

Stoke Newington Gyrotory

Consultation Report

April 2011

Contact

Hackney Consultation Team
on 020 8356 3343 or
consultation@Hackney.gov.uk



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Report prepared by:
Melissa Abache
Consultation Officer Ext: 3651
Communications and Consultation
Hackney Council

EXECUTIVE SUMMARY

Hackney Council undertook a borough wide consultation to seek views from residents and businesses to identify traffic and road safety issues in Stoke Newington area and to understand how the gyratory affected residents, visitors and business owners.

The public consultation ran from 4 October for 12 weeks and resulted in 850 responses. The majority of responses, 548, were received via online completions, 302 sent through paper completions.

A further 5 open ended responses were received which have been analysed separately in this report.

The business consultation received 161 responses. The majority of responses, 145 were completed as face-to-face surveys (104 from Stoke Newington Business Association members and 41 non-SNBA members) and 16 were received via online completions.

In total the consultation received 1016 responses from residents, business owners, visitors and stakeholder organisations.

Key results

Public consultation

850 responses were received in total between online and paper questionnaires (this represents a response rate of 17.5% out of 4830 printed questionnaires distributed).

92% of respondents identified themselves as Hackney residents; the highest number of responses came from postcode areas N16 0 and N16 7 which correspond to the Stoke Newington Central ward where the gyratory sits.

81% of respondents walk or cycle 5 or more times a week to travel within or into Stoke Newington town centre.

75% of respondents consider traffic levels to be a problem in the area and 67% considers traffic levels have a negative effect on the development and quality of life in the area.

Approximately a third of respondents (32.5%) consider parking arrangements to be inadequate, another third (35.1%) to be adequate and another third doesn't know/is not sure (32.5%)

A majority of respondents (70%) would support the removal of the Stoke Newington Gyratory, 14.5% oppose it and 15.5% consider that they don't know and mostly asked for more detail on the proposals before giving an opinion.

Business consultation

161 questionnaires were completed, 104 from Stoke Newington Business Association members, 41 non-SNBA members and 16 online completions. This represents a 76% response rate from the list of businesses approached (212 businesses)

40% of responses came from the retail sector, including boutiques, followed by cafés, bars and restaurants with 34% of responses. A significant proportion (59%) of all respondent businesses were small private firms that employed less than five people.

41% of responses indicated that traffic is considered to be a problem in the area.

Over 75% (106 responses) stated that parking was regularly required by customers of the shops and businesses in Stoke Newington. The provision of nearby parking is perceived as being of critical importance to the viability of businesses, particularly the smaller shops. Current levels and arrangements for customer parking, however, were considered inadequate.

49% of business respondents would support the removal of the existing one-way system. The majority of comments related to improvements in terms of accessibility and travel time, especially for cyclists and buses. It was also appreciated that a two-way system may help to slow traffic and reduce rat-running through the surrounding residential streets.

There were major concerns, however, surrounding the re-allocation of parking and loading facilities. 29% would oppose the removal of the gyratory on the basis that it is either going to decrease passing trade or that it is operationally unworkable. Similar to the public consultation results, 14% responded “don’t know/I’m not sure” to this question and requested more detail.

Both surveys suggest strong support for the removal of the gyratory however resident’s support the removal by a much larger majority than local businesses.

INTRODUCTION

This report presents the findings of the consultation on support for the potential removal of the Stoke Newington Gyratory. The consultation ran from 4 October 2010 to 10 January 2011 for 12 weeks.

BACKGROUND

The A10 Stoke Newington gyratory lies in the London Borough of Hackney. It forms part of the Transport for London Route Network (TLRN). This means Transport for London (TfL) is the main public agency responsible for changing the current road layout or operations. Hackney Council is responsible for minor alterations that can improve road safety, amenity or traffic conditions on all local roads.

This traffic system is called a gyratory because it consists of a network of clockwise one-way roads which includes:

- Stoke Newington High Street (between Evering Road and Northwold Road): northbound and with a high level of activity and shopping
- Rectory Road: southbound, mostly residential
- Brooke Road: westbound, mostly residential
- Northwold Road: southbound
- Manse Road: westbound
- The western end of Evering Road: westbound, mostly residential

The one way system was originally introduced approximately forty years ago to reduce congestion through and on the approaches to Stoke Newington High Street which due to restricted width creates a traffic “bottleneck”.

