientation

Excluding those who "prefer not to answer"



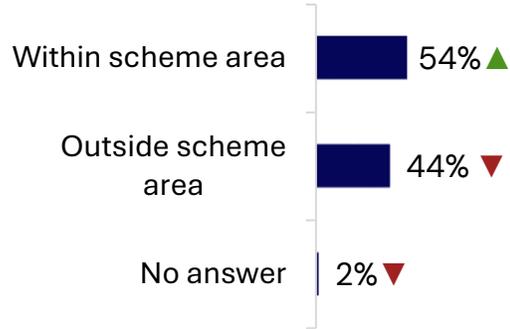
## Disability & Caregiving



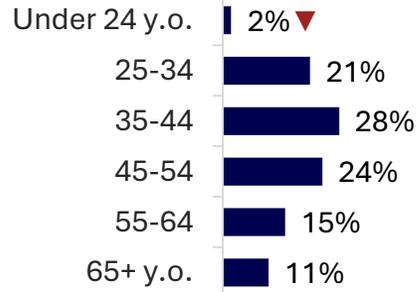
# Profile: Agree with Traffic Filters on Foulden and Farleigh Roads

## Neighbourhoods

Based on postal codes

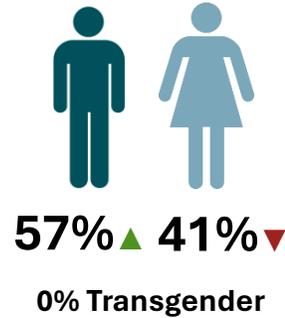


## Age



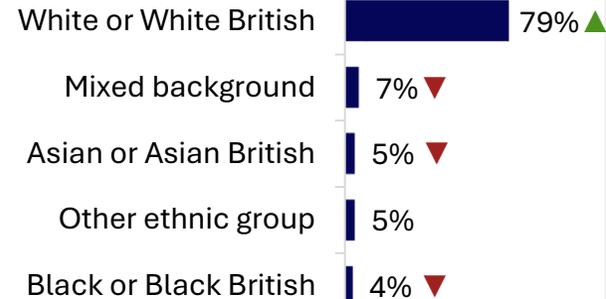
## Gender

Excluding those who "prefer not to answer"



## Ethnicity

Excluding those who "prefer not to answer"

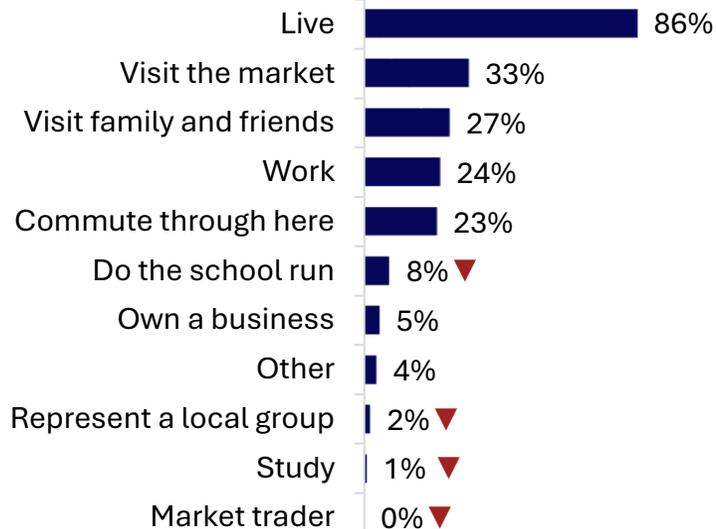


## Homeownership

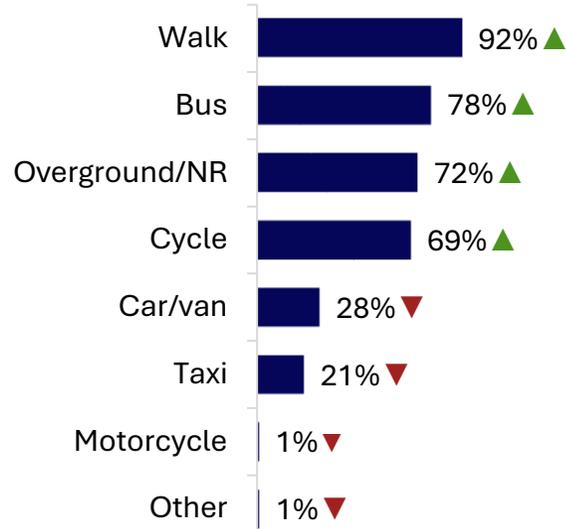
Excluding those who "don't know"



## Connection to the area

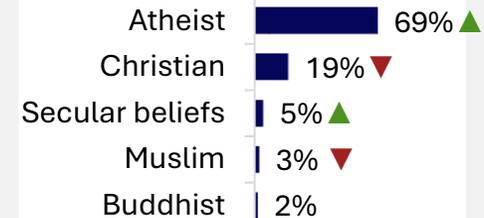


## Main Travel Mode



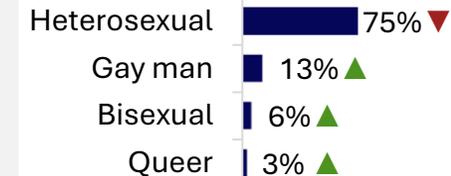
## Religion

Excluding those who "prefer not to answer"



## Sexual Orientation

Excluding those who "prefer not to answer"



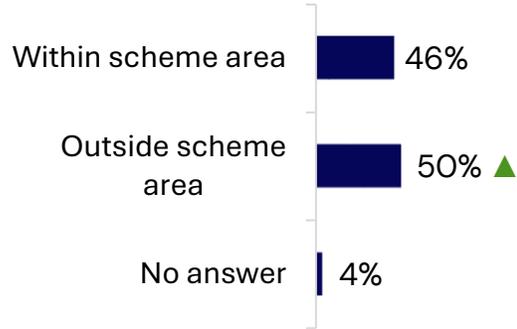
## Disability & Caregiving



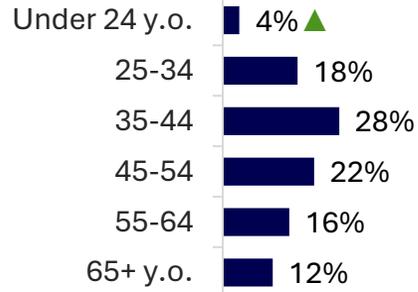
# Profile: Disagree with Traffic Filters on Foulden and Farleigh Roads

## Neighbourhoods

Based on postal codes

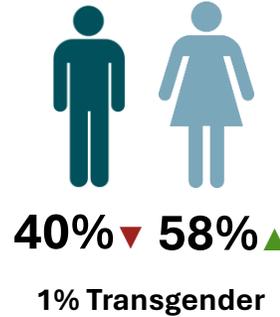


## Age



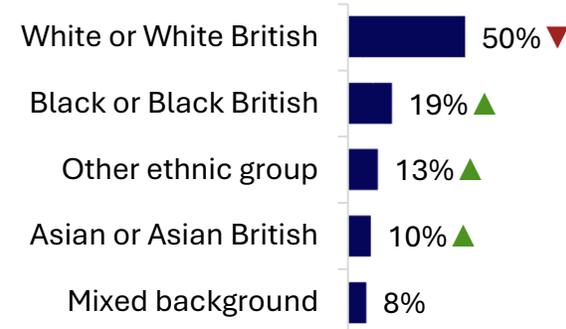
## Gender

Excluding those who "prefer not to answer"



## Ethnicity

Excluding those who "prefer not to answer"

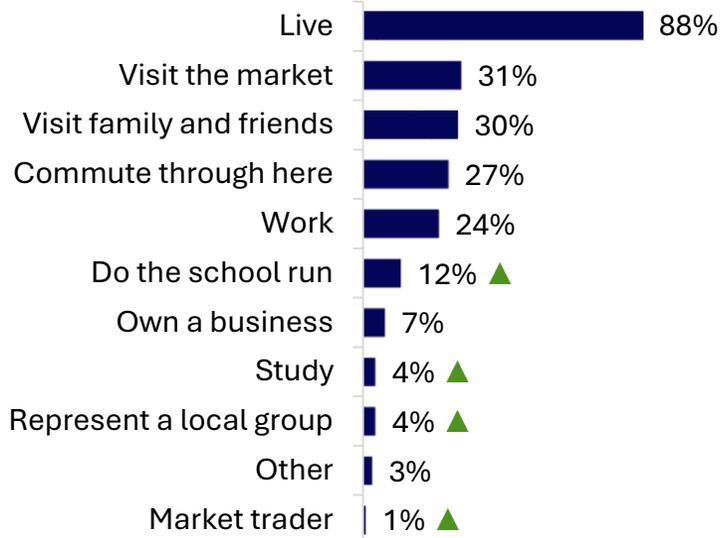


## Homeownership

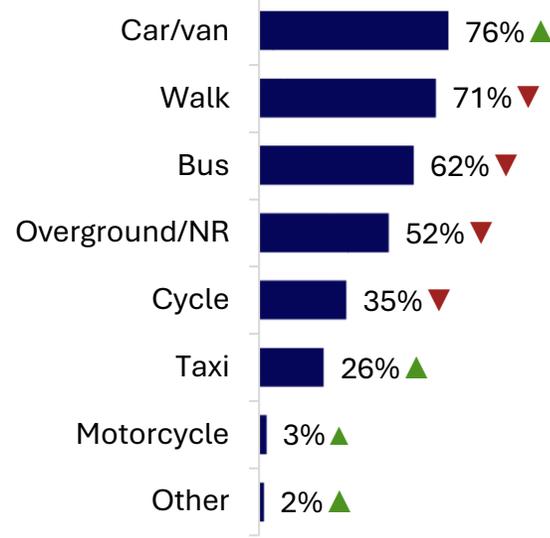
Excluding those who "don't know"



## Connection to the area

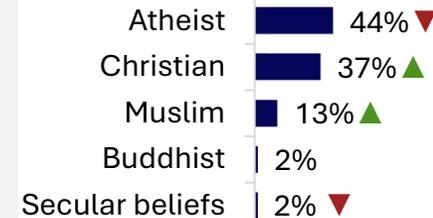


## Main Travel Mode



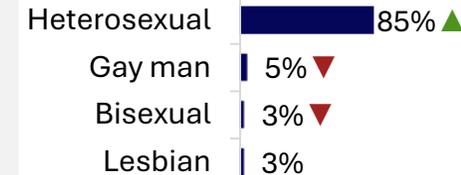
## Religion

Excluding those who "prefer not to answer"



## Sexual Orientation

Excluding those who "prefer not to answer"



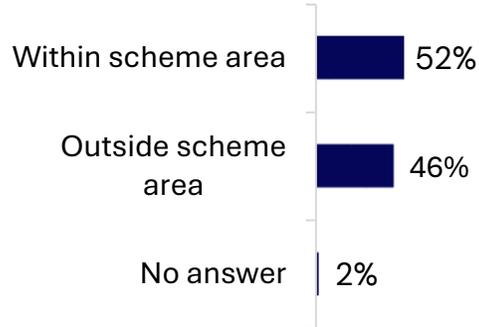
## Disability & Caregiving



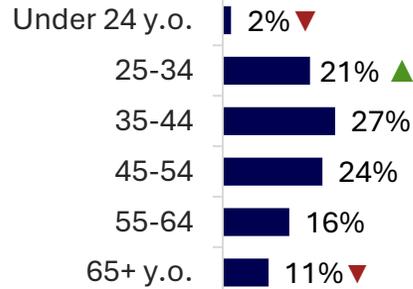
# Profile: Agree with Left Turn Restriction on Ridley Road

## Neighbourhoods

Based on postal codes

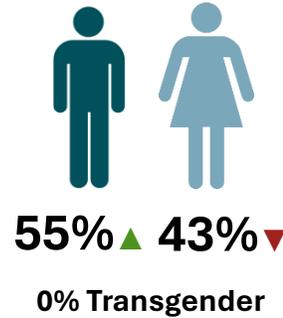


## Age



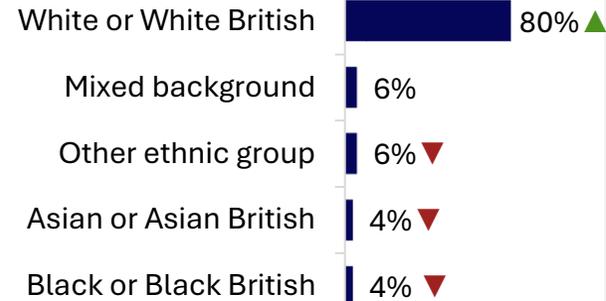
## Gender

Excluding those who "prefer not to answer"



