

London Fields Traffic
Management Research
Report

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1. Background

In Spring 2013 the Mayor of London published a 'Cycling Vision for London' – a 10 year strategy with approximately £1bn investment to increase the levels of cycling in London. One of the primary objectives of the strategy is to create a “tube network for the bike” – a mixture of fast commuter cycle routes offering dedicated cycle facilities on key main routes, complemented by a number of “Quietways” (a network of quieter, low-traffic cycle routes throughout London) which together will form a network of direct, joined-up cycle routes throughout London.

Within the London Borough of Hackney, the Bloomsbury to Walthamstow Quietway starts at the boundary with Islington by Southgate Road and runs eastwards to London Fields via Middleton Road, and then north-eastwards to Lea Bridge Road and the boundary with Waltham Forest.

One of the key objectives of the Quietway routes is to link destinations, following backstreet routes, through parks, along waterways or tree-lined streets. The routes aim to overcome barriers to cycling, targeting cyclists who want to use quieter, low-traffic routes, providing an environment for those cyclists who want to travel at a more gentle pace.

A number of key issues have been identified along the route and Transport for London (TfL) has provided Hackney Council with funding to make improvements. These include tackling specific locations such as junctions and crossings, and where possible, reducing the volume of traffic along the route. Ideally, traffic volumes should be lower than 2000 vehicles per day. In addition to meeting the objectives of the Quietway, encouraging the use of cleaner and greener transport options, particularly cycling and walking, and reducing non-essential private car journeys are key long-term objectives for the Council.

The Quietways route, and wider cycling and walking initiatives within the borough, are all part of the Council's strategy to create an environment that encourages the use of sustainable transport and creates liveable neighbourhoods.

There is a range of potential schemes aimed at reducing the volume of through-traffic using Middleton Road, and the wider London Fields area. These traffic management schemes are ones which the Council could implement on a trial basis to assess whether permanent measures would be appropriate.

Potential traffic management schemes

There are four options being proposed by the Council. These are:

Area wide scheme – Option 1

Closure of 13 junctions to through-traffic to provide comprehensive area wide management of traffic. This includes camera enforced closures (Bus Gates) in Lansdowne Drive and Pownall Road, which would allow bus access but restrict other vehicles.

This is thought to be the most comprehensive option in terms of trying to discourage through-traffic from using the area completely and encouraging more walking and cycling in general. All existing properties, including schools, would be accessible to motor vehicles but local journeys would take longer. Some roads in the area would need to remain open to through-traffic.

Closure of Middleton Road Only – Option 2

Closure of Middleton Road to through-traffic at two locations: one between Lansdowne Drive and Queensbridge Road and one between Queensbridge Road and Kingsland Road (A10). This is thought to reduce the volume of traffic using Middleton Road and provide the desired improvements for the Quietway route. Local access for residents in other roads in the area would be relatively unaffected. This option is likely to have less of an impact on overall traffic volumes in the area as a number of alternative routes would still be available.

Lansdowne Drive Bus Gate with possible Middleton Road Closure – Option 3

A camera enforced Bus Gate to restrict general traffic but allow buses to pass on Lansdowne Drive, with a possible additional closure on Middleton Road to through traffic between Queensbridge Road and Kingsland Road (A10).

The Lansdowne Drive Bus Gate would restrict the current through-traffic movement to/from Westgate Street and would help reduce traffic volumes on Lansdowne Drive as well as Middleton Road. This could also benefit a number of other roads in the area – particularly those between Lansdowne Drive and Queensbridge Road. An additional closure on Middleton Road between Queensbridge Road and Kingsland Road could be included to reduce traffic using this section of the road.

Middleton Road Width Restriction Only – Option 4

Physical width restrictions in Middleton Road only, to prevent larger vehicles using the road. This would supplement the existing 7.5T lorry ban in the area. The absolute minimum width the Council can restrict the road to is 6' – 6" (2.0m) but generally 7' – 0" (2.13m) is used. This would prevent larger vehicles from using Middleton Road and so would help provide a reduction in overall vehicle numbers using the Quietway route. The reduction is however thought to be unlikely to achieve the desired 2000 vehicles per day target, but the most dangerous vehicles (statistically for cyclists) would be restricted. Local access for residents in other roads in the area would be unaffected.

Given the Council is aware that residents have raised concerns about a number of traffic related issues in the area, particularly along Richmond Road and at the Queensbridge/ Middleton Road junction, a public consultation was held to understand the views of residents and other interested parties to inform future investigations.

As part of this consultation process the Council is also seeking local views on these issues to help inform future investigations when further funding becomes available. The results from this consultation are provided in this report.

2. Consultation method

2.1 Consultation Distribution

A public consultation ran for 12 weeks from 4 January to 27 March 2016. A consultation pack was prepared by Hackney Council which comprised of:

- a leaflet summarising the proposals
- a questionnaire and freepost return envelope
- a map of the area.

These documents can be found in appendix A.

This pack was distributed to more than 10,000 addresses in the immediate catchment area. A definition of this catchment area is provided in Appendix C.

An A5 reminder leaflet was sent to all the catchment addresses in early March to act as an encouragement to respond to the consultation.

The consultation was featured in Hackney Today, the Council's newspaper that reaches 105,000 addresses in the borough. Reminders were also included in subsequent editions of the newspaper encouraging people to respond to the consultation. A press release was also sent to local media and ethnic press.

The consultation information was also available on Hackney's online consultation platform:

<https://consultation.hackney.gov.uk/streetscene/london-fields-middleton-road-traffic-management-sc>

The online platform featured:

- Consultation summary document
- Map showing the traffic management scheme options
- Consultation questionnaire
- Frequently Asked Questions (FAQs).

This information was also signposted via the Council's website (on citizen space via www.hackney.gov.uk/traffic-management).

The online questionnaire was an open link allowing anyone to take part. The link could also be used by residents who had received a paper questionnaire but chose to take part using the online questionnaire.

Additionally, consultees could speak to council officers about the proposals by attending a drop in event at Queensbridge Sports and Community Centre on Wednesday 27 January, Wednesday 17 February or Saturday 27 February 2016.

2.2 Analysis

The analysis was carried out by BDRC Continental, an independent market research organisation. The organisation electronically recorded paper questionnaire and combined with online data.

Data cleaning

Given the questionnaire was publically available with no limits on participation levels, it was necessary to examine the data to understand any potential duplication by address. The consultation was designed to collect data by household only. The data in this report is based on all data (including identified duplicates) and data excluding duplicates. Commentary in this report is based on all data (including duplicates) unless otherwise stated.

Online and paper based data was combined. The data was sorted by postcode and duplicate addresses identified. The first entry for the address was kept and subsequent entries were marked as duplicate. IP addresses were also used to identify potential duplicates in online data. This corresponded to some extent with duplicate addresses. Again, data was sorted by IP address, the first entry was kept (and where a duplicate postal address was found the same duplicate was kept) and subsequent duplicates were marked as a duplicate.

Overall 324 duplicates were identified (not including the first entry). 174 were building address only, 98 were building address and IP address and 52 were IP address only.

Observations were also kept on the number of photocopied questionnaires and those where a specific request from a resident to Hackney Council for a paper questionnaire to be sent to them. There was one photocopied questionnaire and seven specifically requested questionnaires.

For key support and oppose questions, data is shown based on all respondents and also all respondents excluding duplicates. This is indicated at each data table.

2.3 Response

The consultation received 2063 responses with 746 (36%) using the paper based questionnaire and 1317 (64%) using the online based questionnaire:

- 1288 responses (62%) were from a person at an address within the London Fields catchment area¹. Of these, 575 were online questionnaires (45% of all in-catchment questionnaires) and 713 paper questionnaires (55% of all in-catchment). 765 questionnaires were from outside the catchment: 740 online questionnaires (97%) and 25 paper questionnaires (3%). When examining online data this skew to outside catchment area is borne in mind
- 1710 questionnaires (83%) were completed by a Hackney resident, 218 by a visitor (11%), 35 by a business (2%) and 64 by people who work in the borough (3%). The latter two groups have a relatively low base size and results are treated with caution in analysis for this reason.

For some questions not all responders answered the question, in this case the results are based on all providing an answer (this is indicated at each data table where this occurs).

¹ Definition provided in appendix C

The demographic profile of responders was as follows (this is based on all providing an answer) and compared against ONS and Census 2011 data for London Fields.