However, there has been local opposition to the one way system which is perceived to cause congestion, speeding, create severance and promote “rat running” along parallel streets. It is also seen to adversely affect the shopping environment on Stoke Newington High Street. Many residents and businesses have previously expressed the view that pedestrians, cyclists and bus users – as well as drivers – find it difficult to access and pass through Stoke Newington town centre and areas close to it.

In 2009, Transport for London (TfL) carried out a study into the operation of the gyratory and to assess whether the current road layout could feasibly be altered to reintroduce two way traffic flow on all or some of the roads that form the one way system. Their report concluded that there were no viable options for converting the one-way system to two-way. This report was reviewed by Ringway Jacobs on behalf of LBH, in January 2010. The review concluded that the findings within the Faber Maunsell report were insufficient to determine that the removal of the one-way system is not viable. It was, therefore, recommended that a more comprehensive network study be undertaken with traffic modelling of each junction, following a public consultation exercise.

The Council carried out a 12 week borough wide consultation on the options for managing traffic in this area to understand local opinion about:

- the current traffic conditions and problems associated with it in the area
- support for the potential removal of the one way system and,

- support for complementary road safety measures (on the streets that the council controls) to improve conditions for local residents and people walking and cycling in the area

Hackney Council will use the feedback to identify issues with the gyratory that are of concern to residents and businesses. This assessment will be part of the council's ongoing discussion with TfL and will help inform future decisions on transport, road safety and environmental improvements in the area.

CONSULTATION APPROACH

Timescale

The public consultation started on 4 October 2010 and ran for 12 weeks until 10 January 2011.

Materials

A consultation leaflet was produced summarising some of the key proposals and a questionnaire was included. These were made available online, Stoke Newington Library and Stoke Newington Town Hall or by request from the Consultation Team.

A separate consultation questionnaire was produced for local businesses around Stoke Newington.

Communications and publicity

Online

The consultation was launched online on 4 October and was featured on the front page of the Council website for the whole of the consultation period under the "Have your Say" section.

A dedicated consultation website page was set up at <http://www.hackney.gov.uk/sn-gyratory.htm> which featured:

- The background to the consultation
- A pdf consultation leaflet summarising the key issues
- A pdf of the consultation questionnaire
- An online version of the consultation questionnaire for residents and for businesses.

The information was also available on Hackney's consultation web page: www.consultationfinder.com/hackney

The dedicated consultation page <http://www.hackney.gov.uk/sn-gyratory.htm> received 1735 unique views and was "shared" 4 times using the facility available on the page.

The Consultation Team sent an e-flyer on 11 October 2010 to approximately 200 key stakeholders and interested parties, including: resident associations, tenants associations, community organisations and schools in the Stoke Newington Central, Lordship, Cazenove, Clissold and Hackney Downs wards.

The consultation was included in the 18 October 2010 edition of the HCVS E-Newsletter which reaches over 3000 Hackney community and voluntary organisations.

The consultation was also featured on Staff Headlines article of 06 October 2010 and 22 December 2010 to encourage Hackney Council staff to participate in the consultation as a large proportion of staff are also Hackney residents.

Councillors for the Stoke Newington, Cazenove, Hackney Downs, Lordship wards were informed of the consultation launch on 04 October 2010 by email.

The consultation was featured on the Hackney Council “Living” Facebook page and on the Hackney Council “Living” Twitter channel.

The Facebook feature drove 48 unique visits (2.7% of traffic) and the Twitter feature drove 60 unique visits (3.5% of traffic)

Press

The consultation was featured in the 20 September 2010 edition of Hackney Today issue 240; the Council’s newspaper that reaches 105,000 addresses in the borough. This provided an outline of the consultation launch and link to the dedicated website.

The consultation leaflet and questionnaire enclosed in a freepost envelope were also distributed as an insert in the 18 October 2010 edition of Hackney Today Issue 242 to all addresses within the Stoke Newington Central ward reaching approximately 4500 households.

Press releases were also sent to local media and ethnic press on 25 October 2010, 01 November 2010 and 06 December 2010.

The consultation was also featured on the Safer Hackney Neighbourhood Newsletter November Issue (01 November 2010) sent to residents in Stoke Newington, Cazenove and Hackney Downs wards.