## Ethnicity

Excluding those who "prefer not to answer"

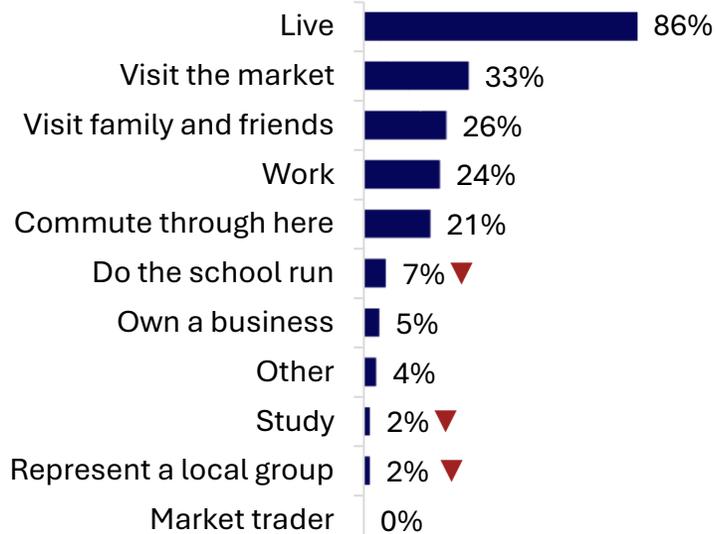


## Homeownership

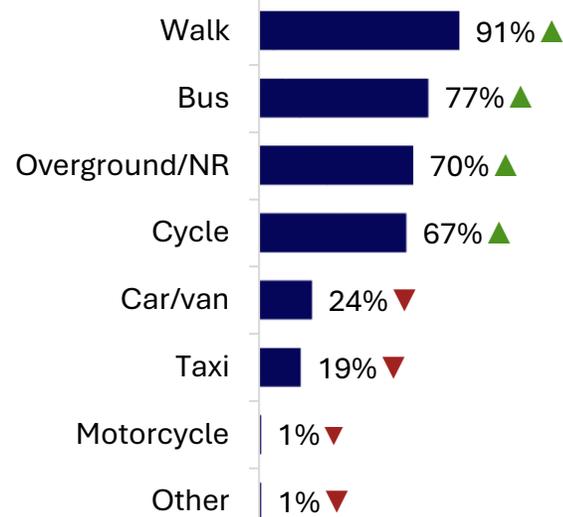
Excluding those who "don't know"



## Connection to the area

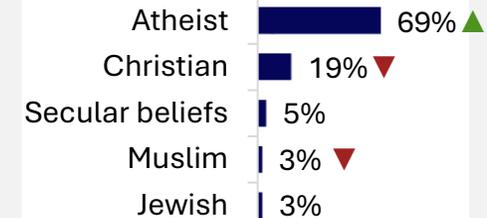


## Main Travel Mode



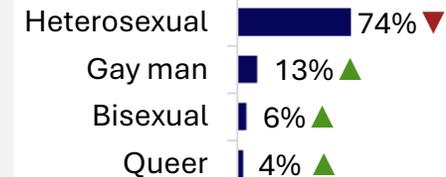
## Religion

Excluding those who "prefer not to answer"



## Sexual Orientation

Excluding those who "prefer not to answer"



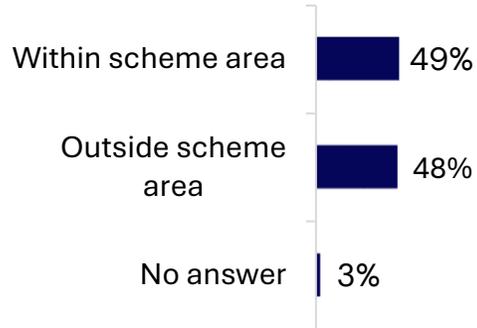
## Disability & Caregiving



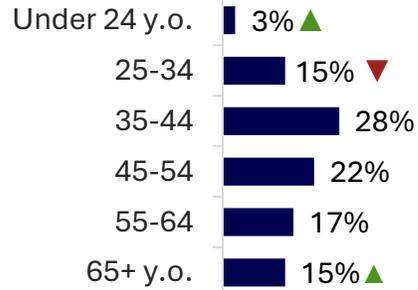
# Profile: Disagree with Left Turn Restriction on Ridley Road

## Neighbourhoods

Based on postal codes

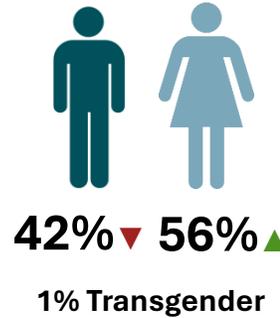


## Age



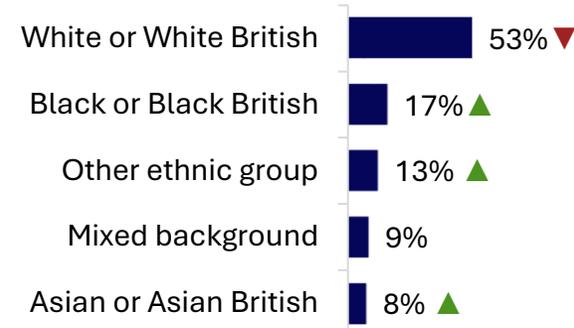
## Gender

Excluding those who "prefer not to answer"



## Ethnicity

Excluding those who "prefer not to answer"

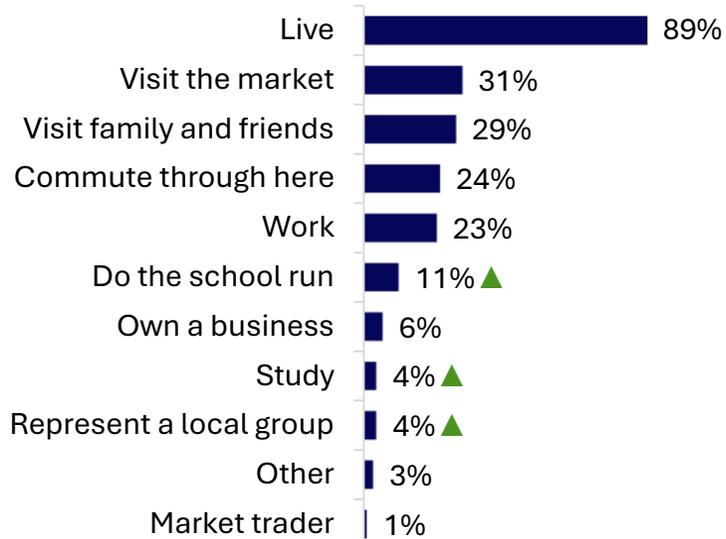


## Homeownership

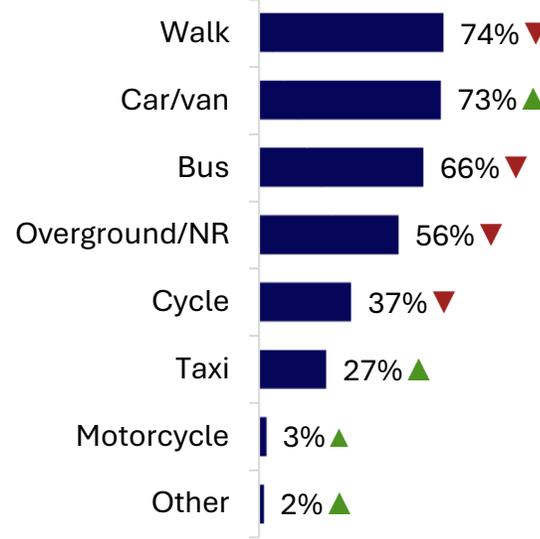
Excluding those who "don't know"



## Connection to the area

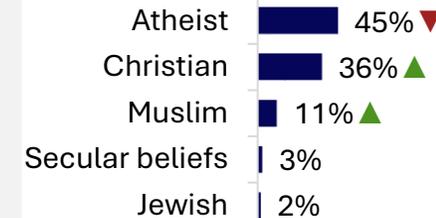


## Main Travel Mode



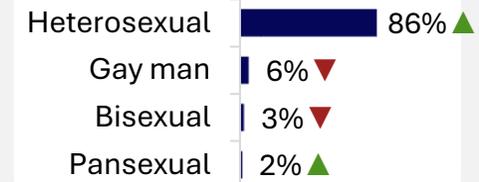
## Religion

Excluding those who "prefer not to answer"



## Sexual Orientation

Excluding those who "prefer not to answer"



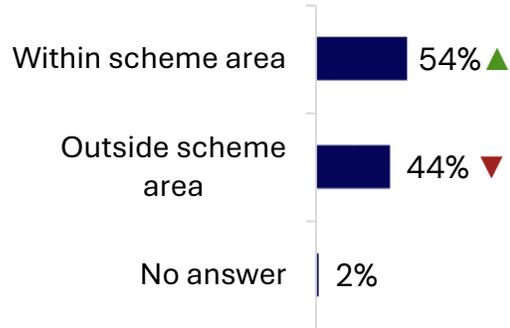
## Disability & Caregiving



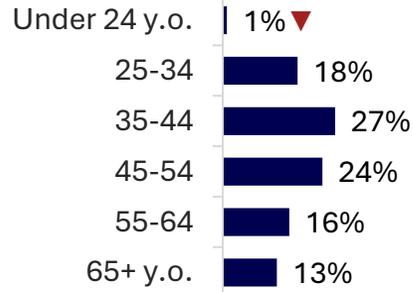
# Profile: Agree with Shacklewell Road Being Made Two-Way

## Neighbourhoods

Based on postal codes

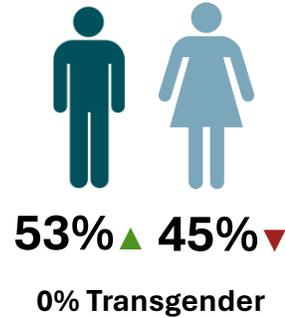


## Age



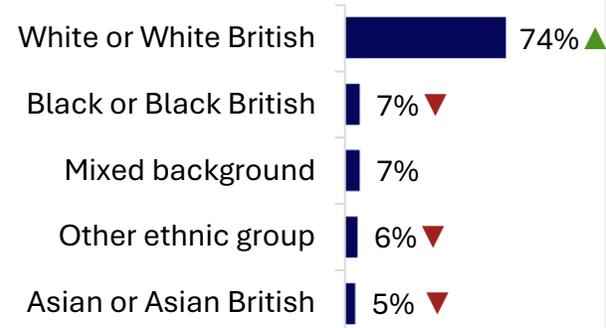
## Gender

Excluding those who "prefer not to answer"



## Ethnicity

Excluding those who "prefer not to answer"

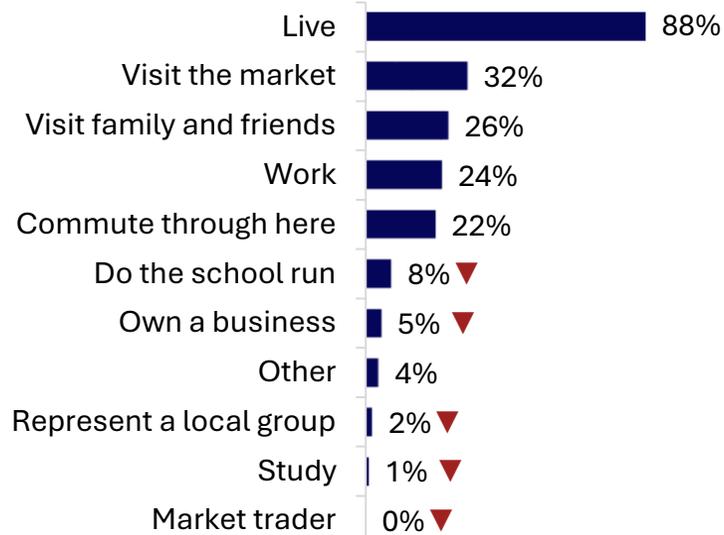


## Homeownership

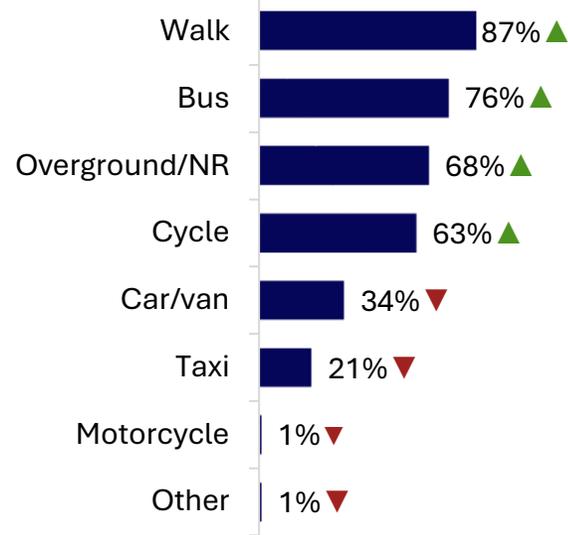
Excluding those who "don't know"