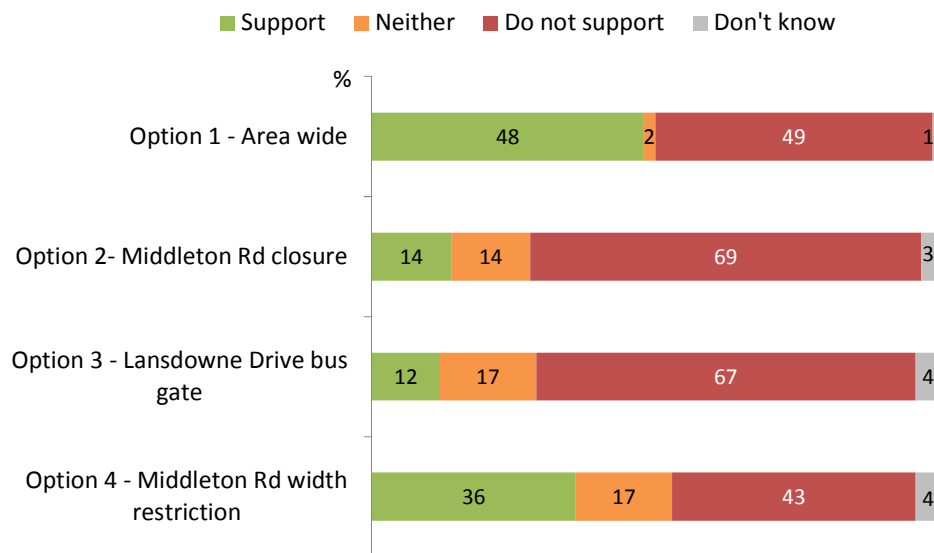
	Survey responders in London Fields catchment	Survey responders All	London Fields adult residents profile
	%	%	%
Age			
18-24	2	2	12
(25-34)	19	24	
(35-44)	26	29	
25-44	45	53	56
(45-54)	22	20	
(55-64)	16	13	
45-64	38	33	21
65 or over	14	11	10
Gender			
Male	48	54	49
Female	49	43	51
Prefer other term	3	3	Not available
Disability	10	8	16 (long term illness)
Carer	10	8	7
Ethnicity			
Asian	3	3	10
British White or White British	74	79	39
Black	5	4	23
British Mixed Background	8	8	6
Other	11	7	23
Religious beliefs			
Atheist/ no religion	55	62	35
Christian	31	26	38
Muslim	3	2	14
Buddhist	2	2	1
Hindu	<1	<1	1
Secular beliefs	4	4	-
Jewish	1	2	1
Sikh	<1	<1	<1
Other	4	2	10
Sexual orientation			Not available
Heterosexual	88	88	
Gay man	5	6	
Bisexual	2	2	
Lesbian or gay woman	2	2	
Other	3	2	

3. Summary

Overall support and opposition

The consultation measured support and opposition for each option. Overall Option 1 (the area wide scheme) and Option 4 (Middleton Road width restriction) received higher levels of support (48% and 36% respectively), whereas Option 2 (closure of Middleton Road) and Option 3 (Lansdowne Drive bus gate with possible additional Middleton Road closure) received lower levels of support (14% and 12% respectively).

Level of Support or Opposition for each Option – all responders

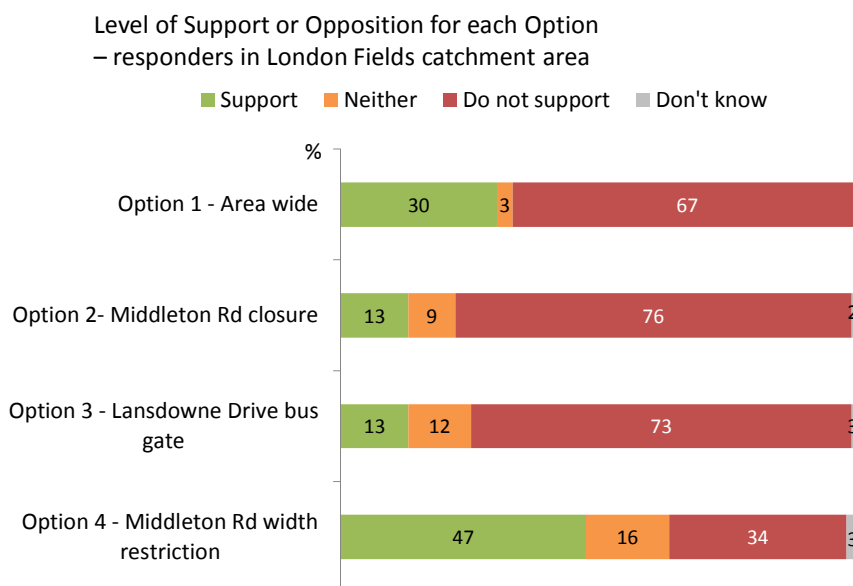


Responders to the questionnaire were asked to provide reasons why they supported or opposed each option. For each option there was a high degree of no answer being supplied (ranging between 53% and 76% not providing a reason for support or opposition for the Options), but where reasons were provided the main themes for each option were as follows:

	Reasons for support	Reasons for opposition
Option 1 – Area wide	17% of Option 1 supporters said they thought it was the best option. Otherwise just under one in ten thought it would reduce traffic levels, through traffic and benefit cyclists. 9% also made other suggestions for addressing the problem.	Conversely opposition to the option was that traffic would be increased, specifically on Richmond Road (13%) but also concern for various other roads or the areas generally (13%). Just under one in ten were concerned about associated pollution level increases. Just under one in ten also believed it was a bad idea or that they just opposed it.
Option 2 – Middleton Rd Closure	A variety of answers were provided for this option, over one in ten simply believed it to be the best option (13%) and over one in ten said they thought Option 1 was better.	The most common reasons for opposition were concern about traffic increases in general (3%) and on a variety of specified roads (2%). 4% did not want a Middleton Road closure and 4% thought there might be traffic increases in Richmond Road with this option.
Option 3 – Lansdowne Drive bus gate	Whilst 12% thought this was the best option, 8% also mentioned that Option 1 was preferred over Option 3. Specific mentions were made about it reducing traffic on Lansdowne Drive (6%) and 5% made a positive comment about the bus gate.	The most common reasons for opposition were 4% thought there might be traffic increases in Richmond Road with this option and there was also concern about traffic increases in general (3%) and on a variety of specified roads (2%).
Option 4 – Middleton Rd width restriction	15% of those supporting Option 4 said they did so because it was the best option. Otherwise top answers included the prevention of larger vehicles using Middleton Road or the Quietway (6%) and 4% suggested including width restrictions on other roads too.	Opposition to Option 4 was due to the option not being sufficiently comprehensive (4%), making little difference (4%) and concern about width restrictions causing risks or conflicts for cyclists (4%).

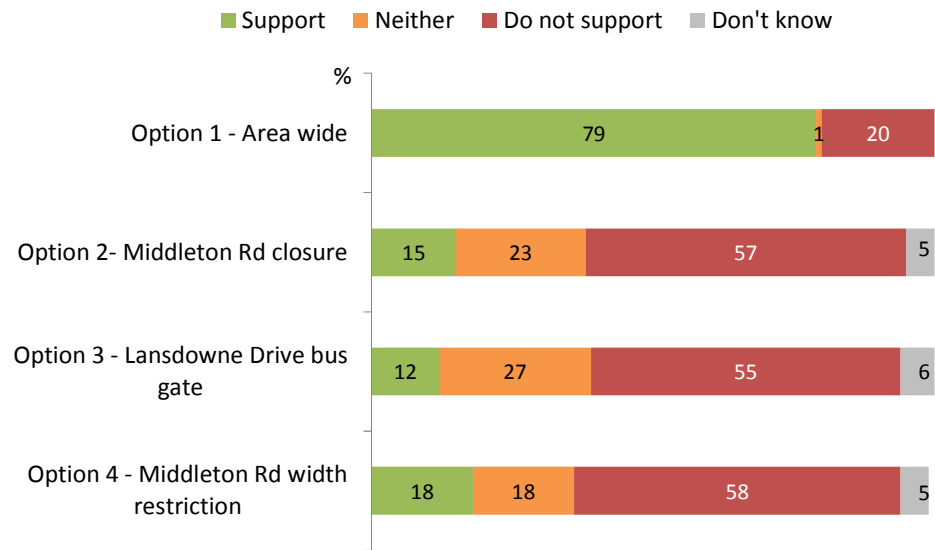
Support and Opposition within and outside London Fields catchment area

It is important to look at the views of both those who live in the London Fields catchment area as well as those who live outside of the area, in doing so there is a polarisation in views, particularly over support for Option 1 and Option 4. For those living in the catchment area, Option 4 received most support (47%) and support for this option outweighed opposition (34%). Option 1 received a relatively high level of opposition (67%) compared to Option 4, but the second most level of support (30%). The following level of support and opposition were found amongst those living in the catchment area.



For those living outside the catchment area support was far stronger for Option 1 (79%) with the remaining options receiving a similarly lower level of support by less than one in five. The following levels of support and opposition were found for those living outside the catchment area.

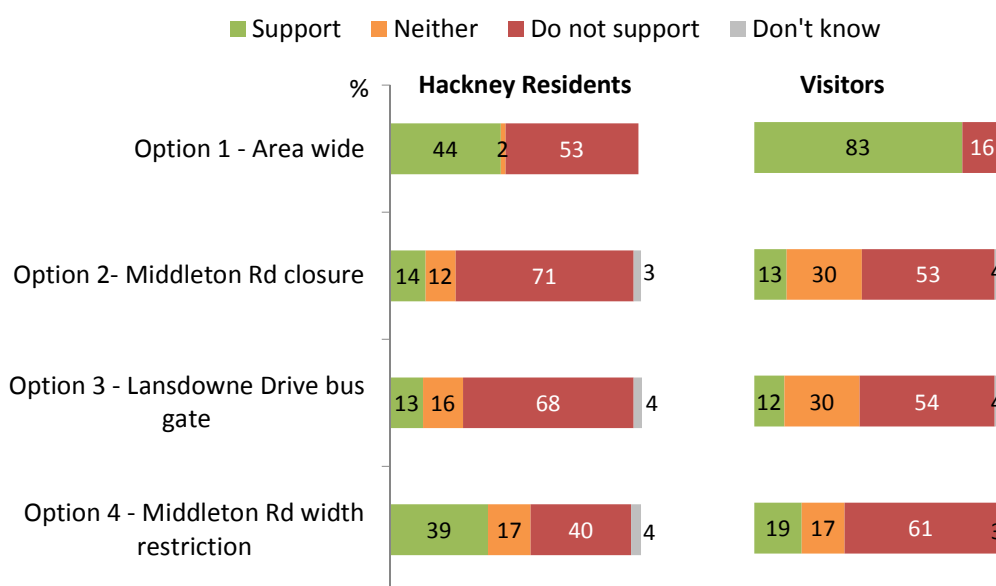
Level of Support or Opposition for each Option
 – responders outside London Fields catchment area



Support and opposition amongst residents, visitors and workers

Furthermore the levels of support and opposition are examined amongst by those who self-define themselves as residents, visitors or workers in Hackney. Amongst wider Hackney residents (not just those living in the London Fields catchment area) the levels of support for Option 1 and Option 4 become less polarised. Support is at a similar level of two in five residents for Option 1 (44%) and Option 4 (39%), although opposition to Option 1 (53%) is slightly stronger than Option 4 (39%). Amongst visitors to Hackney, there is extremely high support for Option 1 (83%) with accompanying lower levels of support for the other options.