The consultation was featured in the following media during the consultation period

Table 1 – Media coverage of the consultation

Hackney Gazette - Articles - Letters to editor	21 October 2010 28 October 2010 04 November 2010 25 November 2010	Local newspaper
Hackney Citizen - Article - Comments	03 November 2010 04 November 2010	Local newspaper
Londra Gazette - Article	28 October 2010	Ethnic newspaper (Turkish and Kurdish Community)
London Cyclist - Article and news	December 2010 Issue	Online specialist magazine
Hackney Bike Workshop	23 December 2010	Online specialist website
London Fixed-gear and Single-speed forums	13 October 2010	Online specialist web forum
Stoke Newington People	26 October 2010	Online local news

- Article	25 November 2010	
East London Lines - Article	28 October 2010	Online local news
Stoke Newington Gazette - Article	13 October 2010	Local newspaper
Leswin Area Residents Association (LARA) Blog	24 October 2010	Local community blog
Leswin Area Residents Association (LARA) Newsletter	04 December 2010	Local community newsletter
Hackney Hive Blog	24 October 2010	Local community blog
Crap Waltham Forest Blog	07 November 2010	Local community blog

Publicity

An A5 flyer to all households and businesses in the Stoke Newington, Cazenove, Clissold, Lordship and Hackney Downs wards was inserted in the 01 November 2010 edition of Hackney Today, Issue 243 to encourage residents to take part in the consultation by completing the online survey or by requesting a hard copy questionnaire and to attend the drop in events in November and December. The flyer reached approximately 22,900 residential and business addresses.

An A3 Poster and A5 flyers were distributed on 11 October 2010 to businesses and Council venues along Stoke Newington High Street and Stoke Newington Church Street.

Engagement

A permanent exhibition was set up at Stoke Newington Library between 18 October 2010 and 10 January 2011 during library opening hours where residents could see the plans and pick up a questionnaire or request one. A total of 60 questionnaires were distributed at this location.

Transportation Officers attended the following local meetings to give presentations on the consultation, answer questions and distribute copies of the questionnaire:

- Stoke Newington Neighbourhood Forum, Stoke Newington Town Hall, 14 October. Attended by approximately 30 people.
- Walkabout with Leswin Area Residents Association (LARA) members, 26 October 2010. Attended by number of people
- Kynaston Gardens Residents Association meeting, Methodist Church, 106 Stoke Newington High St, 23 November 2010. Attended by approximately 12 people.
- Linden Children's Centre, 86-92 Rectory Road, 16 December 2010. Attended by approximately 15 people (staff and centre users)

Cllr Rita Krishna distributed copies of the consultation questionnaire and flyers at a Clissold Park Users Group meeting on 12 October 2010.

A meeting was also scheduled with Smalley Road Estate Tenants and Residents Association meeting for 07 December 2010 but was cancelled by the residents association.

Consultation drop in events were also held to promote the consultation, which took place at:

- Stoke Newington Library, Stoke Newington Church Street, 19 October 2010, from 11:00am to 2:00 pm. Attended by approximately 3 people.
- Morrisons Supermarket, 47-49 Stamford Hill, 12 November 2010, from 5:00 to 8:00pm. Attended by approximately 100 people.
- Stoke Newington's Farmers Market, William Patten School, Church Street, 04 December 2010, from 10:00am to 2:30pm. Attended by 50 people.

Additionally, Hackney Living Streets and Hackney London Cycling Campaign organised stalls on 04 December 2010 and 11 December 2010 on Stoke Newington High Street to promote the consultation independently from the Council. The Council provided 50 copies of the consultation questionnaire for these activities.

Consultants were appointed to carry out a face-to-face survey with local business owners and managers along Stoke Newington High Street, Church Street and other local roads as part of the consultation.

SUMMARY OF RESULTS

The public consultation received **850 responses**. The majority of responses, 548, were received via online completions, 302 sent through paper completions. A further **5 open ended responses** were received which have been analysed separately in this report.

The business consultation received **161 responses**. The majority of responses, 145 were completed as face-to-face surveys (104 from Stoke Newington Business Association members and 41 non-SNBA members) and 16 were received via online completions.

Interpretation of the data

Percentages in a particular chart will not always add up to 100%. This may be due to rounding, or because each respondent is allowed to give more than one answer to the question. It is also worth noting that the results are subject to sampling tolerances, and not all differences between sub-groups will be statistically significant. We need to exercise appropriate caution where a small group of respondents has been analysed.

The questionnaire consisted of 17 questions, see **Appendix A** at the end of the report for details of the questions asked. Equalities monitoring questions were also included as per consultation standard practice.

Analysis and response by consultants to the Business Consultation results is also attached as **Appendix B**. Please note this doesn't include analysis of the 16 responses completed online.

PROFILE OF RESPONDENTS

The majority of respondents 92.3% (784) were Hackney residents, 16.80% (147) were commuters or visitors who regularly use or visit Stoke Newington and 2.5% (21) were responses from employees from a local business. For those that chose the other option, the majority indicated that they were regular visitors to Stoke Newington facilities (schools) or cafes, restaurants or former residents.