## Connection to the area

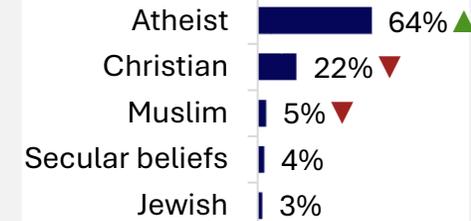


## Main Travel Mode



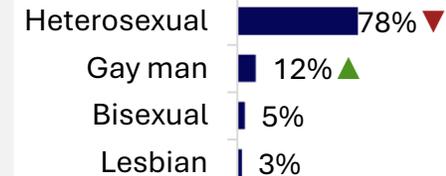
## Religion

Excluding those who "prefer not to answer"



## Sexual Orientation

Excluding those who "prefer not to answer"



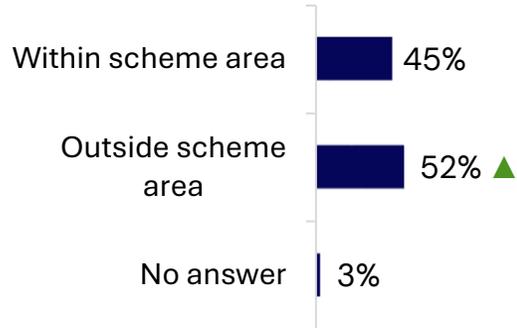
## Disability & Caregiving



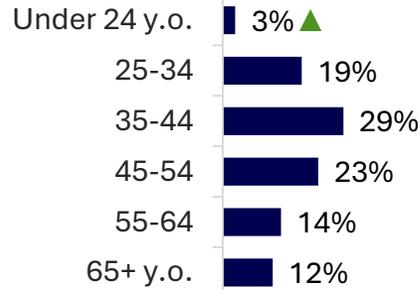
# Profile: Disagree with Shacklewell Road Being Made Two-Way

## Neighbourhoods

Based on postal codes

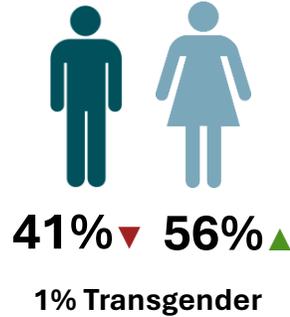


## Age



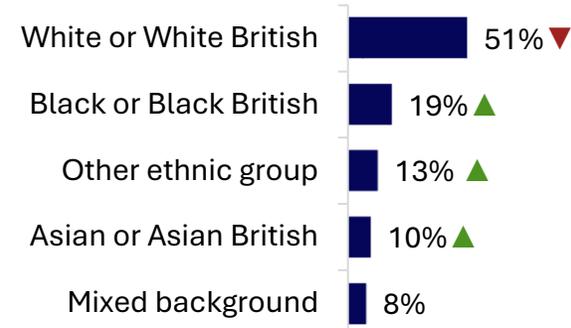
## Gender

Excluding those who "prefer not to answer"



## Ethnicity

Excluding those who "prefer not to answer"

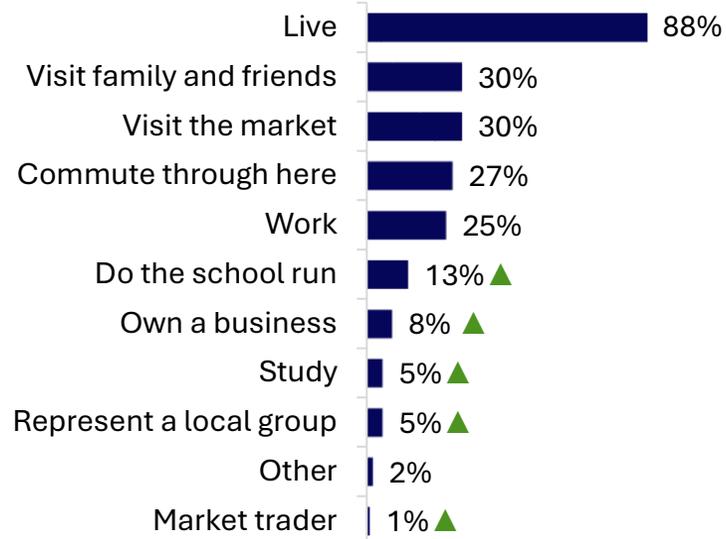


## Homeownership

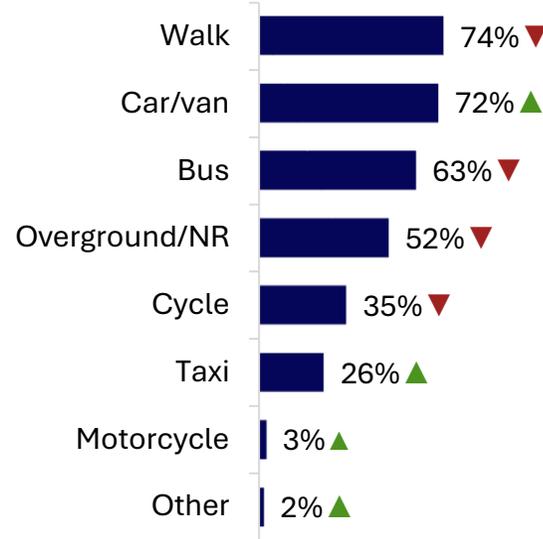
Excluding those who "don't know"



## Connection to the area

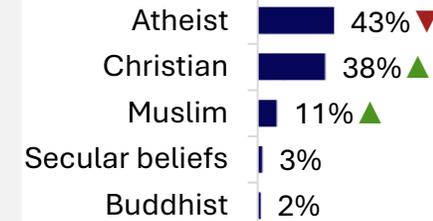


## Main Travel Mode



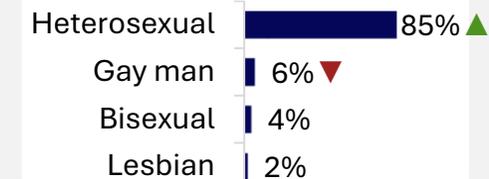
## Religion

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 Cut-Throughs

Supporters are saying traffic measures would **cut down dangerous cut-throughs and improve safety**, especially at junctions, and felt filters would prevent rat runs. Those opposing the changes believe current design allows for the continued use of several streets as rat runs: **St Marks Rise/Shacklewell Lane, Somerford Grove/Shacklewell Road and Montague Rd/ Sandringham Road.**

## Safer Streets for Walking, Cycling, and Children

Strong agreement that reducing traffic would make the area safer for children, pedestrians, and cyclists. Respondents looked forward to **less traffic noise, cleaner and more pleasant neighbourhoods**. Several welcomed planned greenery, rain gardens, and play features as part of the scheme. Supporters agreed the **left-turn ban** from Ridley Road would protect shoppers and improve market conditions.

## Learning from Other Areas

Some respondents mentioned seeing similar schemes in **Islington** that worked well, giving them confidence this would benefit Dalston. Organisations such as **Islington Living Streets** expressed strong support, highlighting benefits for residents, visitors, and the local environment.

*“These streets have **suffered from too much rat running for years**. I'm glad the council are taking steps to make them better.”*

*“I live on **Foulden Road**. We are having a lot of road rage because of **traffic from both sides in a narrow road**, sometimes ending violently in a stand off. There is also **traffic cutting through this tight residential road day and night**, sometimes lorries are trying to get through. Many parked cars over time end up scratched or with broken side mirrors. A lot of cars park there to visit the shops and restaurants on the adjacent Stoke Newington High Street, which leaves a mountain of **food waste and paper on the street** ending up in our front gardens. Your traffic suggestion would mitigate all this and would make a **big positive impact** in our friendly neighbourly community on Foulden Road.”*

*“Low Traffic Neighbourhood measures have made **taking the children to school easier and safer**. I feel less fearful of them being outside with traffic being reduce, when they walk places I instruct them to take low-traffic streets wherever possible.” “Diagonal traffic diversions would greatly improve this and also **reduce noise** in the area.”*

*“The **junctions of Cecilia/Sandringham rd and the junctions of Cecilia/Downs park have become so dangerous to cross as a pedestrian and a cyclist** due to aggressive/dangerous drivers. The amount of collisions at these junctions are too numerous to mention. The accidents normally involve cars illegally driving straight through a stop sign and I fear that unless these improvements are made there will be a fatality.”*

*“I've seen these systems in USE in other boroughs like **Islington** where I bike through and they seem very good. Be great to see them in this area.”*

# Most Common Dislikes: Traffic Management Measures (Part 1 of 5)



## Residents with Disability and Limited Mobility

Strong objections that the proposals discriminate against people who cannot walk, cycle, or use public transport. Disabled respondents emphasised reliance on cars or taxis to access shops, services, and friends within the area. Several respondents mentioned difficulty reaching **Homerton Hospital** for regular appointments, especially those living on **Sandringham Road** or near **Cecilia Road**. Families with children worried about longer, more complex routes.

## Taxis, Carers, Car Users

Respondents said taxis, carers, and car users would **struggle to reach homes due to diverters and bus gates**, adding stress for older or less mobile residents.

## Deliveries and Business Operations

Traders on **Ridley Road** and residents on **Cecilia Road**, and **Shacklewell Lane** highlighted problems for **parcel collections** (e.g., Evri on **Sandringham Road**), **grocery shopping**, and **deliveries**. Some are concerned that **tradespeople** will struggle to access homes.

*"...This would make life very hard for me especially as I live at the top end of **Sandringham road** and this is my key route to **Homerton Hospital** for regular hospital appointments....Also, because I cannot park close enough to **shops in Dalston** because of my mobility issues, it forces me to drive to another area where I can park closer to other shops to get what I need - these proposals will mean that **the "closest" places/shops I can access would take me longer to get to** on a normal day let alone when traffic is busier. I also regularly **collect parcels** that are either heavy or large from the local **Evri drop off** - Little Local London 160-162 Sandringham Road - how am I to do this with the changes to Cecilia Road?"*

*"The proposed traffic management measures would make it **extremely difficult to access my property by car** particularly with the one way system at the top end of Kingsland Road /Stoke Newington High Street so access to these streets is mainly via Rectory Road and Amhurst Road. Blocking access to Farleigh Road from this end and Foulden Road from the other would make travelling by car to/from my home exceptionally difficult."*

*"Local businesses are suffering: **Shops and small businesses depend on deliveries and customers being able to reach them**. The increased traffic on main roads and reduced access routes are discouraging people from shopping locally, which is damaging the local economy."*

*"Hackney is becoming increasingly difficult to live in for those who are not young, fit cyclists. **Elderly people, disabled drivers, carers, and families need fair consideration.**"*

*"Disruption to Trades and Services **Tradespeople, carers, taxis, and delivery drivers may struggle to access homes or clients quickly**, leading to increased delays, costs, or reduced availability of services." "...**Builders and taxis no longer come to my house** as it's too much hassle and we do not feel safe walking in LTNs..."*

# Most Common Dislikes: Traffic Management Measures (Part 2 of 5)

## Concerns Specific to Cecilia Road

While some respondents felt diagonal traffic diverters on Cecilia Road would make the street safer and calmer, a recurring theme was that this would push cars onto **Montague Road, St Mark's Rise** and other nearby streets, which are narrower and less suited to high traffic.