Level of Support or Opposition for each Option



The workers' sample size is relatively low, but data suggests that workers' preference is for Option 1 where 47% support this.

Level of no support for any of the four options

One in five responders (22%) did not support any of the four options, this rose to 27% amongst those living in the London Fields catchment area, but lower amongst those living outside (11%). Wider Hackney residents had a similar level of no support (23% not supporting any of the four options) to all responders. Visitors were most likely to support one of the four options (6% did not support any).

Options as a first or second choice

As well as measuring support and opposition for each Option, an order of preference was asked for each Option. Below summarises the proportion of all responders who selected each Option as their most preferred, with Option 1 being most preferred:

- 44% selected Option 1 as their first choice
- 10% selected Option 4 as their first choice
- 3% selected Option 2 as their first choice
- 5% selected Option 3 as their first choice.

Option 1 was also selected as a first choice by:

- Responders in the London Fields catchment area (26%)
- Responders outside the London Fields catchment area (73%)
- Residents in Hackney (40%)
- Visitors to Hackney (77%).

When first and second choice options are examined, Option 1 emerges as the first or second option for a majority of responders providing a ranking (58%) with the exception of those who live in the London Fields catchment area where 46% prefer Option 4 as a first or second choice.

4. Main Findings

4.1 Level of support and opposition for each proposed option

The consultation asked responders to show their support or opposition for each option, figure 1 shows this level of support. Answers are based on all responders who gave an answer firstly and then all responders with duplicates filtered.

The level of support and opposition is similar for both data sets (including and excluding duplicates). The highest level of support was for Option 1, the area wide scheme, where half (48% of responders) supported this. The level of opposition was very similar at 49%.

The option which was supported second to this was Option 4, Middleton Road width restriction, where one in three (36%) supported this. The opposition for this slightly outweighed support where 43% did not support this option.

Option 2 and Option 3 had relatively low levels of support with 14% and 12% respectively, this was coupled with the highest level of opposition at 69% and 67% respectively.

Figure 1: Support and opposition for each option

	Trial installation of Option 1 - Area Wide Scheme	Trial installation of Option 2 - Closure of Middleton Road only	Trial installation of Option 3 - Lansdowne Drive Bus Gate with possible additional Middleton Road closure	Trial installation of Option 4 - Middleton Road Width Restriction
All responders providing an answer				
<i>Base</i>	2044	1969	1967	1972
Support	48%	14%	12%	36%
Neither support or oppose	2%	14%	17%	17%
Do not support	49%	69%	67%	43%
Don't know	1%	3%	4%	4%
All responders (except duplicates) providing an answer				
<i>Base</i>	1721	1658	1656	1662
Support	49%	13%	12%	35%
Neither support or oppose	2%	15%	18%	18%
Do not support	48%	68%	66%	43%
Don't know	1%	3%	4%	4%

Support and opposition is also examined by those who live within the London Fields catchment area and those who live outside. The definition of the catchment area is provided in appendix C. Figure 2 shows the level of support or opposition by option in and out of catchment area. Appendix D shows the distribution of support and opposition within the London Fields catchment area for each of the four options.

The level of support for Option 1 by those living inside and outside the London Fields catchment area is polarised, where those who live in the catchment area show a lower level of support (30%) compared to those who live outside it (79%). Similarly the level of opposition for Option 1 is greater for residents in the catchment area (67%) than those out of the catchment area (20%). Option 1 is the most supported by those living outside the catchment area.

This level of support is transferred for Option 4, where residents in the catchment area support this option (47%) more than any of the other three, whilst those outside the catchment area support this option to a lesser extent (18%). Similarly, levels of opposition for Option 4 are lower for those living in the catchment area (34%) and higher for those living outside the catchment area (58%).

There are similar levels of relatively low support for options 2 and 3 amongst both those living in and out of catchment area.

Figure 2: Support and opposition for each option by residents in catchment and out

	Option 1 - Area Wide Scheme		Option 2 - Closure of Middleton Road only		Option 3 - Lansdowne Drive Bus Gate with possible additional Middleton Road closure		Option 4 - Middleton Road Width Restriction	
	In	Out	In	Out	In	Out	In	Out
All responders providing an answer								
<i>Base</i>	1272	763	1236	724	1230	728	1241	722
Support	30%	79%	13%	15%	13%	12%	47%	18%
Neither support or oppose	3%	1%	9%	23%	12%	27%	16%	18%
Do not support	67%	20%	76%	57%	73%	55%	34%	58%
Don't know	1%	*	2%	5%	3%	6%	3%	5%
All responders (except duplicates) providing an answer								
<i>Base</i>	1029	683	1000	649	993	654	1002	651
Support	30%	78%	13%	14%	12%	11%	46%	18%
Neither support or oppose	3%	*	10%	24%	12%	28%	17%	19%
Do not support	66%	21%	75%	57%	73%	55%	34%	58%
Don't know	1%	*	2%	5%	3%	6%	3%	6%

Given online response is higher amongst those who live outside the catchment area, this explains why support for Option 1 is higher for online responders, as shown in figure 3. Results almost mirror those living in and out of catchment area for all four options, with paper responders supporting Option 4 to a greater extent than online (47% and 30% respectively) and Option 1 gaining more support from online than paper respondents (61% and 25% respectively).

Figure 3: Support and opposition for each option by paper and online response

	Option 1 - Area Wide Scheme		Option 2 - Closure of Middleton Road only		Option 3 - Lansdowne Drive Bus Gate with possible additional Middleton Road closure		Option 4 - Middleton Road Width Restriction	
	Online	Paper	Online	Paper	Online	Paper	Online	Paper
All responders providing an answer								
<i>Base</i>	1312	732	1256	713	1262	705	1259	713
Support	61%	25%	13%	15%	12%	13%	30%	47%
Neither support or oppose	1%	4%	17%	10%	21%	10%	17%	17%
Do not support	38%	70%	67%	73%	62%	74%	48%	33%
Don't know	*	1%	4%	2%	5%	2%	4%	3%
All responders (except duplicates) providing an answer								
<i>Base</i>	1058	663	1013	645	1019	637	1016	646
Support	64%	25%	12%	15%	11%	13%	27%	46%
Neither support or oppose	1%	4%	19%	10%	22%	11%	18%	18%
Do not support	35%	69%	65%	73%	61%	74%	50%	32%
Don't know	*	1%	4%	2%	5%	3%	5%	3%

This hypothesis that online and out of catchment area level of support are aligned is further evidenced by figure 4, where out of area online responders are more likely to support Option 1 (81%) compared to inside area online response (36%) and paper in area responders (25%). Similarly support for Option 4 is more aligned and higher for online and paper in area responders (47% and 48%) and lower support for online out of area responders (17%).

Figure 4: Support and opposition for each option (all responders providing an answer) by responders via online or paper and within this residents in catchment and out

	Option 1 - Area Wide Scheme			Option 2 - Closure of Middleton Road only			Option 3 - Lansdowne Drive Bus Gate with possible additional Middleton Road closure			Option 4 - Middleton Road Width Restriction		
	Online		Paper	Online		Paper	Online		Paper	Online		Paper
	in	out	in	in	out	in	in	out	in	in	out	in
All responders providing an answer												
<i>Base</i>	571	739	701	556	699	680	558	703	672	561	697	680
	%	%	%	%	%	%	%	%	%	%	%	%
Support	36	81	25	10	15	15	12	12	13	47	17	48
Neither support or oppose	2	*	4	8	24	10	13	28	11	16	18	17
Do not support	63	19	70	81	56	73	73	54	74	35	60	33
Don't know	*	*	1	1	6	2	3	6	2	3	5	3
All responders (except duplicates) providing an answer												
<i>Base</i>	397	659	632	388	624	612	389	629	604	389	626	613
	%	%	%	%	%	%	%	%	%	%	%	%
Support	37	81	25	9	14	16	12	11	13	44	16	47
Neither support or oppose	1	*	4	9	25	11	12	29	11	16	19	18
Do not support	61	19	69	80	56	72	73	54	73	37	59	32
Don't know	*	*	1	2	5	2	3	6	3	3	6	3

Base too small to show paper out of catchment responders

Support and opposition is also examined by responders' self-definition of whether they are a resident, visitor or worker (the base size for workers is relatively low and should be treated with some caution). Support for Option 1 is higher for visitors (83%) than it is for residents (44%) and workers (47%). Although resident support for Option 4 is higher than visitors (39% and 19% respectively), the level of support amongst residents is at a lower level than it is for Option 1 (39% for Option 4 and 44% for Option 1). Least support and most opposition is found for Option 2 and Option 3 amongst residents, visitors and workers.