Postcode analysis

Respondents were asked to indicate the first part of their postcode. 95.5% of respondents provided a Hackney postcode (811 responses). Of these the majority of respondents 30.7% (261) of respondents were from N16 7, followed by N16 0 21.6% (183) and N16 8 15.7% (133). These postcode areas are located in the Stoke Newington Central, Clissold, and Hackney Downs wards and where the gyratory sits. 11.9% (101) of respondents provided another N16 postcode (N16 5, N16 6, N16 9) which broadly represents the Stamford Hill and Clissold neighbourhoods.

4% (34) of respondents provided a non-Hackney postcode.

Age analysis

The majority of respondents 28.3% (219) said they were aged between 35 and 44. The next highest age group were those aged 25 to 34, with 25.6% (198) of respondents, followed by those aged 45 to 54, which represented 22.8% (176) of the total sample.

Around 22.5% of Hackney's population is aged 25 to 34; 17.3% aged 35 to 44 and 11.3% aged 45 to 54; 6.6% aged 55 to 64 and about 8.4% aged over 65 (Hackney's Population, Borough Profile, Office of National Statistics Population Estimates, 2009).

Respondents aged between 25 and 54 tended to support the proposal to remove the Stoke Newington Gyratory (over 70% in each age range). In contrast respondents aged over 65 were less likely to be in support of the removal of the gyratory (47.1% saying "yes" to the removal of the gyratory).

Gender analysis

A slightly higher proportion of men (54.6%) responded to the consultation compared to women (45.4%).

Around 49% of Hackney's population is Male and 51% is Female (Hackney's Population, Borough Profile, Office of National Statistics Population Estimates, 2009).

A higher proportion of men (75.5%) would support the removal of the gyratory than women (64%). And from respondents who chose "I don't know/I'm not sure" to the question of removing the gyratory, the majority were women (22.3%).

Disability analysis

92.9% (709) of respondents said they did not have a disability, whilst 7.1% (54) respondents answered 'yes' to having a disability.

The proportion of Hackney's population claiming Disability Living Allowance in 2009 was 5.1% (ONS, 2009).

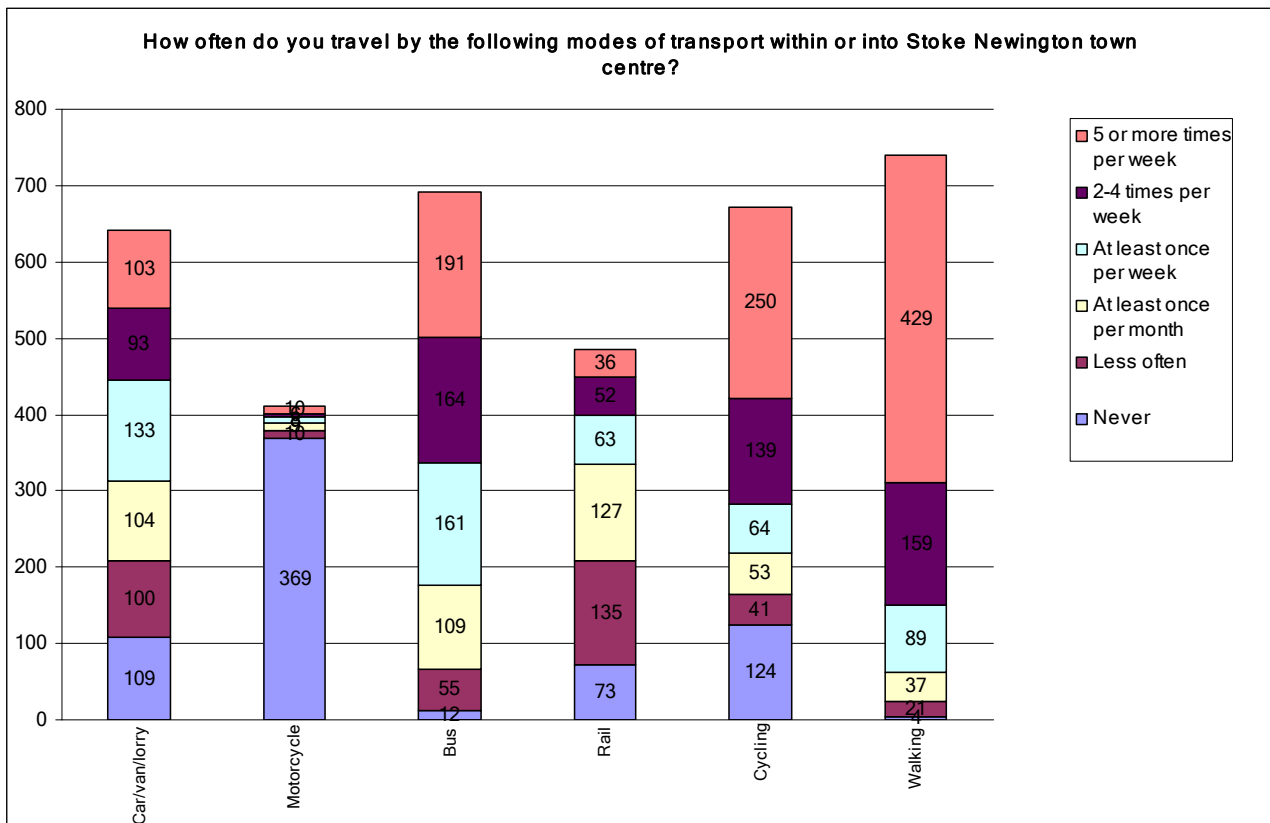
Of those who identified themselves as having a disability, 46.3% (25) would support the removal of the Stoke Newington Gyrotory and 22.2% (12) responded "I don't know/I'm not sure" to this question.