People worried this would make **Montague Road dangerous for cyclists and pedestrians, increase noise and pollution**, and create bottlenecks due to the street's narrow layout. Some questioned how filters would be enforced and feared drivers might ignore restrictions. Residents on **Colvestone Crescent** say the scheme removes all eastbound driving options to Dalston Lane, Amhurst Road and Downs Park Road.

Instead of full diverters, a few suggested **traffic calming directly on Cecilia Road** (e.g. speed control measures) to slow cars without displacing them, or **filter Montague Road and make a bus gate on St Mark's**.



*"As a resident of **Montague Road** I would like to strongly object to increasing the **traffic on our narrow residential road**. The effect of diverting traffic from Cecilia Road would lead to more cars on this road. There is **no room for traffic to pass both ways without pulling into parking spaces**. The road narrows half way along and the approach from **Sandringham Road** is wider than the rest of the road, giving the impression of easy access for traffic. This is not the case. **Cyclists could not use the road safely** because of the bend and oncoming traffic being forced to the middle of the road. This change would lead to **considerable increase in noise, pollution and danger to the residents** of this street.*

*"...potential **rat run from Dalston Lane to Amhurst road via Montague road and Sandringham...**"*

*"People on **Colvestone Crescent** will be left with **NO options to drive east, join Dalston lane, Amhurst road or Down park road**. And according to the plan, there is **NO ALTERNATIVE**. We need to give an access to residents of the parking Zone C to have flexibility on the gates they can cross, or we need to review the full layout. "*

*"How will the filters on cecillia, foulden, farley roads be policed? won't **drivers just ignore the signs**? From looking at the map it seems as if **St Marks Rise will become a lot busier** and lots of drivers will use this road as a route through the area. Maybe St Marks Rise should be restricted in some way to avoid it becoming the main traffic path through Dalston?"*

*"...Members have raised concerns regarding the motoring route between Cecilia Road to Montague Road being left open. Our suggestion is that **Montague Road should be filtered and St Mark's rise should have a bus gate on it**. Can this please be considered?"*

*"..I have studied the map closely and there is **literally no way out for a vehicle from Colvestone Crescent (West of St Marks Lane) if it wants to travel East...**"*

# Most Common Likes: Traffic Management Measures (Part 3 of 5)

## Comments Specific to Foulde and Farleigh Roads

Supporters argued that both streets suffer from cut-through traffic, speeding, and antisocial behaviour, with lorries and cars damaging parked vehicles. They believed the filters would calm traffic, reduce pollution, and make the streets safer for children and more pleasant for residents.

A common objection was that **closing access to Amhurst Road and the A10 would push more traffic onto these roads and Sydnor Road**, worsening congestion for buses and public transport users.

Additionally, **Foulde Road is described as too narrow** with no ability to **turn around** potentially leading to traffic jams. There are also concerns that the proposed **picnic area** on this street will become a “rubbish dump” as it’s already suffering from littering.

Some residents questioned the need for changes and described the measures as **unnecessary**.

“The Foulde Road and Farleigh Road plans will ensure more traffic will use **Sydnor Road** where I live.”  
“We welcome the Foulde / Farleigh Road measures. It will **reduce anti social behaviour and slower driving encouraged**”

“...Also how do **food delivery trucks/scaffold trucks/bin lorries/ school bus (for kids with additional needs) turn round on these roads?**” “Major concern is **right turn into A10 will be to cross bus lane as bus stop is close to Foulde Road.**”

“Amendments would mean the traffic on **the a10/high street gets worse**. As a **bus user** primarily, this road is always congested and reduction of cut throughs in the area **will impact journey time** for all public transport users.” “The proposed **Picnic area will become rubbish dump** for Best Turkish Kebab, the road is already a dumping site from local takeaways, offering seats will only make it worse.”

“...**Foulde Road is too narrow for vehicles to turn around**, it is also **not wide enough for two cars to pass**, unlike Farleigh Road, it effectively 1 way with no ability to turn around except the top / bottom of the road. This will result in regular scenarios where people get it wrong and try to turn around to avoid the traffic filter, this will result in log jams as people come up the other way and also **significantly increases the risk of residents cars being hit when parked** due to the increased turnaround and workaround other drivers will conduct...”

“The Foulde Road proposals will just create an **increase in traffic on Amhurst Road**, and make it **more difficult for Foulde Road residents to access their property** when driving. The proposals are **unnecessary** and would be very frustrating. Larger speed bumps on residential roads including Foulde would be a much better solution”

Major concern is **right turn into A10 will be to cross bus lane as bus stop is close to Foulde Road.**

# Most Common Dislikes: Traffic Management Measures (Part 4 of 5)



## Comments Specific to Ridley Road

Many feared banning left turns onto Dalston Lane would **worsen congestion and make pedestrian access harder**. Some **worried drivers would ignore the restriction**, causing dangerous manoeuvres like U-turns or forcing more traffic onto nearby streets (e.g. St Mark's Rise).

Respondents noted existing challenges at the **Ridley Road/Dalston Lane junction**, saying **restrictions could increase accident risks**. Some highlighted fast driving and collisions already happening in the area.

Residents stressed Ridley Road's role as a main shopping area, arguing that restrictions would harm **accessibility for shoppers, traders, and the wider community**.

**Supporters of the change see it as necessary** to prevent Ridley Road becoming a cut-through and to improve safety and quality of life.

*"...will create a new traffic hotspot at the **junction of Colveston Crescent and St.Marks rise**, because the traffic trying to leave Ridley Road will be backed up to the same junction. We saw this play out in real time with the work on the bridge that still allowed traffic to travel north over the bridge.*

*"Your plan will make Shacklewell Road really dead means useless. **Ridley Road will be messed up business and markets.**"*

*"The traffic filters will either be **largely ignored or will displace traffic** onto St Mark's Rise / Ridley Road"*

*"For residential traffic exiting Ridley Road onto Dalston Lane, the right turn is challenging due to the pedestrian crossing and through traffic. I would not be sure this wouldn't **cause additional accidents / collisions** - i.e agree with trying to avoid shortcut developing but traffic flow from that intersection needs to be looked at for safety." "Ridley Road: Left turn restriction of cut-through. Traffic would be forced to turn right here, which makes the **pedestrian access harder**"*

*"...Congestion on main/boundary roads – Many feel that traffic along **Graham Road, Dalston Lane, Kingsland Road and St Mark's Rise is already heavy**, and that the new measures could make congestion worse..."*

*"People need access to these areas as **Ridley Road is a main shopping area.**" "Ridley road / St Marks rise and Sandringham are now all the more busy since you made Wayland Ave restricted. As you stop traffic flow in some areas, you have forced it in to others. Also **removing the parking outside local shops** on sandringham road at Junction of amhurst has **caused a drop in foot fall to these shops.**"*

*"Like in so many other instances with your traffic policies by driving either through many more and smaller streets, **doing more mileage = more pollution, getting stuck in ever more congestion** on the "still fully useable" roads or **not ever go to Ridley Rd market again...**"*

# Most Common Dislikes: Traffic Management Measures (Part 5 of 5)

## Comments Specific to Shacklewell Road Being Made Two-Way

Many highlighted Shacklewell Road is **too narrow** to safely accommodate two-way traffic. Concerns included cars blocking each other, difficulty for residents to park, and added risks for **cyclists, pedestrians, and children near schools on Shacklewell Lane**. Residents request clear **parking plans**. Several noted the road had been two-way in the past and “it didn’t work,” causing congestion and confusion.

## Consultation Process

A few respondents expressed concerns regarding **engagement process** suggesting that several **local businesses, schools, and long-established community organizations on and near Shacklewell Lane** were not consulted. Additionally, some noted poor timing of the consultation as many families are on holidays.



*“Shacklewell Road and Somerford Grove are not currently wide enough for two way traffic. The only way that Shacklewell Road and Somerford Grove could accommodate two way traffic and it not be extremely problematic would be if you **removed all the parking bays**. There's **already a paucity of parking spaces in the area**. Are you planning to replace any lost parking spaces elsewhere? People **already speed and drive dangerously on Shacklewell Lane**, where there are **Halley House school, Shacklewell Primary school, Excelsior Academy, Bathhouse Nursery and Independent Place Nursery**. It is a busy thoroughfare for **children**. Also people doing the school run to Halley House and Excelsior Academy routinely **double park or park on double yellow lines**. This can make **reduce visibility for drivers, cyclists and pedestrians**. So potentially making this area more of a rat run by making Shacklewell Road two way sounds like it could be problematic to me. Ultimately the area is **poor for traffic, noise, air pollution, speeding and dangerous driving**.”*

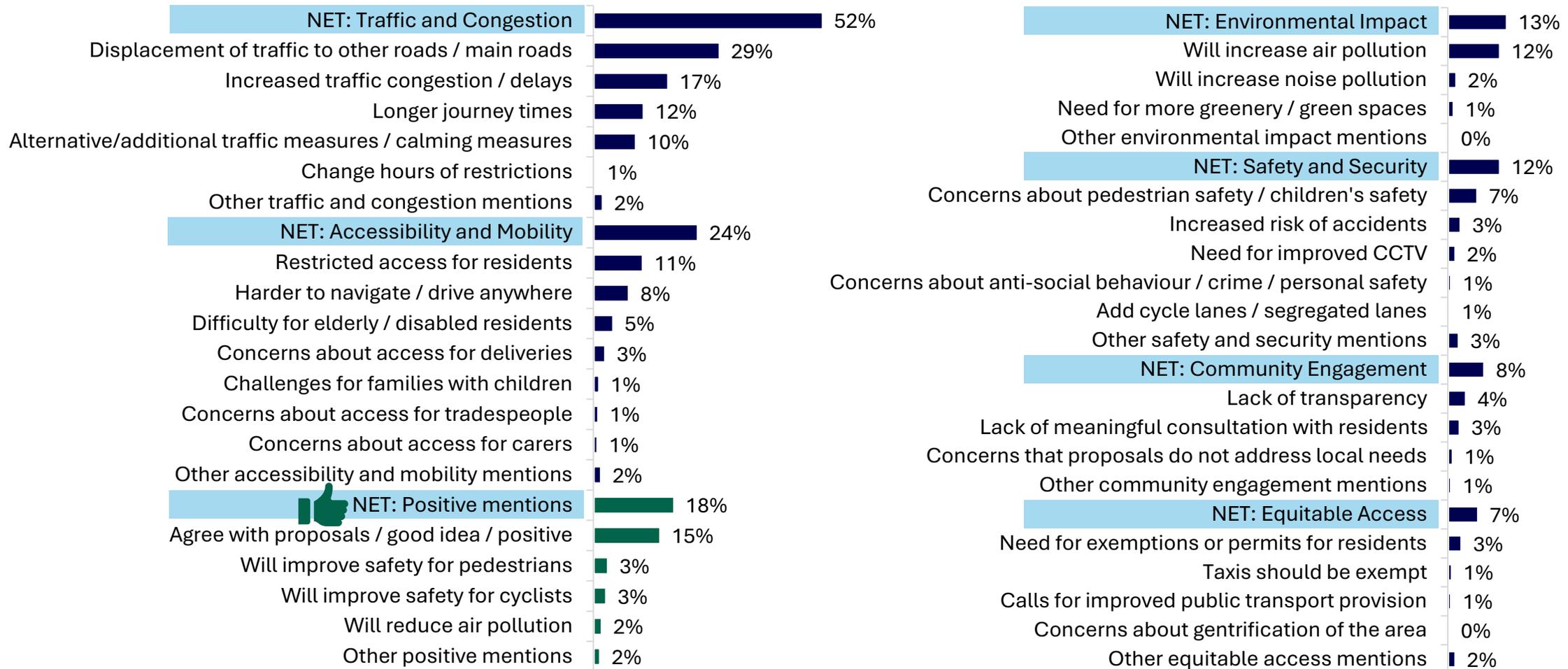
*“Shacklewell Road has been two-way before and it didn't work. ...This would also mean **many estate residents would not be able to park there**, or would make it even more difficult for vehicles to get past each other in two directions.”*

*“Residents on Shacklewell Road and Shacklewell Lane have highlighted that Shacklewell Road's narrowness already **makes parking and manoeuvring difficult**. They fear converting it to two-way will create hazards for drivers, delivery vehicles and pedestrians, particularly on heavier delivery days.”*