Figure 5: Support and opposition for each option (all responders providing an answer) by resident, visitor or worker

	Option 1 - Area Wide Scheme			Option 2 - Closure of Middleton Road only			Option 3 - Lansdowne Drive Bus Gate with possible additional Middleton Road closure			Option 4 - Middleton Road Width Restriction		
	Resi- dent	Visi- tor	Wo- rker	Resi- dent	Visi- tor	Wo- rker	Resi- dent	Visi- tor	Wo- rker	Resi- dent	Visi- tor	Wo- rker
All responders providing an answer												
Base	1691	218	64	1638	205	61	1636	206	61	1641	204	60
Support	44%	83%	47%	14%	13%	-	13%	12%	3%	39%	19%	23%
Neither support or oppose	2%	-	-	12%	30%	23%	16%	30%	18%	17%	17%	15%
Do not support	53%	16%	52%	71%	53%	72%	68%	54%	74%	40%	61%	57%
Don't know	*	*	2%	3%	4%	5%	4%	4%	5%	4%	3%	5%
All responders (except duplicates) providing an answer												
Base	1408	189	62	1362	179	60	1359	181	60	1365	180	59
Support	45%	84%	47%	14%	12%	-	12%	10%	3%	37%	18%	24%
Neither support or oppose	2%	-	-	13%	32%	23%	16%	32%	18%	18%	19%	15%
Do not support	52%	16%	52%	70%	52%	72%	67%	53%	73%	41%	60%	56%
Don't know	1%	1%	2%	3%	4%	5%	4%	4%	5%	4%	3%	5%

The questionnaire also measures businesses but the base size is too low to show businesses' views reliably.

4.2 Other options

In addition to looking at the level of support for each option, data was also examined to determine the proportion of responders who did not support any option, this is shown in figure 6 and figure 7. One in five (22%) of all responders did not support any of the four options. This level of non-support was at its highest for paper responders (32%), in catchment area (27%) and particularly paper responders living in the catchment area (32%) as well as residents (23%) and workers (31%).

Figure 6: Proportion of responders who do not support any of the options (did not chose support for any of the four options) – All and by type of response within and outside catchment area

	All	Type of response		Catchment area		Online Catchment		Paper Catchment
		Online	Paper	In	Out	In	Out	In
Base	2063	1317	746	1288	765	575	740	713
Support none of the four options	22%	15%	32%	27%	11%	22%	10%	32%

Base too small to show out of catchment for paper response

Figure 7: Proportion of responders who do not support any of the options (did not chose support for any of the four options) by resident, visitor or worker

	Resident	Visitor	Worker
Base	1710	218	64
Support none of the four options	23%	6%	31%

Responders were also invited to provide an alternative option, this is shown in figure 8. The majority of responders did not provide an alternative (68%). One in ten (10%) said they did not want a change and to leave it as it is. One in four (22%) provided an alternative. These alternatives were extremely varied and these have been grouped into broad common themes. Most mentioned (as a proportion of all responders) were further measures for the use of cycles (5%) followed closely by other measures to slow traffic such as speed humps and 20mph zone enforcement (4%). Various other suggestions included different road routing (3%), further measures for pedestrian safety (3%), further or a different set of road closures (2%) and further vehicle restriction measures (2%). Other mentions were made by 1% of responders or less.

Figure 8: Alternative option – ideas from responders

<i>Base</i>	<i>2063</i>
	%
Further measures for use of cycles	5
Further traffic calming measures suggested (eg speed humps, enforcement of 20mph zones)	4
Further or different road routing / One-way systems / filtering etc.	3
Further safety measures for pedestrians	3
Further or different road closures (eg pedestrianise areas)	2
Further type of vehicle restriction measures	2
Albion Drive should be the location of the Quietway	1
Alternative/Other locations/ideas for bus gate(s)	1
Improved access measures for vehicles	1
Other mention of alternative location of Quietway	1
Extend the scheme to include other areas/ other areas of Hackney/ areas such as Stoke Newington	1
Mention of improved access for residents	<1
Other comment - not about other options	4
Other	4
No change / leave it as it is	10
Don't know/ No comment	68

Responders were also invited to provide their views on which would be their most preferred out of all options. This is shown in figure 9.

On balance Option 1, the area wide scheme is the most preferred where 44% of all responders said it was a first choice option. This first choice option is highest for Option 1 compared to other options regardless of completion method (online or paper), in or out of catchment area or whether a resident, visitor or worker. The levels placing Option 1 as a first choice vary, where out of London Fields (73%) and Hackney visitors (77%) are most likely to place Option 1 as a first choice compared to inside London Fields (26%) and residents (40%). Here there are higher levels of 'not stating an answer', particularly for paper responders (47%) and London Fields catchment area residents (34%). Also for those in catchment area a higher level supporting another option (17%) is found (particularly in catchment online responders).

Figure 9: Which option would be a first choice (out of all options) – All respondents

		Type of response		catchment area		Online		Paper	type of respondent		
		Online	Paper	In	Out	In	Out	In	Resident	Visitor	Worker
<i>Base</i>	2063	1317	746	1288	765	575	740	713	1710	218	64
	%	%	%	%	%	%	%	%	%	%	%
Option 1: Area Wide Scheme	44	56	21	26	73	32	75	21	40	77	47
Option 4: Middleton Road Width Restriction	10	14	2	12	7	24	7	2	10	6	19
Option 3: Lansdowne Drive Bus Gate with Possible additional Middleton Road closure	5	1	11	7	1	2	1	12	6	-	2
Option 2: Closure of Middleton Road only	3	2	5	4	2	2	2	5	3	3	-
Other	13	12	14	17	6	21	6	14	14	4	11
Not stated	26	14	47	34	11	19	9	46	27	10	22

When including second choice as well (see figure 10) Option 1 still emerges as the first or second option for a majority of responders (58%) with the exception of those who live in the London Fields catchment area where 46% prefer Option 4 as a first or second choice.

Figure 10: Which would be first or second choice (out of all options) – All respondents providing an answer

		Type of response		catchment area		Online		Paper	type of respondent		
	All	Online	Paper	In	Out	In	Out	In	Resident	Visitor	Worker
	%	%	%	%	%	%	%	%	%	%	%
Option 1: Area Wide Scheme	58	73	32	40	84	51	86	32	54	90	59
Option 4: Middleton Road Width Restriction	34	33	36	46	18	54	17	36	37	17	41
Option 3: Lansdowne Drive Bus Gate with Possible additional Middleton Road closure	32	26	49	38	27	27	26	49	34	24	32
Option 2: Closure of Middleton Road only	42	44	36	34	52	29	53	37	41	51	27

Base is variable for each option and by subgroup given differing proportions of responders provided a ranking for each option

4.3 Reasons for support or opposition to each option

Responders were invited to provide their thoughts (as open text answers) as to why they supported or opposed each option. These answers have been grouped into common themes. It should be noted a high level have not stated an answer at these questions. Percentage answers are based on all including these not stated answers. Answers are varied with many being grouped into 1% or less of responders. However, some main themes emerge, for each option there are two data tables, one for those who support the option and one those who oppose it. Tables with the full list of answers are provided in appendix B.

For Option 1, the predominant reason for supporting it was because it was seen as the best option (17%) and would have several positive impacts including:

- Traffic control related comments: reducing overall traffic (8%) and specifically reducing through traffic (8%)
- Benefits for cyclists: it will benefit cyclists (8%) as well as making cycling safer (7%) and encourage cycling (5%)
- For environmental factors: the environment is believed to become more pleasant (7%) and will reduce pollution and have better air quality (6%)
- Better for pedestrians: 6%.

9% of responders also added some further varied thoughts on addressing problems. 53% made no comment.

Figure 11: Top reasons for supporting Option 1 Area Wide Scheme

	All in support of Option 1
<i>Base</i>	984
A good option / The best option	17%
Other suggestion for addressing the problem(s) e.g. Traffic calming measures on Richmond Rd etc.	9%
Reduces overall level of traffic in the area	8%
Will benefit cyclists	8%
Will reduce through traffic / Reduces rat running	8%
More pleasant environment/conditions/ living generally	7%
Safer cycling / Will improve safety for cyclists	7%
Reduces pollution / Better air quality	6%
Better for pedestrians	6%
Encourages more cycling	5%
Don't know/No answer	53%

Other answers by 4% or less, full list of answers provided in appendix B.

For those who do not support Option 1 (see figure 12), 54% made no comment, otherwise there is concern about:

- Traffic flow increases: increasing traffic on Richmond Rd (13%) as well as increasing the traffic more general across neighbouring roads (13%), will increase traffic on Queensbridge Rd (4%), will increase traffic on other specific roads (4%)
- There is concern pollution levels will increase (9%)
- There is concern about pollution and increased pollution on other roads (9%)
- There is general opposition to the option: a bad idea or strongly opposed (9%), no need for it as the area is already quiet or appropriately safe for cyclists (6%), not needed as not a problem (4%), not needed Middle Rd is already quiet or wide (4%)

Figure 12: Top answers for not supporting Option 1 Area Wide Scheme

	All who do not support Option 1
<i>Base</i>	<i>1007</i>
Will cause traffic increases on Richmond Rd	13%
Will cause traffic increases on other/ neighbouring roads/ increases on other roads generally etc.	13%
Will increase pollution levels / Increase pollution levels on other roads	9%
Generally bad idea / Strongly oppose this option etc.	9%
General access through/ in and out of/commuting through the area will be adversely affected/ longer journey times etc.	7%
Will affect access for residents	7%
Not needed - Area is already quiet already / London fields area is already safe for cyclists without this option	6%
Will cause traffic increases on other specific roads	4%
Scheme much too complicated/'Sledge hammer to crack a nut' / Intrusive just to quieten one road	4%
Will cause traffic increases on Queensbridge Rd	4%
Not needed generally / There is no problem	4%
Not needed - Middleton Rd is quiet already / a wide road / already safe for cyclists without this option	4%
Don't know/No answer	54%

Other answers by 3% or less, full list of answers provided in appendix B.