*“Local shops and Ridley Road Market - There is evidence that similar schemes increase footfall for shops .... However, there is a lack of information about how the changes will impact **Ridley Road market**. Some **traders** have expressed concerns that further restrictions will not allow customers to use their **cars to bulk buy produce** from the market. Consultation of businesses - **Several local businesses, schools and long-established community organisations on and near Shacklewell Lane report they were not consulted**, despite being directly affected by the proposed changes. This raises concerns about whether statutory engagement guidelines have been fully met. Many people living within the area have expressed concern about leaving the area to go east, and this being very difficult.”*

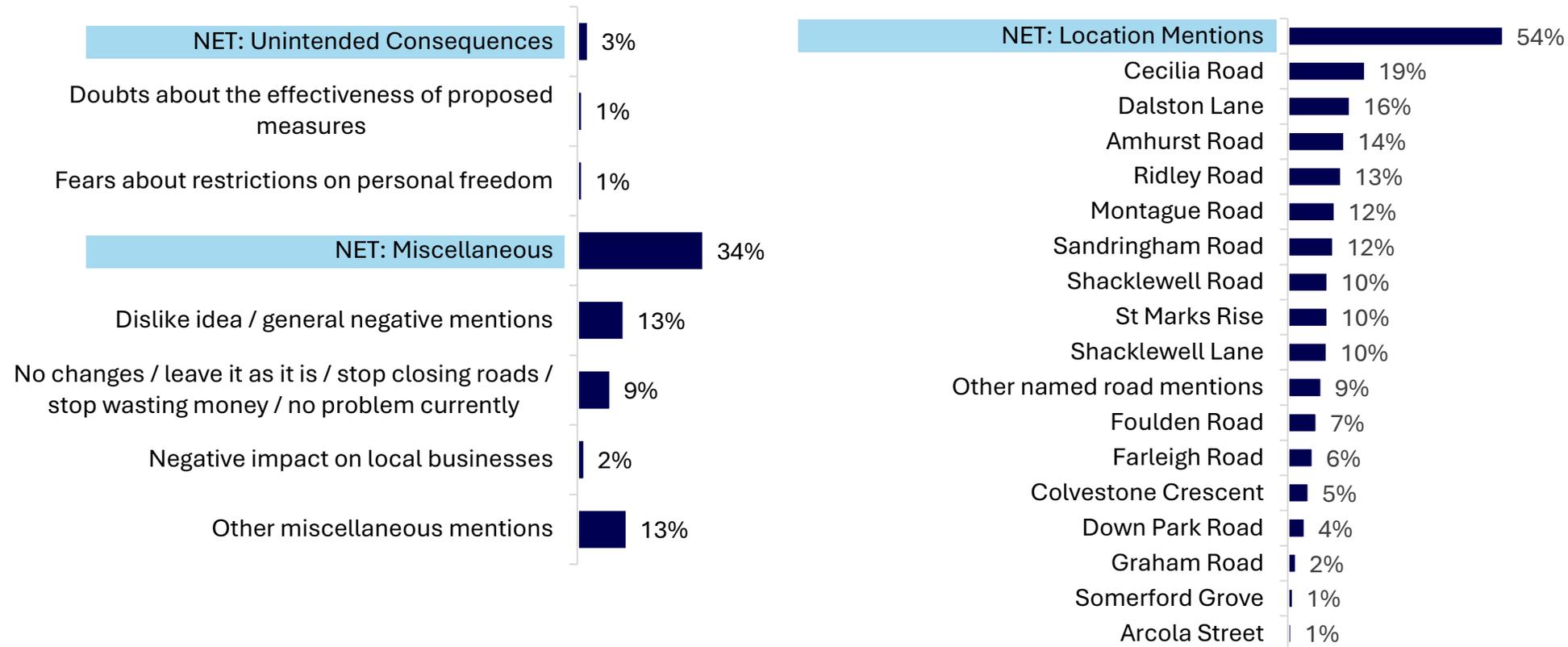
# Most Common Likes, Dislikes, and Suggestions in Numbers (Part 1 of 2)

## 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

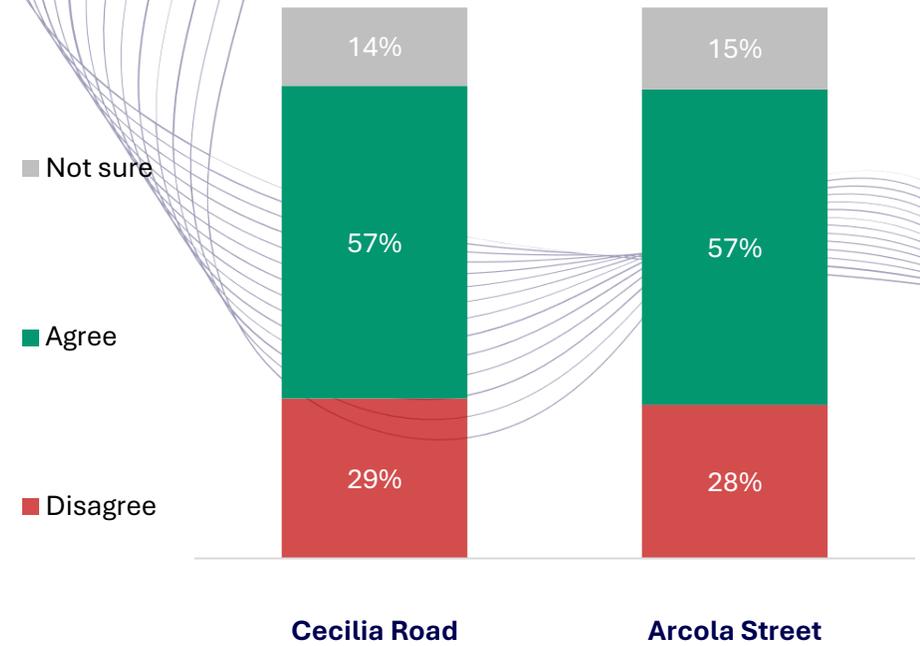
- Traffic management suggestions:** *“I would also like to see an additional bus gate placed on st mark's rise between Sandringham and Colvestone. You say in the briefing notes that st marks rise gets 9,000 [motor?] vehicles a day; vs 10,000 on Shacklewell Lane. Isn't there quite a severe risk that Shacklewell east-west/west-east traffic will just divert along St Marks (with west-east traffic using the rat run "hack" via the Martel Place roundabout)?”*

*“...Move the traffic filter from Montague Road / Cecilia Road junction up north to next junction and place it at the same angle so that traffic can move between Sandringham Road and Cecilia Road to give motorists one more optionThe current proposals mean that your aim to make streets within the designated area safe and healthy would simply result in funnelling all the hazards into one street - Montague Road which is not suitable for a lot of heavy traffic.”*

*“I am formally requesting that the council consider implementing a traffic filter and partial road closure on a short section of Rectory Road, between Manse Road and Amhurst Road, in Stoke Newington, N16. This section is regularly used as a rat run by southbound and northbound through-traffic, creating a hostile environment for residents. There are consistent issues with speeding, noise pollution, and safety risks, particularly in a residential area with limited pedestrian protection. Proposal: A full-time camera-enforced traffic filter with planter barriers, restricting access for private vehicles and motorbikes. Uninterrupted access to be maintained for buses, emergency services, and cyclists. Southbound traffic to be diverted via Manse Road and Kingsland Road. Northbound traffic should be diverted via Amhurst Road to Kingsland Road. As Downs Road is closed and the only remaining routes are residential streets.”*
- Signage:** *“I suggest a simple introduction of signage, a no left turn from Dalston Lane into Cecilia Road, this will have a substantial impact on traffic cutting through to go northwards, especially northeast. The diagonal filters would then be an added benefit.”*
- Greenery, wider pavements, car charging, but no sitting space on Foulden Road:** *“We would appreciate if the changes to Foulden Road (A10 side) also included the many vehicles that idle there. There is a major problem with the double yellow lines outside Foulden Terrace with cars being parked there by non residents and blocking access to Foulden Terrace. There are also multiple occasions of anti-social behavior with littering (from the local kebab shops), drug use and other inappropriate behavior so we would be against adding any form of seating at the end of Foulden Road (A10) which could exacerbate this. We would like there to be more greenery/growing spaces, wider pavements, car club and electric charging.”*
- Resident exemptions:** *“I suggest that local residents, in or on the boundary of the Liveable Neighbourhood Area, should be able to register their plate numbers and be exempt.”*

# School Streets

Community Feedback Deep-Dive

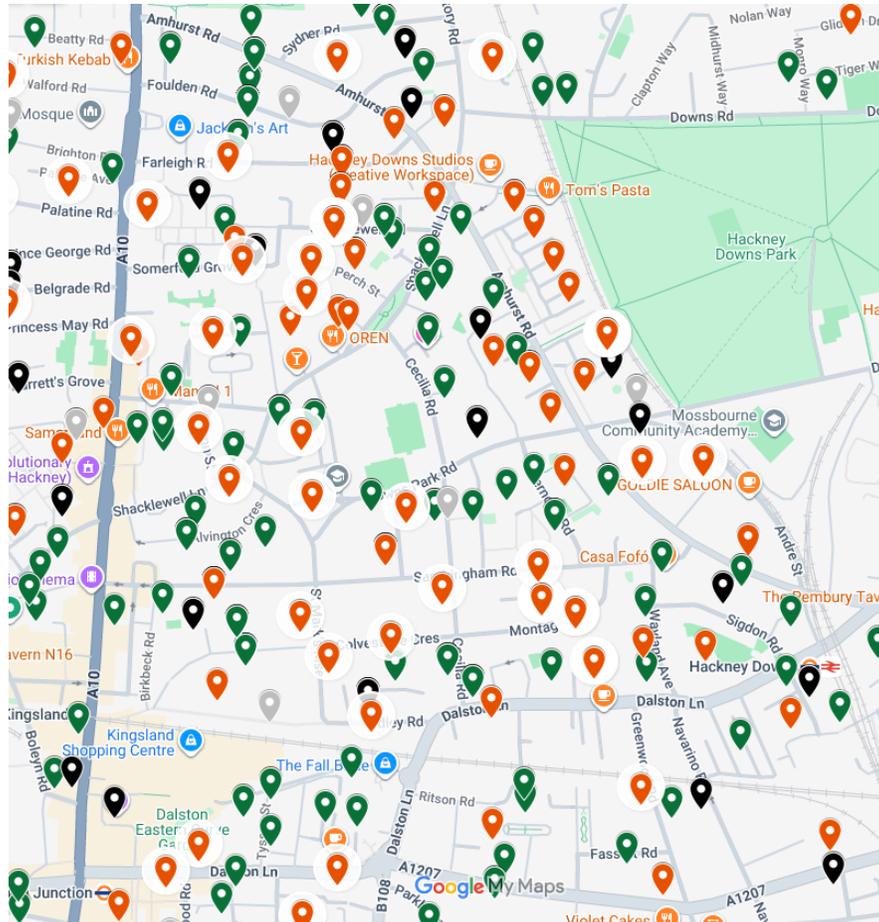


Base size: Cecilia Road (n=1080), Arcola Road (n=1061)

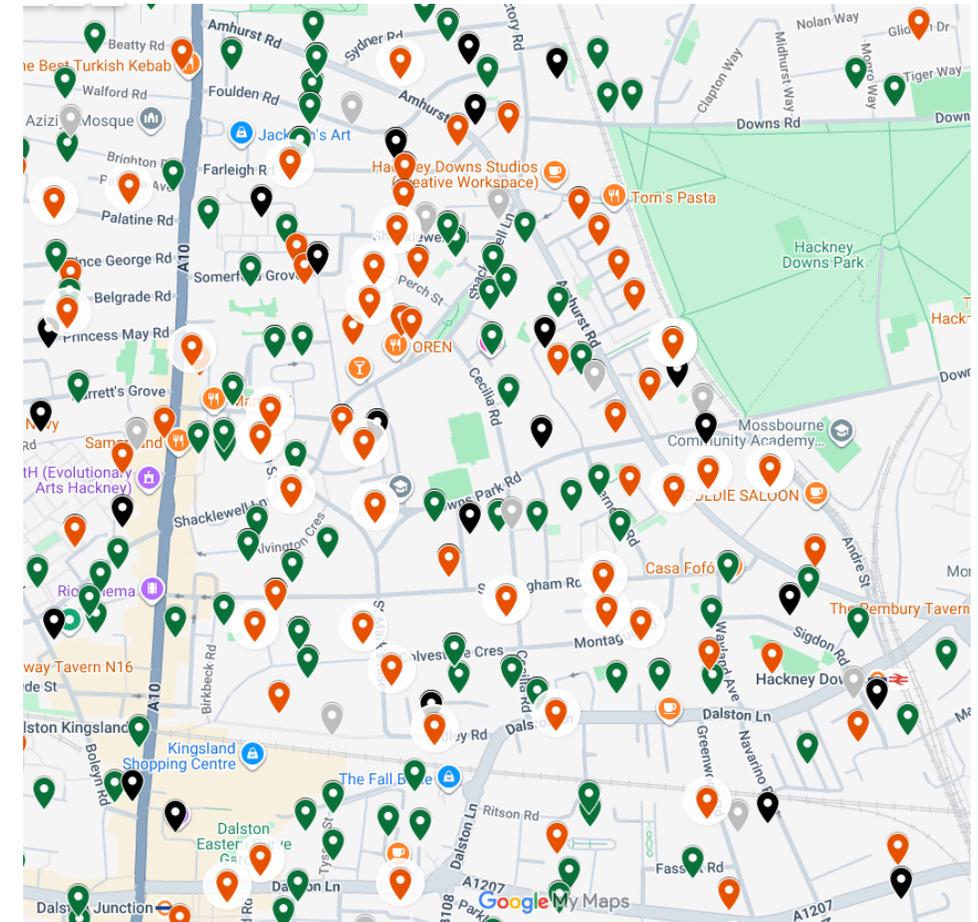
Q6: To what extent do you agree or disagree with our proposals for School Streets on Cecilia Road and Arcola Street, as outlined in this consultation?

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

## School Streets on Cecilia Road



## School Streets on Arcola Street



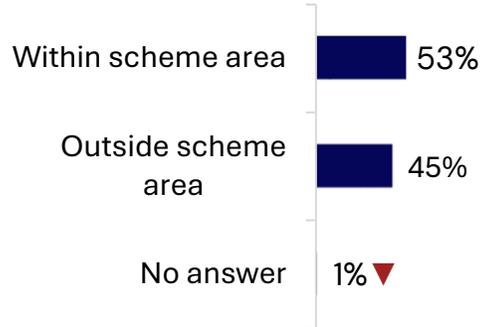
### Legend:

- Strongly agree (402)
- Strongly disagree (235)
- Agree (209)
- Not sure (153)
- Disagree (78)
- Other / No value (52)

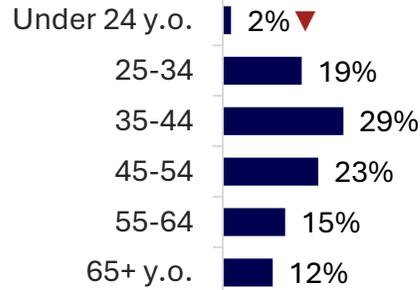
# Profile: Agree with School Streets on Cecilia Road

## Neighbourhoods

Based on postal codes

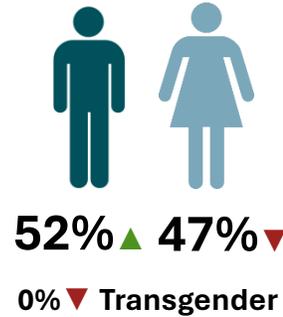


## Age



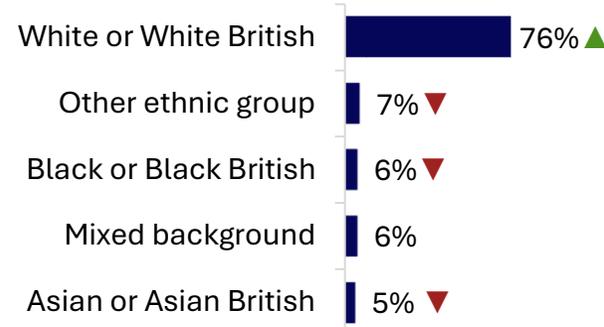
## Gender

Excluding those who "prefer not to answer"



## Ethnicity

Excluding those who "prefer not to answer"

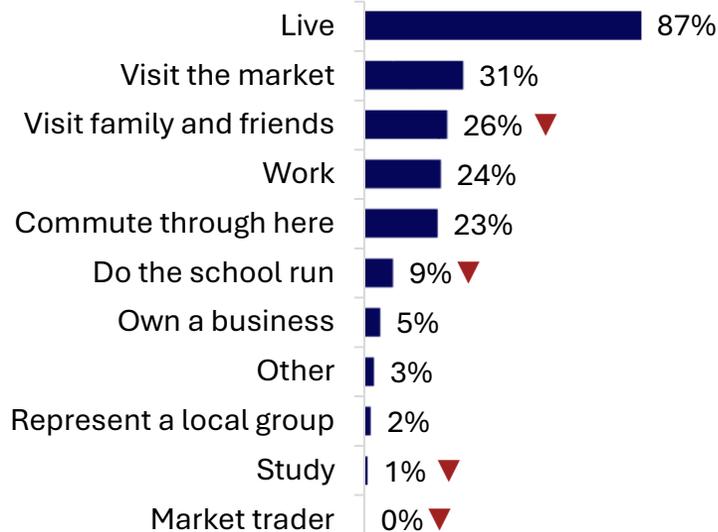


## Homeownership

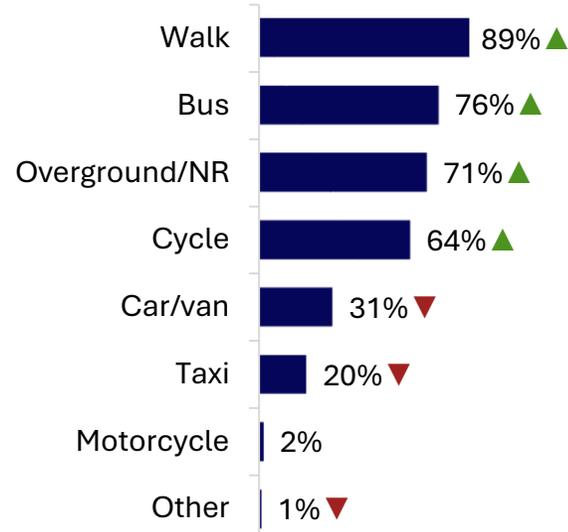
Excluding those who "don't know"



## Connection to the area

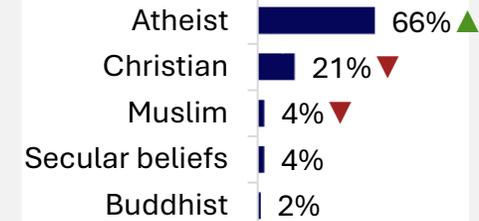


## Main Travel Mode



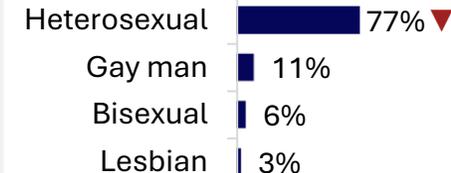
## Religion

Excluding those who "prefer not to answer"



## Sexual Orientation

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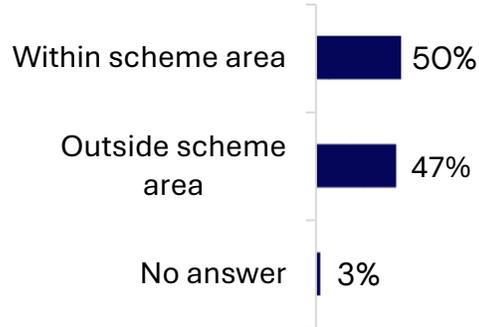
## Disability & Caregiving



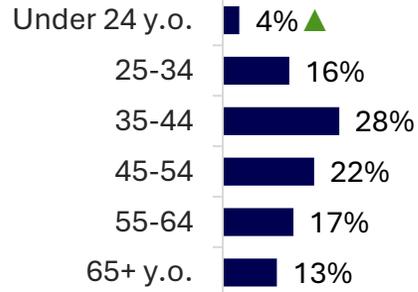
# Profile: Disagree with School Streets on Cecilia Road

## Neighbourhoods

Based on postal codes

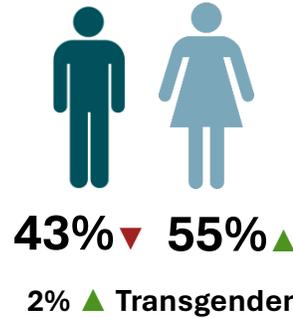


## Age



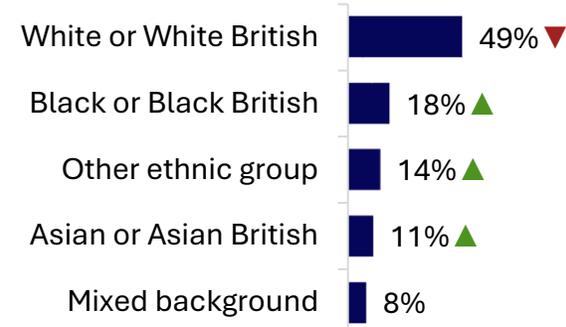
## Gender

Excluding those who "prefer not to answer"



## Ethnicity

Excluding those who "prefer not to answer"

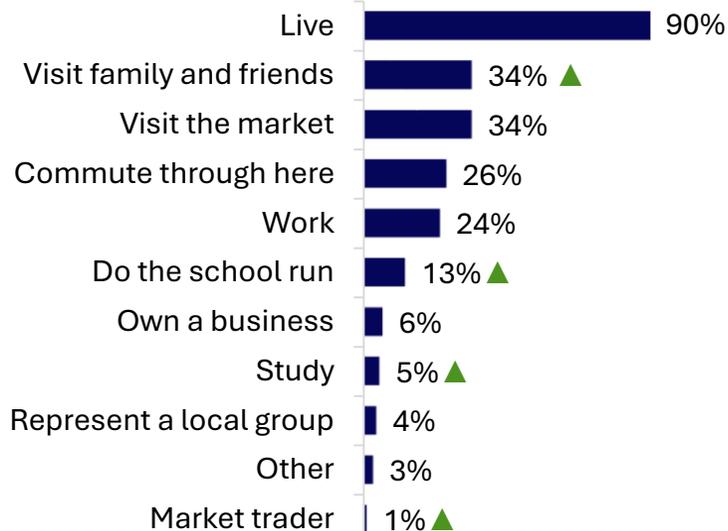


## Homeownership

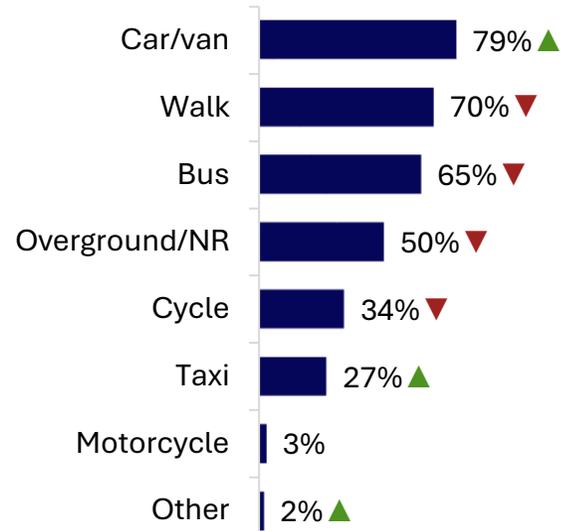
Excluding those who "don't know"



## Connection to the area

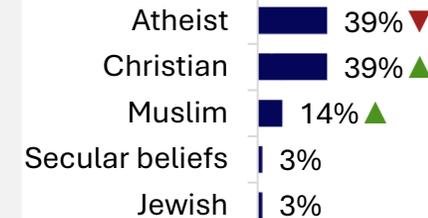


## Main Travel Mode



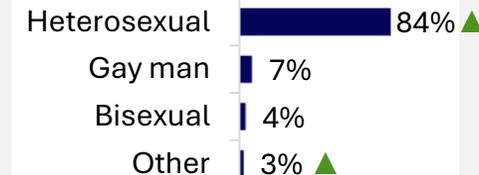
## Religion

Excluding those who "prefer not to answer"



## Sexual Orientation

Excluding those who "prefer not to answer"