Reasons for supporting Option 2 (Closure of Middleton Road only) are provided in figure 13. Here 63% gave no answer to support it. Otherwise 13% believed it was the best option, 11% mentioned they thought Option 1 was better (even though they had also supported Option 2) and 3% also mentioned that this option was necessarily ambitious or comprehensive enough. 4% thought it would benefit cyclists.

Figure 13: Top answers for supporting Option 2 Closure of Middleton Road only

	All in Support of Option 2
<i>Base</i>	266
A good option / The best option	13%
Prefer Option 1	11%
Will benefit cyclists	4%
Will cause traffic increases on other/ neighbouring roads/ increases on other roads generally etc.	3%
Not sufficiently ambitious / Too much of a compromise / Need a more comprehensive area wide scheme like Option 1	3%
Other suggestion for addressing the problem(s) e.g. Traffic calming measures on Richmond Rd etc.	3%
A simple option / Not as intrusive as Option 1	2%
Don't know/No answer	63%

Other answers given by 1% or less, see appendix B for full list of answers.

Reasons for opposing Option 2 are shown in figure 14. 70% did not provide a reason why they did not support Option 2, the main themes where answers were supplied were for:

- Concern about traffic increases on other roads: generally (7%), increases on Richmond Rd (4%), forcing traffic onto smaller roads [Albion Rd given as an example in some cases] (3%), increases on specific roads (4%)
- Middleton Rd issues: believing it was a necessary through route (4%) and not needed as Middleton Road is quiet already (3%).

Figure 14: Top answers for not supporting Option 2 Closure of Middleton Road only

	All not in support of Option 2
<i>Base</i>	1362
Will cause traffic increases on other/ neighbouring roads/ increases on other roads generally etc.	7%
Will cause traffic increases on other specific roads	4%
Do not want Middleton Rd closed / Middleton Rd is a necessary through route	4%
Will cause traffic increases on Richmond Rd	4%
Will force traffic onto smaller/narrower roads e.g. Albion Rd	3%
Generally bad idea / Strongly oppose this option etc.	3%
Not needed - Middleton Rd is quiet already / a wide road / already safe for cyclists without this option	3%
Will increase pollution levels / Increase pollution levels on other roads	2%
Prefer Option 1	2%
Not sufficiently ambitious / Too much of a compromise / Need a more comprehensive area wide scheme like Option 1	2%
Don't know/No answer	70%

Other answers given by 1% or less, see appendix B for full list of answers.

Reasons for support for Option 3 are provided in figure 15. 63% did not provide an answer. Overall 12% thought it was the best option, but as with Option 2, even with support for Option 3 8% preferred Option 1. Otherwise answers of support were because of:

- Traffic related comments: reduced traffic on Lansdowne Drive (6%), reduced through traffic (4%), suggestions for other measures (2%)
- Mixed views on Middleton Road possible closure: 3% do not want it closed and 2% would want it closed
- 5% mentioned something positive about the bus gate.

Figure 15: Top answers for supporting Option 3 Lansdowne Drive Bus Gate with possible additional Middleton Road closure

	All in Support of Option 3
<i>Base</i>	241
A good option / The best option	12%
Prefer Option 1	8%
Reduces traffic on Lansdowne Drive	6%
Positive mention of bus gate	5%
Will reduce through traffic / Reduces rat running	4%
Not sufficiently ambitious / Too much of a compromise / Need a more comprehensive area wide scheme like Option 1	3%
Do not want Middleton Rd closed / Middleton Rd is a necessary through route	3%
Other suggestion for addressing the problem(s) e.g. Traffic calming measures on Richmond Rd etc.	2%
Would prefer Middleton Road to be closed	2%
Don't know/No answer	63%

Other answers given by 1% or less, see appendix B for full list of answers.

Figure 16 shows the reasons for not supporting Option 3. 76% did not provide an answer.

Answers included:

- Traffic increase concerns: traffic increases in Richmond Rd (4%), issues on other roads generally (3%) and specific named roads (2%)
- Preference for Option 1 (2%)
- Not a good idea: not ambitious or too much of a compromise (2%) or generally a bad idea (2%)
- Middleton Road: 2% do not want it to close
- General access in and out was a concern for 2%.

Figure 16: Top answers for not supporting Option 3 Lansdowne Drive Bus Gate with possible additional Middleton Road closure

	All not in support of Option 3
Base	1312
Will cause traffic increases in Richmond Rd	4%
Will cause traffic increases on other/ neighbouring roads/ increases on other roads generally etc.	3%
Prefer Option 1	2%
Not sufficiently ambitious / Too much of a compromise / Need a more comprehensive area wide scheme like Option 1	2%
Do not want Middleton Rd closed / Middleton Rd is a necessary through route	2%
Generally a bad idea/ strongly oppose this option	2%
Will cause traffic increases on other specific roads	2%
General access through/ in and out of/commuting through the area will be adversely affected/ longer journey times etc.	2%
Will increase pollution levels/ increase pollution levels on other roads	2%
Don't know/No answer	76%

Other answers given by 1% or less, see appendix B for full list of answers.

For Option 4, 62% of supporters for this option did not provide an answer. The main answer being given was 15% believing it was the best option. More specific answers included:

- Positive mentions about width restrictions: specifically comments around HGVs being able to use Middleton Rd (6%) and width restrictions should be considered on other roads (4%)
- There were also mentions around extending the control: better controlled crossings for pedestrians and cyclists at Middleton Rd junctions with Queensbridge Road and Lansdowne Drive (3%) and 2% made comments about controls on other various roads
- Also that there is less impact on other roads (3%) and that cycling safety will improve (2%).

Figure 17: Top answers for supporting Option 4 Middleton Road Width Restriction

	All in support of Option 4
Base	717
A good option / The best option	15%
Prevents trucks /HGVs using Middleton Rd/ Quietway	6%
Should consider width restrictions/on other roads as well	4%
Not needed generally / There is no problem	3%
A simple option / Not as intrusive as Option 1	3%
Better controlled crossings for pedestrians/cyclists are required at Queensbridge/Middleton / Lansdowne/Middleton	3%
Has less impact on other roads / Does not force traffic onto other neighbouring roads	3%
Other suggestion for addressing the problem(s) e.g. Traffic calming measures on Richmond Rd etc.	2%
Safer cycling / Will improve safety for cyclists	2%
Don't know/No answer	62%

Other answers given by 1% or less, see appendix B for full list of answers.

Two thirds (68%) of those who did not support Option 4 did not provide an answer. Reasons to not support it were varied otherwise:

- General reasons for it not being the best option: not comprehensive enough (4%), not making a difference (4%) and preference for option 1 (3%) and generally a bad idea (2%)
- Concern about the use of width restrictions: increased risk for cyclists (4%), encouraging aggressive driving (2%)
- Making other roads become busier: traffic increases on other roads generally (2%), displacing HGVs onto other roads (2%), specifically concern about traffic increases on Richmond Rd (2%) and traffic increases on various other named roads (2%)
- Middleton Road concerns: not effective in reducing traffic flow on Middleton Road (2%) and adversely affecting traffic flow on Middleton Road (2%).

Figure 18: Top answers for not supporting Option 4 Middleton Road Width Restriction

	All not in support of Option 4
Base	845
Not sufficiently ambitious / Too much of a compromise / Need a more comprehensive area wide scheme like Option 1	4%
Would not make any difference / Would achieve little	4%
Width restrictions increase risks for cyclists / cause greater conflict between cars and cyclists	4%
Prefer Option 1	3%
Will cause traffic increases on other/ neighbouring roads/ increases on other roads generally etc.	2%
Generally bad idea / Strongly oppose this option etc.	2%
Displaces HGV's onto smaller/narrower/ inappropriate roads	2%
Will cause traffic increases on Richmond Rd	2%
Wouldn't be effective in reducing traffic levels on Middleton Rd/Quietway	2%
Width restrictions encourage aggressive driving/speeding/drivers accelerating and braking etc	2%
Will cause traffic increases on other specific roads	2%
Adversely affects traffic flow on Middleton Rd / Slows traffic / Causes queues etc	2%
Don't know/No answer	68%

Other answers given by 1% or less, see appendix B for full list of answers.

4.4 Views on road junctions

Responders were also invited to provide their views on the Queensbridge Road and Middleton Road junction in terms of how it could be improved. Answers were varied, but 60% did not provide an answer. Answer groups are shown in figure 19 and can be summarised as follows (comments made by 1% or less are not included in the summary):

- 8% thought there was no problem
- Traffic control measures should be put in place which included: 10% wanted traffic lights at the junction, 5% wanted traffic calming (like speed bumps) on Queensbridge Rd, 3% wanted reduced traffic on Queensbridge Road
- Benefits for cyclists were also mentioned: 4% cycle traffic lights, 4% cycle crossing, 3% better cyclist provisions generally, 2% cycle lanes on Queensbridge
- Otherwise 2% each for enforcing the 20mph limit and 2% for including a pedestrian crossing.

Figure 19: Improvements would like to Queensbridge Road and Middleton Road junction

	All
<i>Base</i>	2063
No problems / Junction is fine as it is	8%
Traffic lights/Proper traffic lights / Light system at junction / 4- way traffic light system / Better positioned traffic lights	10%
Traffic calming measures / Speed bump on Queensbridge Rd	5%
Cycle traffic lights / Cycle filter on lights / Specific cycle lights and phases	4%
Cycle crossing / Proper crossing for cyclists	4%
Better provision/safety for cyclists (General mention)	3%
Reduced traffic / Fewer cars on Queensbridge Rd	3%
Enforce speed limit/ 20mph limit	2%
Cycle lanes / Better/ Dedicated cycle lanes / Cycle path on Queensbridge etc.	2%
Pedestrian crossings e.g. A pedestrian crossing for Middleton west of Queensbridge	2%
Pedestrian lights/ Pelican crossing	1%
Raised table at junction / Entire junction should be raised to pavement level	1%
Improve visibility at junction	1%
Parking restrictions / Parking restrictions on Queensbridge Rd / Parked cars/Vans restrict views	1%
Make it safer / Anything to improve safety (General mention)	1%
Priority for E to W traffic / Transfer priority to Middleton Rd/Quietway	1%
Zebra crossings	1%
Roundabout / A mini roundabout	1%
Better provision/safety for pedestrians (General mention)	1%
Improved crossing (General mention)	1%
None / Not stated	60%

Other answers given by less than 1%

Figure 20 shows themed answers provided for improvements to Richmond Road. 63% did not provide an answer, otherwise main emerging themes were:

- No improvements necessary (7%)
- Traffic restrictions: 7% traffic calming measures, 7% reducing the traffic, 4% enforcing the 20mph restrictions, 2% restricting HGVs
- Pedestrian related: 6% providing some form of crossing (eg zebra crossing)
- Reducing parking for 3%
- Junction improvement: 3% wanted an improved crossing at Lansdowne Drive
- Cycling improvements: 3% for improved cycle paths, 2% for better cycle crossings.

Figure 20: Improvements would like to see to Richmond Rd

	All
<i>Base</i>	2063
No problems / No improvements necessary	7%
Traffic calming measures / Speed bumps etc.	7%
Reduce traffic	7%
Other crossings / zebra crossings / More pedestrian friendly crossings / Pedestrian lights/ crossings etc.	6%
Enforce speed limit/ 20mph/speed cameras	4%
Reduce parking	3%
Crossing / Improved crossing at Lansdowne Drive junction	3%
Cycle paths /lanes improvement / Segregated cycle lanes	3%
Restrict large vehicles/ HGVs/ Width restrictions	2%
Better cycle crossings / Cycle lights / Cycle priority junctions etc.	2%
Restricting access to/ from Darnley Rd/to limit A12 traffic	1%
Mention of wider pedestrian crossings	1%
Measures that lead to reduced emissions/ pollution	1%
Mention of improvement of junction with Mare St	1%
Better paving/fix pot holes etc.	1%
Allow cars to turn right / Remove the 'no right turn' restrictions	1%
Mention of improvement to junction with Queensbridge Rd	1%
Crossing / Improved crossing at Malvern Rd junction	1%
Other improvement to cycling provision	1%
Improvement to other junction/junctions in general	1%
Depends on the effects of the schemes/Will have to assess it post-trial etc.	1%
Reduce through traffic	1%
Prevent rat-running	1%
Improved environment/ ambience e.g. Planting, benches etc.	1%
Generally better/safer for pedestrians	1%
Make the road one-way only	1%
Restricting access to/ from Mare St/to limit A12 traffic	1%
Generally better/safer for bikes/cyclists	1%
Criticism of cyclists e.g. Encourage better behaviour by cyclists, Less cyclists etc.	1%
Less traffic calming / smaller speed bumps/let the traffic flow	1%
Other	4%
None / Not stated	63%

Other answers given by less than 1%

Public Consultation

London Fields/ Middleton Road Traffic Management Scheme

January 2016

have your say

Hackney

Lansdowne Drive Bus Gate with possible Middleton Road Closure – Option 3

Refer to Map 3 included as an insert with this consultation document. A camera enforced Bus Gate to restrict general traffic but allow buses to pass on Lansdowne Drive, with a possible additional closure on Middleton Road to through traffic between Queensbridge Road and Kingsland Road (A10).

The Lansdowne Drive Bus Gate would restrict the current through traffic movement to/from Westgate Street and would help reduce traffic volumes on Lansdowne Drive as well as Middleton Road. This could also benefit a number of other roads in the area – particularly those between Lansdowne Drive and Queensbridge Road. An additional closure on Middleton Road between Queensbridge Road and Kingsland Road could be included to reduce traffic using this section of the road.

Middleton Road Width Restriction Only – Option 4

Refer to Map 4 included as an insert with this consultation document.

Physical width restrictions in Middleton Road only, to prevent larger vehicles using the road. This would supplement the existing 7.5T tonnage in the area. The absolute minimum width the Council can restrict the road to is 6' – 6" (2.0m) but generally 7' – 0" (2.13m) is used. A photograph of a width restriction is shown on Map 4. This would prevent larger vehicles from using Middleton Road and so would help provide a reduction in overall vehicle numbers using the Quietway route. The reduction is however unlikely to achieve the desired 2000 vehicles per day target, but the most dangerous vehicles (statistically for cyclists) would be restricted. Local access for residents in other roads in the area would be unaffected.

The Council is aware that residents have raised a number of traffic related issues in the area, particularly along Richmond Road and at the Queensbridge/Middleton Road junction. As part of this consultation process the Council is also seeking local views on these issues to help inform future investigations when further funding becomes available.

Your Ideas – Option 5

You can submit your own ideas as option 5. We welcome your ideas which you can include in the box provided in the questionnaire or attach an additional sheet as well.

All our ideas will be looked at as part of the consultation process.

Frequently Asked Questions and Traffic data

We know that many residents will have questions on the proposals, so we have prepared a supplementary Q&A document to try and respond to some of the questions we have already received. A copy of the latest Q&A document and traffic data for the area can be found online at www.hackney.gov.uk/traffic-management

We expect that further questions will come up over the next few months and will update the online document as needed.

How to have your say

- A questionnaire has been provided for you to give your views on the outlined options. In order for the Council to make an informed decision you will need to read, complete, and return the questionnaire (using the FREEPOST envelope supplied).

Date	Location
Wednesday 27 January 2016, 5pm-9pm	Queensbridge Sports and Community Centre, 30 Holly Street, London E8 3XW
Wednesday 17 February 2016, 5pm-9pm	
Saturday 27 February 2016, 3pm-7pm	

- Return your completed questionnaire in the FREEPOST envelope provided by 27 March 2016.
- Attend one of these drop in sessions:
- We will also be meeting with Resident Associations in the area to discuss the proposals and get their feedback as part of the consultation process.
- For further information, visit www.hackney.gov.uk/traffic-management, tel 020 8356 2897 or email info@hackney.gov.uk

What happens next?

The consultation contains both closed style questions and opportunities to give fuller responses. The data will be analysed by an independent market research agency.

The summary of the consultation results will be sent to all residents and businesses in the area and will also be available on the Hackney Council website. Subject to feedback to the consultation, should the Council agree to proceed with any of the options, this would be on a trial basis for about 3 months. We expect this would be during summer 2016. Any trial would be flexible and changes would be possible to address any local issues.

Thank you for taking the time to reply to this consultation.

Hackney Council is consulting residents and businesses on a range of potential proposals aimed at reducing the volume of through traffic using Middleton Road, and the wider London Fields area.

Why are changes being proposed for this area?

In spring 2013 the Mayor of London published his Cycling Vision for London – a 10 year strategy with approximately £1bn investment to increase the levels of cycling in London. One of the primary objectives of the strategy is to create a "tube network for the bike" – a mixture of fast commuter cycle routes offering dedicated cycle facilities on key main routes, complemented by a number of "Quietways", which together will form a network of direct, joined up cycle routes throughout London.

Within the borough, the Bloomsbury to Walthamstow Quietway starts at the boundary with Islington by Southgate Road and runs eastwards to London Fields via Middleton Road, and then north eastwards to Lea Bridge Road and the boundary with Waltham Forest.

One of the key objectives of the Quietway routes is to link destinations, following backstreet routes, through parks, along waterways or tree lined streets. The routes aim to overcome barriers to cycling, targeting cyclists who want to use quieter, low traffic routes, providing an environment for those cyclists who want to travel at a more gentle pace.

A number of key issues have been identified along the route and Transport for London (TfL) have provided the Council with funding to make improvements. These include tackling specific locations such as junctions and crossings, and where possible, reducing the volume of traffic along the route. Ideally, traffic volumes should be lower than 2000 vehicles per day.

In addition to meeting the objectives of the Quietway, encouraging the use of cleaner and greener transport options, particularly cycling and walking, and reducing non-essential private car journeys are key long term objectives for the Council due to the wide range of benefits these can bring, including:

- Managing demand on the road and public transport network in a growing London
- Reducing road danger and accidents
- Improving air quality
- Improving personal mobility
- Creating safer, cleaner, and quieter residential neighbourhoods

The Quietways route, and wider cycling and walking initiatives within the borough, are all part of the Council's strategy to create an environment that encourages the use of sustainable transport and creates livable neighbourhoods.

Traffic Management Scheme Options

The traffic management schemes outlined below are the possible options that the Council could implement on a trial basis to assess whether permanent measures would be appropriate in your area.

Area wide scheme – Option 1

Refer to Map 1 included as an insert with this consultation document.