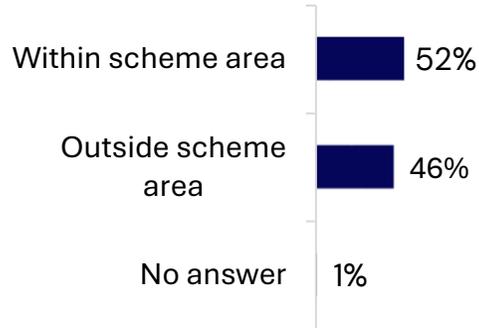
## Disability & Caregiving



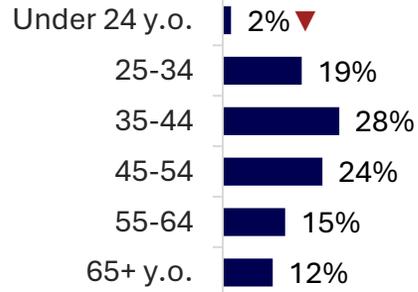
# Profile: Agree with School Streets on Arcola Road

## Neighbourhoods

Based on postal codes

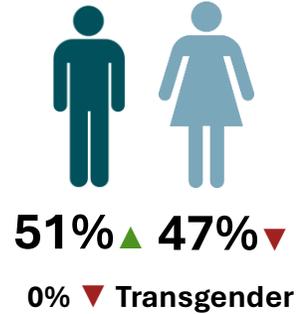


## Age



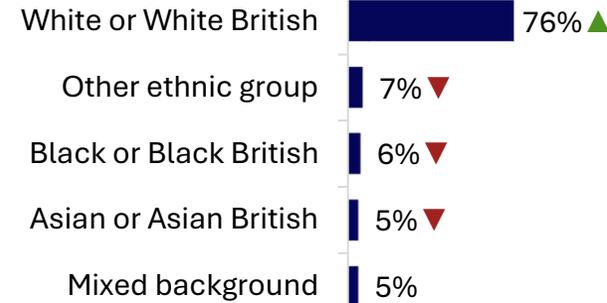
## Gender

Excluding those who "prefer not to answer"



## Ethnicity

Excluding those who "prefer not to answer"

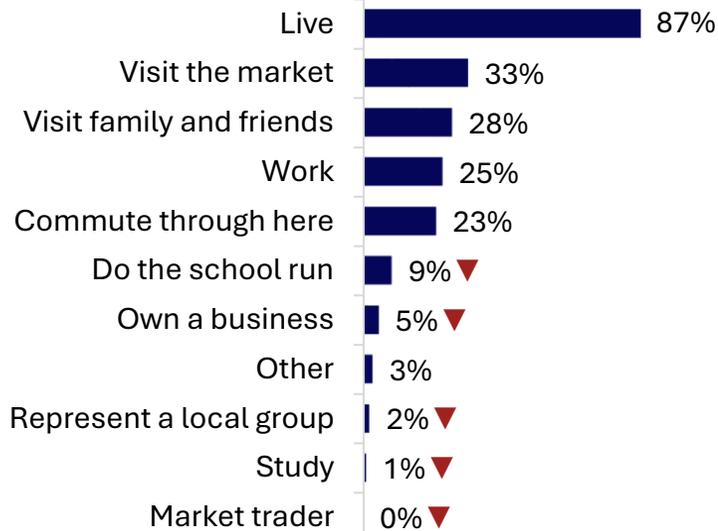


## Homeownership

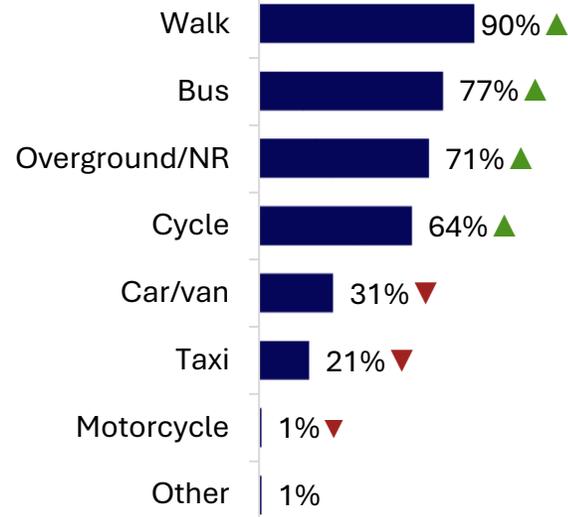
Excluding those who "don't know"



## Connection to the area

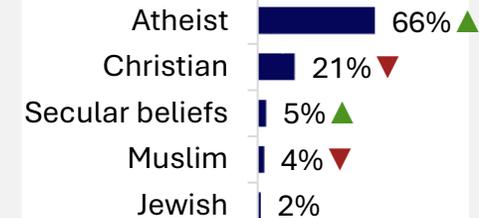


## Main Travel Mode



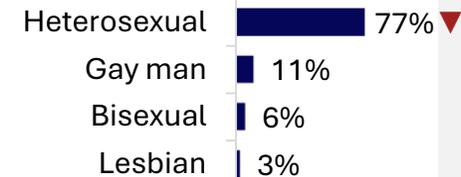
## Religion

Excluding those who "prefer not to answer"



## Sexual Orientation

Excluding those who "prefer not to answer"



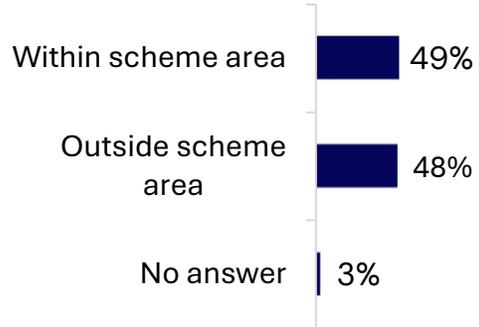
## Disability & Caregiving



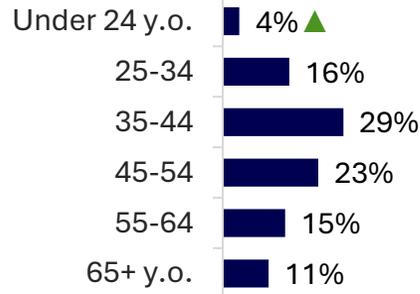
# Profile: Disagree with School Streets on Arcola Road

## Neighbourhoods

Based on postal codes

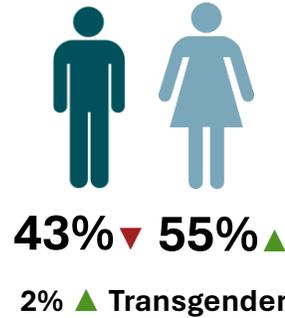


## Age



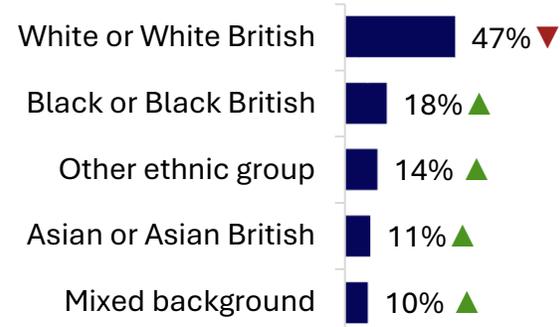
## Gender

Excluding those who "prefer not to answer"



## Ethnicity

Excluding those who "prefer not to answer"

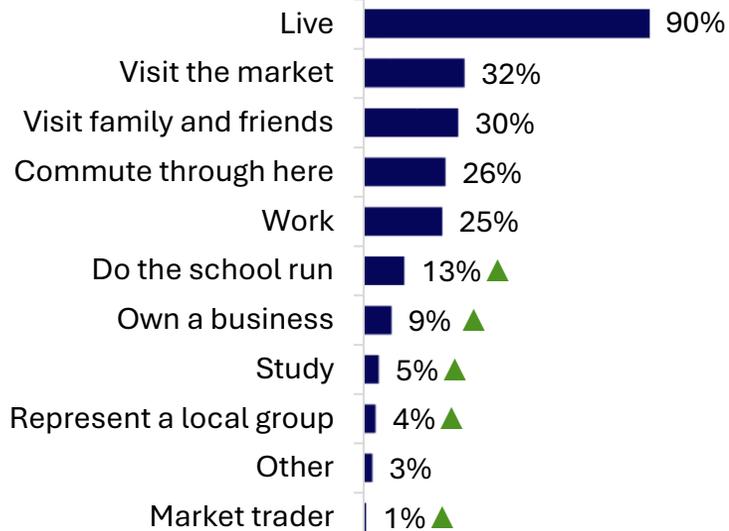


## Homeownership

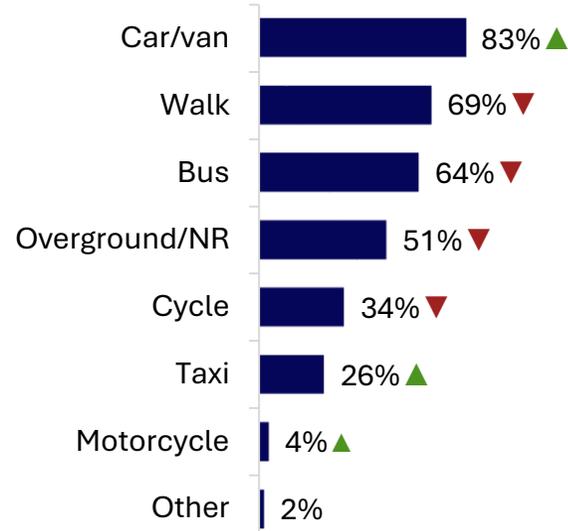
Excluding those who "don't know"



## Connection to the area

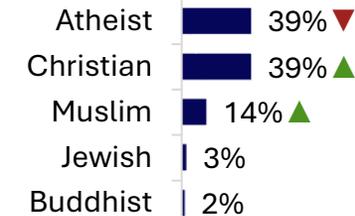


## Main Travel Mode



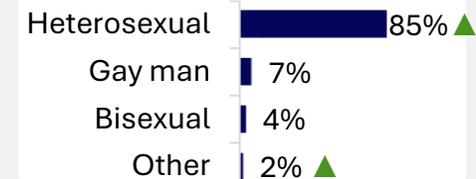
## Religion

Excluding those who "prefer not to answer"



## Sexual Orientation

Excluding those who "prefer not to answer"



## Disability & Caregiving



# Most Common Likes & Dislikes: Proposed School Streets



## Support for School Streets and Child Safety

Many residents welcome School Streets, seeing them as a way to **make access safer for children** at drop-off and pick-up times. Parents mention being in “constant fear of traffic, dangerous and speeding drivers injuring students.” Some say the idea should be **extended further** to protect more schools.

## Traffic Displacement and Congestion Concerns

Some worry that closing these streets will **shift traffic to surrounding main roads** (e.g., Seal Street, Kingsland Road, Dalston Lane). People believe this could **worsen congestion and pollution on nearby streets**. Some comments suggest Hackney already has “too many restrictions.”

*“The School Streets are a great idea and should be extended to **make the area safer for children**. Parents such as myself live in **constant fear of traffic, dangerous & speeding drivers**, injuring or killing students on their way to and from school”*

*“As a keen cyclist and pedestrian I support vehicular traffic being calmed around schools. However I would note that this simply **pushes drop off / pick up traffic elsewhere**. I live on Seal Street which now suffers from increased vehicular traffic and pollution since Shacklewell Row introduced a traffic management system outside my daughter's school Shacklewell Primary School. I fear the changes **proposed could make vehicular traffic on Seal Street worse...**”*

*“For local residents Cecilia Road and Arcola Road are useful routes for travel. Once again by reducing access to these streets, you **increase vehicle use on Amhurst Road, Kingsland High Road, Stoke Newington High Street and Rectory Road**. Many families live on these roads and their health and well-being is not being considered in these measures.”*

*“Too many **restrictions in Hackney already**.”*

*“**Increased noise pollution**, speeding vehicles using Sydner Road as a short cut.”*

# Most Common Dislikes: Proposed School Streets



## Impact on Deliveries

Respondents worried that School Streets would disrupt **deliveries, bin trucks, and tradespeople's access**, particularly on Arcola Street, which is narrow. One resident noted that such schemes make it “awkward for anyone needing a delivery or workmen.”

## Accessibility for Disabled People and Carers

Multiple comments highlight that **disabled drivers** and those caring for vulnerable people rely on car access to GP surgeries, and essential services. Restrictions are seen as **increasing journey times, costs (extra fuel), and difficulties** for those with limited mobility.

*“As both a disabled person with restricted mobility and a long-standing Hackney resident, I vehemently disagree with these proposals...In relation to the proposed Cecilia Road school street zone, this **would severely impact my (a local Hackney resident) ability to access essential services, businesses and friends within and near the proposed "zone".** This is a usual route I use to access services, businesses and friends within the borough during key hours of need. In relation to the Arcola Street school street zone, this proposal would prohibit me from accessing my friend's home as well as local businesses and services in the area, during operating hours.”*

*“There is already a school street when Shacklewell Primary School is meaning all parents park on Seal Street / April St congesting the school during school run times. Adding another School St will affect April St / Seal St further by directing more parents to park here. This will also **cause obstruction for deliveries and disabled who rely on food deliveries.** Not to forget **increasing pollution on Seal Street** by parents idling in their cars please think about local residents who will be affected.”*

*“Arcola Street and roads off it are very narrow - **how has this been considered for delivery and bin trucks if some access is blocked?** how will they access and turn around down there?” “School streets make it very **awkward for anyone needing a delivery or workmen** to come to their property.”*

*“These routes are the ones I use to go to my **GP Surgery.** As said before, I travel by car because of disabilities. These measures make my **journey more difficult and time consuming and the extra fuel will cost me more.**”*

# Most Common Dislikes: Proposed School Streets

## Family and Commuting Pressures

Families with multiple children or those commuting to schools outside the immediate area feel these changes do not consider **practical realities of the school run**. They fear it will be “impossible to get to other schools in the area on time” if streets are closed. Some note that cycling isn’t a safe substitute due to **reckless cycling behaviour** on other School Streets.

## Lack of Enforcement

Some respondents are sceptical about enforcement, saying that compliance will be low. Some comments link this to a broader frustration with **Hackney’s growing number of traffic schemes**.



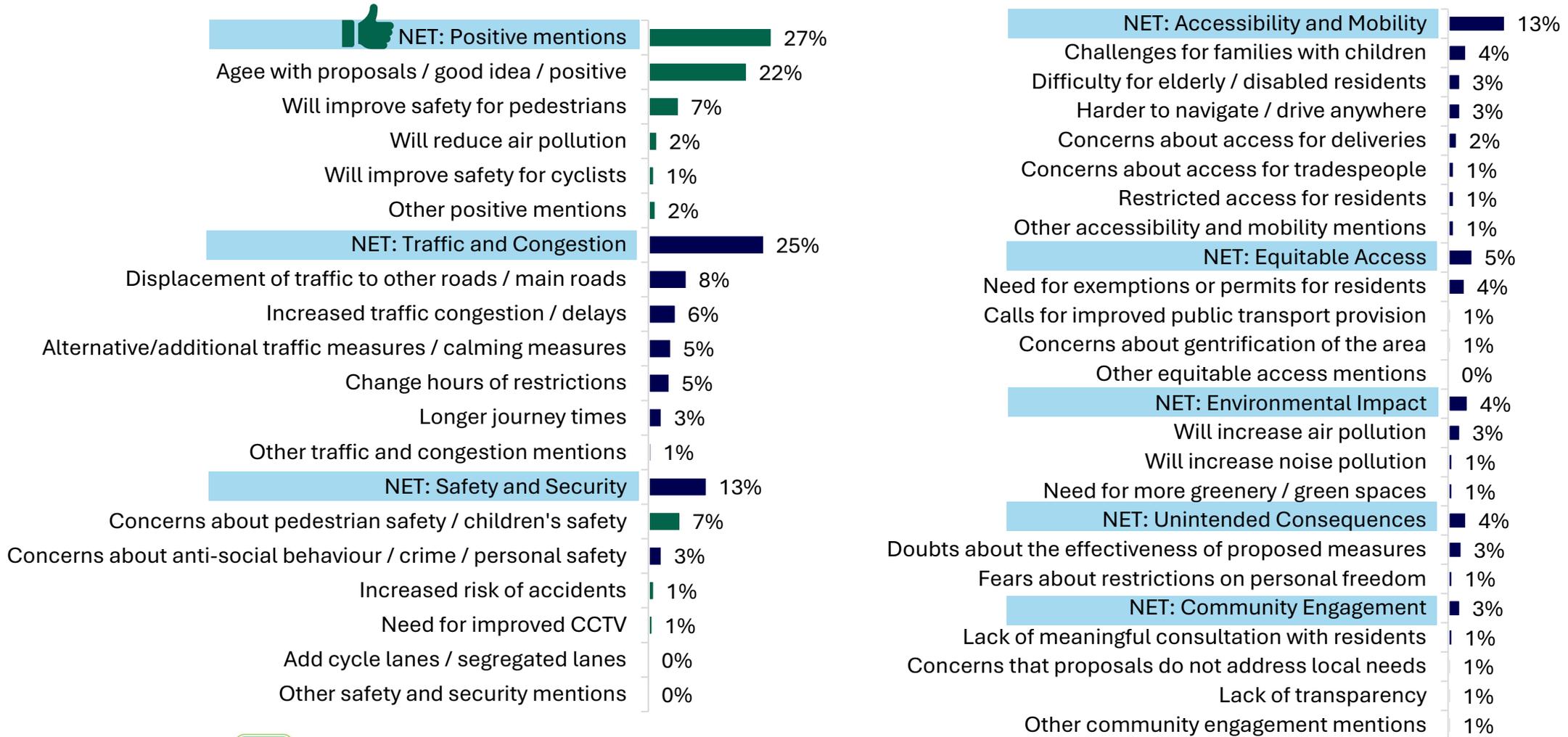
*“We are a **family of 5** that need to go through Dalston to go to school in De Beauvoir. These measures are not thinking about the **families that have to commute to get to school**. **Cycle routes are not safe and closing the roads will only affect traffic in Kingsland road** and will be impossible to get to other schools in the area on time. Also please consider cycle traffic. Bicycles have become a terrible hazard in particular at rush hours, so I wonder if school streets will only encourage the use of reckless cyclists (like Culford Rd in Our Lady and St Joseph, there are no cars but the bikes are terribly dangerous)”*

*“Strongly agree but **school streets need enforcement** otherwise cars gradually get in more and more, as seen in other places.”*

*“Agree with the school streets plan but **more effort also needs to go into enforcement of existing rules regarding parking and speed limits near schools** which some drivers constantly ignore without consequence.”*

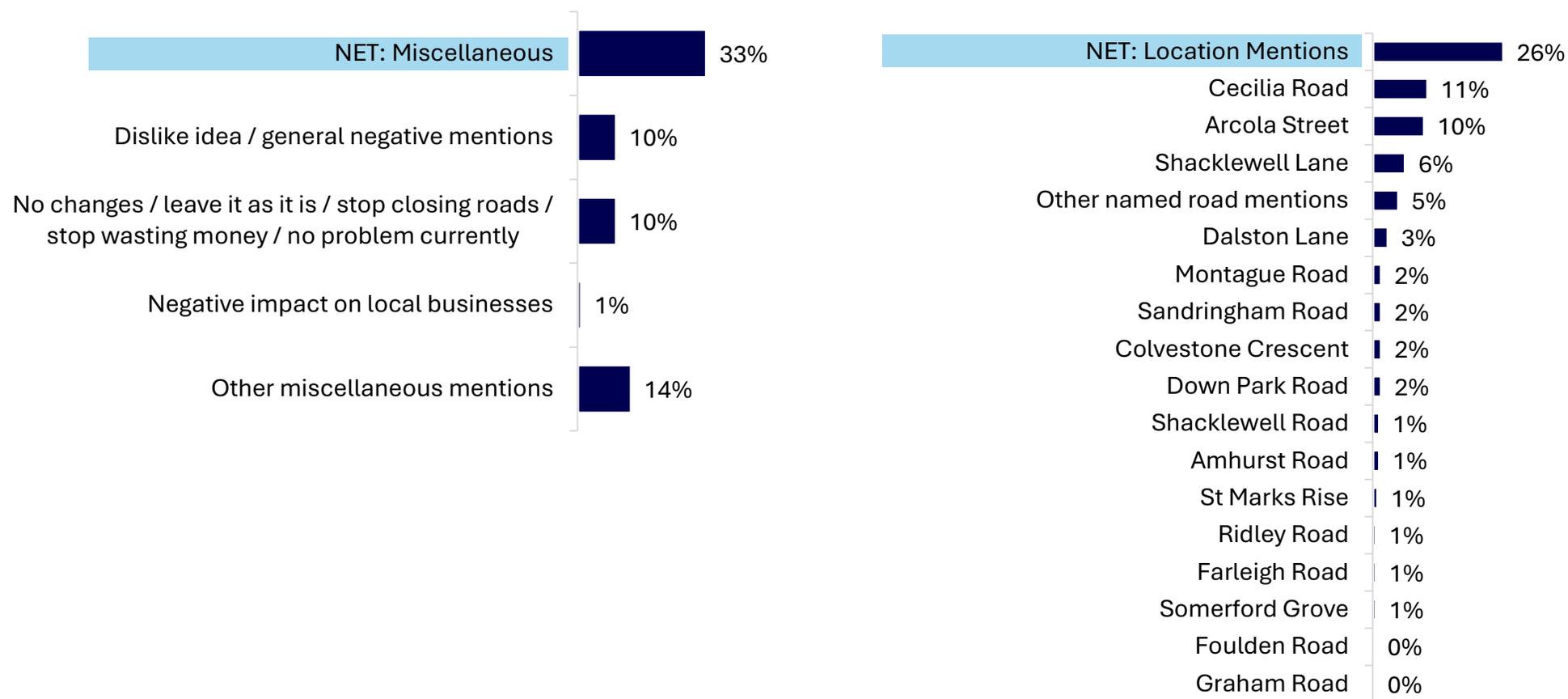
# Most Common Likes, Dislikes, and Suggestions in Numbers (Part 1 of 2)

## 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

- Traffic calming instead of closures:** Add *speed humps* or *designated crossings* near schools rather than banning vehicles.  
“You can put speed humps instead in order to reduce speeding”
- Public realm/play features:** Suggestions to insert a *playground at the Arcola Street junction* or turn parts of Cecilia Road into a *play/socialising area*.  
“I love the idea of closing the eastern end of Arcola St to motor traffic. Can you go further, as part of the proposed public realm improvements at the junction, and insert a playground where the road presently is?...”
- Resident exemptions:** Ideas that exemptions should also apply to *car club/hire car users*.  
“It is not fair that car owners are exempt from restrictions eg the schools Street schemes but car renters and car club users are not exempt. This is a perverse incentive for car ownership -- surely the opposite to what the council intends. It should be incentivising car club use and car rental over car ownership”
- Arcola Street / Halley House:** Raise the road to pavement level, remove some parking, add a pedestrian crossing, trees, planting, and narrow the carriageway.  
“You are proposing a school street on Arcola Street: great....but the main pupil access is on Shacklewell Lane. Maybe raise the road to the pavement level, remove some parking on the other side of the road and provide a crossing access from the other side? Nice trees a bit of planting, narrow the carriageway etc.... “
- Cecilia Road:** Improve the poorly kept scrub land with planting to make it look more attractive.  
“Cecilia Road: There is a large patch of scrub land. It is poorly kept and could be planted and look amazing”

# Appendix

# Responses by Subgroup: Base Sizes

The table provide sample size used to calculated percentages on pages 19, 21, 22, 25 of this report.

	1. New Bus Gate	2. Traffic Management Measures (Residential Streets)				3. School Streets	
	Shacklewell Lane	Cecilia Road	Foulden and Farleigh Roads	Ridley Road	Shacklewell Road	Cecilia Road	Arcola Street
Property Owners	580	569	558	556	556	572	564
Renters	400	390	384	380	391	394	387
Car Users Within Scheme Area	268	267	262	254	256	268	263
Car Non-Users Within Scheme Area	306	294	284	284	293	298	295
Within Scheme Area	574	561	546	538	549	566	558
Outside Scheme Area	498	484	479	483	482	488	477
Have a Disability	112	111	110	108	109	111	106
Dont Have a Disability	683	669	658	656	655	670	665
Caregiver	176	173	169	167	169	174	170
Not a caregiver	830	812	800	796	801	817	806
Under 35 y.o.	218	211	208	205	206	210	209
35-44 y.o.	284	280	270	271	272	284	280
45-54 y.o.	231	231	225	223	225	229	227
55-64 y.o.	168	164	164	163	164	164	161
65+ y.o.	137	129	127	128	133	134	128