Closure of 13 junctions to through traffic to provide comprehensive area wide management of traffic. Includes camera enforced closures (Bus Gates) in Lansdowne Drive and Powan Road, which would allow bus access but restrict other vehicles. A photo example of a Bus Gate is shown on Map 1.

This is the most comprehensive option in terms of trying to discourage traffic from using the area completely and encouraging more walking and cycling in general. All existing properties, including schools, would be accessible to motor vehicles but local journeys would take longer. The Council recognises that some roads in the area would need to remain open to through traffic.

Closure of Middleton Road Only – Option 2

Refer to Map 2 included as an insert with this consultation document.

Closure of Middleton Road to through traffic at two locations. One between Lansdowne Drive and Queensbridge Road and one between Queensbridge Road and Kingsland Road (A10).

This would reduce the volume of traffic using Middleton Road and provide the desired improvements for the Quietway route. Local access for residents in other roads in the area would be relatively unaffected. This option is likely to have less of an impact on overall traffic volumes in the area as a number of alternative routes would still be available.

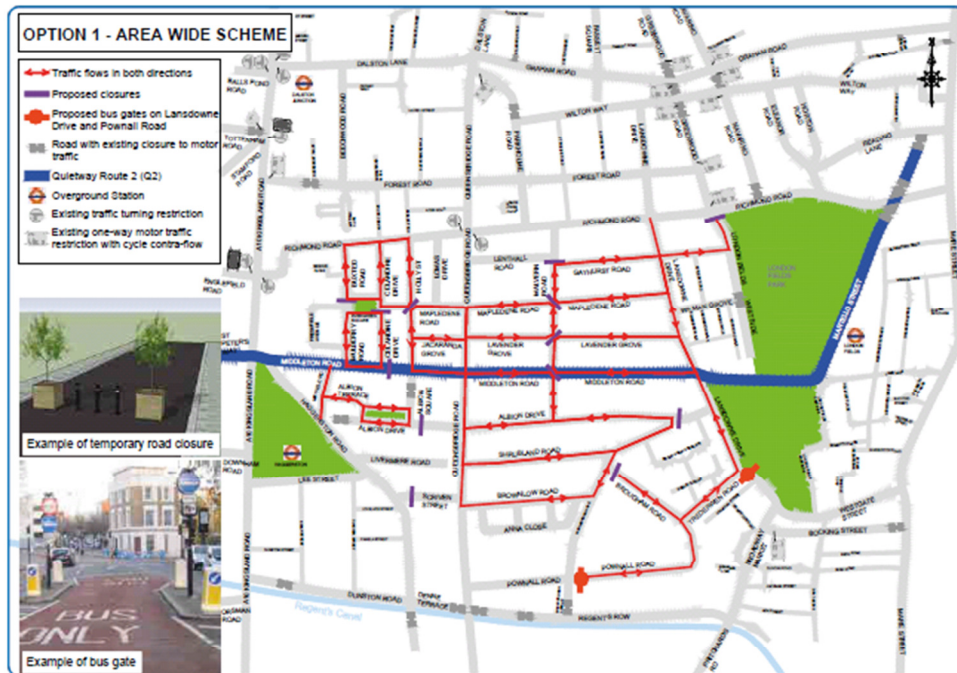
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<p>Polish</p> <p>Proszę o wyjaśnienie, co jest w tym dokumencie.</p>	<p><input type="checkbox"/></p>	<p>Vietnamese</p> <p>Thưa anh/chị, em không hiểu nội dung tài liệu này.</p>	<p><input type="checkbox"/></p>
<p>Urdu</p> <p>میں اس دستاویز کے بارے میں جاننا چاہتا ہوں۔</p>	<p><input type="checkbox"/></p>	<p>Chinese</p> <p>我不明白这份文件的内容。</p>	<p><input type="checkbox"/></p>

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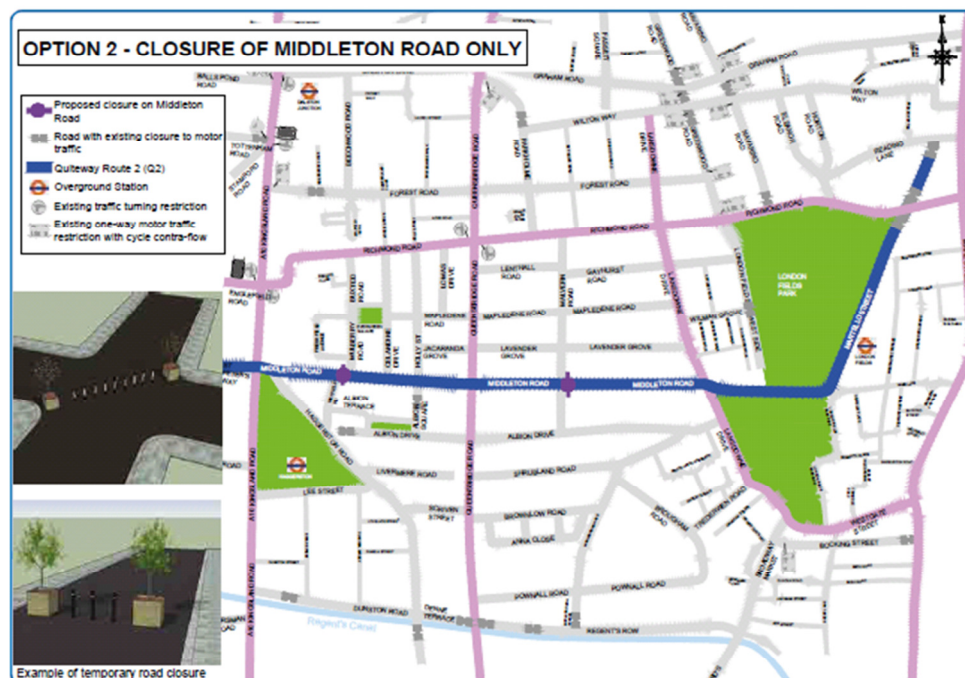
Map demonstrating Option 1



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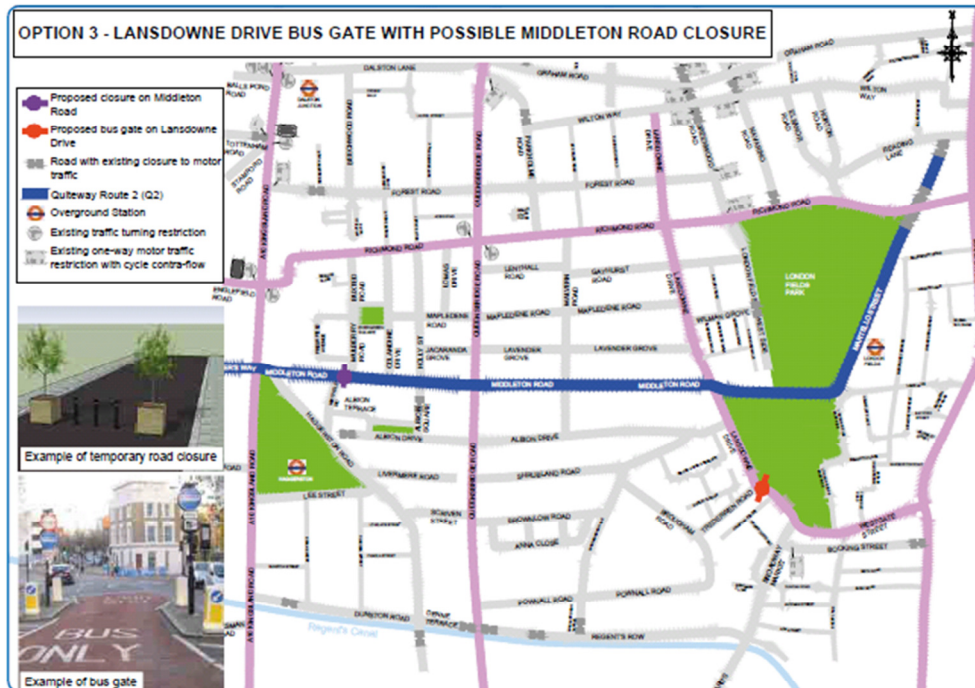
Map demonstrating Option 2



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Hackney

Map demonstrating Option 3



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Map demonstrating Option 4



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B. Appendix B: reasons for support and opposition for each option.

All reasons to support and not support Option 1. Neither support or oppose reasons not shown due to low base size (42 respondents).

	All	Support	Do not support
<i>Base</i>	<i>2063</i>	<i>984</i>	<i>1007</i>
A good option / The best option	8%	17%	*
Will cause traffic increases on Richmond Rd	7%	1%	13%
Will cause traffic increases on other/ neighbouring roads/ increases on other roads generally etc.	7%	1%	13%
Other suggestion for addressing the problem(s) e.g. Traffic calming measures on Richmond Rd etc.	6%	9%	2%
Will increase pollution levels / Increase pollution levels on other roads	5%	*	9%
Generally bad idea / Strongly oppose this option etc.	5%	-	9%
Reduces overall level of traffic in the area	4%	8%	-
Will benefit cyclists	4%	8%	*
General access through/ in and out of/commuting through the area will be adversely affected/ longer journey times etc.	4%	*	7%
Will reduce through traffic / Reduces rat running	4%	8%	-
Will affect access for residents	4%	*	7%
More pleasant environment/conditions/living generally	3%	7%	-
Safer cycling / Will improve safety for cyclists	3%	7%	-
Reduces pollution / Better air quality	3%	6%	-
Not needed - Area is already quiet already / London fields area is already safe for cyclists without this option	3%	-	6%
Better for pedestrians	3%	6%	-
Encourages more cycling	3%	5%	-
Will cause traffic increases on other specific roads	2%	*	4%
Scheme much too complicated/'Sledge hammer to crack a nut' / Intrusive just to quieten one road	2%	*	4%
Will cause traffic increases on Queensbridge Rd	2%	*	4%
Safer in general / Safer for everyone	2%	4%	-

Not needed generally / There is no problem	2%	-	4%
Encourages more walking	2%	4%	-
Safer for children	2%	4%	-
Not needed - Middleton Rd is quiet already / a wide road / already safe for cyclists without this option	2%	-	4%
An area wide scheme / Very comprehensive	2%	4%	-
Favours select few residents of Middleton Rd area/ Favours wealthier residents over poorer/council tenants etc.	2%	-	3%
Will cause traffic chaos / Creating rat runs / People using SatNavs to find alternative routes etc.	2%	-	3%
Will cause increased traffic flow past schools	2%	-	3%
Will cause traffic increases on Lansdowne Drive	2%	-	3%
Will affect local businesses /access for local business	1%	*	3%
Increased pollution will affect children/schools in the area	1%	-	3%
Will affect access/ response times for emergency services/ larger emergency vehicles	1%	*	2%
Will discourage speeding/dangerous driving	1%	2%	-
Have knowledge of similar schemes being successful e.g. de Beauvoir, Camden etc.	1%	2%	-
Health benefits / Benefits public health	1%	2%	-
Adverse affect on crime/ muggings/anti-social behaviour / Creates a muggers paradise / Pedestrians would feel safer with at least some passing traffic etc .	1%	*	2%
Safer for pedestrians	1%	2%	-
Will affect access to amenities - schools, care homes etc.	1%	-	2%
I do not cycle / What about pedestrians/people who need their cars/ families/older people? etc.	1%	-	2%
Will reduce car journeys /unnecessary journeys	1%	2%	-
Will cause traffic increases on Graham Rd	1%	-	2%
Reduces noise	1%	2%	-
Negative mention of bus gate	1%	*	1%

Will cause traffic increases on Mare St	1%	*	1%
Negative mention of the consultation process - e.g. None of the residents in my block have been consulted	1%	*	1%
Will result in increased noise / Concerns over noise	1%	-	1%
Increased chance of accidents with children	1%	-	1%
Negative mention of the general proposal - e.g. Small lobby group have the ears of the council /Lobby group from outside the area etc.	1%	-	1%
Positive mention of bus gate	1%	1%	*
Will force traffic onto smaller/narrower roads e.g. Albion Rd	1%	*	1%
Don't know/No answer	54%	53%	54%

Others less than 1%

All reasons to support and not support Option 2

	All	Support	Neither support or oppose	Do not support
<i>Base</i>	2063	266	282	1362
Will cause traffic increases on other/ neighbouring roads/ increases on other roads generally etc.	5%	3%	1%	7%
Prefer Option 1	4%	11%	11%	2%
Not sufficiently ambitious / Too much of a compromise / Need a more comprehensive area wide scheme like Option 1	3%	3%	5%	2%
A good option / The best option	3%	13%	7%	*
Will cause traffic increases on other specific roads	3%	-	2%	4%
Do not want Middleton Rd closed / Middleton Rd is a necessary through route	2%	-	1%	4%
Will cause traffic increases on Richmond Rd	2%	-	-	4%
Will force traffic onto smaller/narrower roads e.g. Albion Rd	2%	-	1%	3%
Generally bad idea / Strongly oppose this option etc.	2%	*	1%	3%
Not needed - Middleton Rd is quiet already / a wide road / already safe for cyclists without this option	2%	-	*	3%
Will increase pollution levels / Increase pollution levels on other roads	1%	-	*	2%
Would not make any difference / Would achieve little	1%	*	1%	1%
Other suggestion for addressing the problem(s) e.g. Traffic calming measures on Richmond Rd etc.	1%	3%	1%	1%
Will benefit cyclists	1%	4%	2%	*
Will cause traffic chaos / Creating rat runs / People using SatNavs to find alternative routes etc	1%	*	*	1%
Not needed generally / There is no problem	1%	-	*	1%
Makes the now busier roads more dangerous/ more dangerous for cyclists/children etc.	1%	-	-	1%
General access through/ in and out of/commuting through the area will be adversely affected/ longer journey times etc	1%	*	*	1%
Favours select few residents of Middleton Rd area/ Favours wealthier residents over poorer/council tenants etc	1%	*	*	1%
Will cause traffic increases on Albion Drive	1%	-	*	1%
Will cause traffic increases on Queensbridge Rd	1%	-	*	1%
Will cause traffic increases on Lansdowne Drive	1%	-	*	1%
I do not cycle / What about pedestrians/people who need their cars/ families/older people? Etc	1%	-	1%	1%
A simple option / Not as intrusive as Option 1	1%	2%	*	*
Wouldn't reduce congestion /overall traffic in the area	1%	1%	1%	*
Don't know/No answer	71%	63%	75%	70%

Others less than 1%

All reasons to support and not support Option 3

	All	Support	Neither support or oppose	Do not support
Base	2063	241	340	1312
Prefer Option 1	3%	8%	8%	2%
Will cause traffic increases in Richmond Rd	3%	-	-	4%
Not sufficiently ambitious / Too much of a compromise / Need a more comprehensive area wide scheme like Option 1	2%	3%	5%	2%
Do not want Middleton Rd closed / Middleton Rd is a necessary through route	2%	3%	1%	2%
A good option / The best option	2%	12%	4%	*
Will cause traffic increases on other/ neighbouring roads/ increases on other roads generally etc.	2%	1%	-	3%
Generally a bad idea/ strongly oppose this option	2%		*	2%
Will cause traffic increases on other specific roads	1%	1%	*	2%
Positive mention of bus gate	1%	5%	2%	*
General access through/ in and out of/commuting through the area will be adversely affected/ longer journey times etc.	1%	1%	*	2%
Will increase pollution levels/ increase pollution levels on other roads	1%		*	2*
Other suggestion for addressing the problem(s) e.g. Traffic calming measures on Richmond Rd etc.	1%	2%	1%	1%
Would not make a difference/ Would achieve little	1%		2%	1%
Reduces traffic on Lansdowne Drive	1%	6%	*	*
Will affect access for residents	1%		1%	1%
Option is unclear eg what does possible closure of Middleton Rd mean	1%		*	1%
Will force traffic onto smaller/ narrower roads eg Albion Rd	1%		*	1%
Will reduce through traffic / Reduces rat running	1%	4%	1%	*
Will cause traffic chaos/ creating rat runs/ People using SatNavs to find alternative routes	1%	*	1%	1%
Would prefer Middleton Road to be closed	1%	2%	2%	*
Not needed generally/ There is no problem	1%			1%
Don't know/No answer	76%	63%	77%	76%

Others less than 1%

All reasons for supporting or not supporting Option 4

	All	Support	Neither support or oppose	Do not support
Base	2063	717	338	845
A good option / The best option	7%	15%	9%	*
Prevents trucks /HGVs using Middleton Rd/ Quietway	3%	6%	3%	1%
Not sufficiently ambitious / Too much of a compromise / Need a more comprehensive area wide scheme like Option 1	2%	*	3%	4%
Would not make any difference / Would achieve little	2%	*	2%	4%
Not needed generally / There is no problem	2%	3%	1%	1%
Prefer Option 1	2%	1%	3%	3%
Width restrictions increase risks for cyclists / cause greater conflict between cars and cyclists	2%	*	*	4%
A simple option / Not as intrusive as Option 1	2%	3%	2%	*
Should consider width restrictions/on other roads as well	2%	4%	1%	*
Other suggestion for addressing the problem(s) e.g. Traffic calming measures on Richmond Rd etc.	2%	2%	3%	1%
Will cause traffic increases on other/ neighbouring roads/ increases on other roads generally etc.	2%	1%	2%	2%
Better controlled crossings for pedestrians/cyclists are required at Queensbridge/Middleton / Lansdowne/Middleton	2%	3%	1%	*
Generally bad idea / Strongly oppose this option etc.	1%	*	1%	2%
Has less impact on other roads / Does not force traffic onto other neighbouring roads	1%	3%	2%	*
Displaces HGV's onto smaller/narrower/ inappropriate roads	1%	1%	1%	2%
Not needed - Middleton rd is quiet already / a wide road / already safe for cyclists without this option	1%	*	1%	1%
Will cause traffic increases on Richmond Rd	1%	1%	1%	2%
Wouldn't be effective in reducing traffic levels on Middleton Rd/Quietway	1%	-	1%	2%
Width restrictions encourage aggressive driving/speeding/drivers accelerating and braking etc	1%	*	-	2%
Wouldn't reduce congestion /overall traffic in the area	1%	*	*	1%
Will cause traffic increases on other specific roads	1%	*	-	2%
Adversely affects traffic flow on Middleton Rd / Slows traffic / Causes queues etc	1%	-	-	2%
Safer cycling / Will improve safety for cyclists	1%	2%	-	*
There would be no benefit for cyclists	1%	*	-	1%
Will increase pollution levels / Increase pollution levels on other roads	1%	*	*	1%
Would not benefit pedestrians/encourage walking	1%	-	-	1%
Will discourage speeding/dangerous driving	1%	1%	-	*
Don't know/No answer	67%	62%	68%	68%

Others less than 1%

C. Appendix C: London Fields catchment area



D. Appendix D: In catchment area maps showing distribution of support and opposition for each option