OVERALL RESULTS ANALYSIS

RESPONSES FROM MEMBERS OF THE PUBLIC

Travel Modes of Respondents

Graph 1 summarises responses to Question 3, which asked respondents frequency of use of the different transport modes to travel within or into Stoke Newington town centre.



Graph 1: Base (837) All respondents who answered Question 3

The majority of respondents walk (429), cycle (250) or use the bus (191) 5 or more times a week into and within Stoke Newington town centre.

Of the respondents who use the bus, 355 use it frequently (5+, 2-4 times per week). 196 respondents indicated they use the car to travel around Stoke Newington most days (5+ and 2-4 times per week)

Use of Stoke Newington High Street and Stoke Newington Church Street for shopping

Questions 4 and 5 asked respondents to indicate whether they shopped in Stoke Newington Church Street and Stoke Newington High Street.

89.5% (752) of respondents (Base 840) shop at Stoke Newington Church Street and 90.4% (754) in Stoke Newington High Street.

The main reasons given by respondents for shopping in Stoke Newington Church Street included: being local and convenient, the diversity and choice offered by the shops and the respondent's desire to support local and/or independent businesses. Table 2 shows the frequency of responses for the main reasons provided by respondents.

Reasons to shop at Stoke Newington Church Street	Response Count
It's local and/or convenient	329
Diversity / variety / choice / uniqueness / quality / friendliness of shops	286
I support local and/or independent businesses	169
Cafes / restaurants / pubs / eating out / entertainment / socialise	134
The 'feel' and character of the area	124
Specific / specialist shops & businesses	112
Farmers' Market	76
Food shops	48
Library / Leisure Centre	22
Clissold Park / Abney Park Cemetery	18
Schools / Nurseries	8
Facilities	7

Table 2 Reasons to shop at Stoke Newington Church Street (Base 724)

10.5% (88) of respondents indicated they don't shop at Stoke Newington Church Street. The main reason being not being local or convenient to them and in joint second place that shops are "too expensive/posh" or the choice and type of shops not being preferred by respondents.

Reasons not to shop at Stoke Newington Church Street	Response Count
Not local / Convenience	21
Too expensive / "posh"	19
Choice / mix / type of shops	19
Parking	5
Traffic	1

Table 3 Reasons why respondents don't shop at Stoke Newington Church Street (Base 61)

For Stoke Newington High Street, the main reasons expressed by respondents for shopping there included being local and convenient, the existence of specific or specialist shops and businesses and the diversity and quality of shops in the street. Table 4 summarises the main reasons provided by respondents.

Reasons to shop at Stoke Newington High Street	Response Count
It's local / convenient	370
Specific / specialist shops and businesses	230
Diversity / variety / choice / uniqueness / quality / service of shops	166
Food shops	144
I support local / independent businesses	81
Cafes / restaurants / pubs / eating out / entertainment / socialise	50
Cost	43
Road / One-Way System / Environment / Access	25

The 'feel' and character of the area	12
Facilities / Parking	4
Library / Leisure centre	1

Table 4 Reasons to shop at Stoke Newington High Street (Base 717)

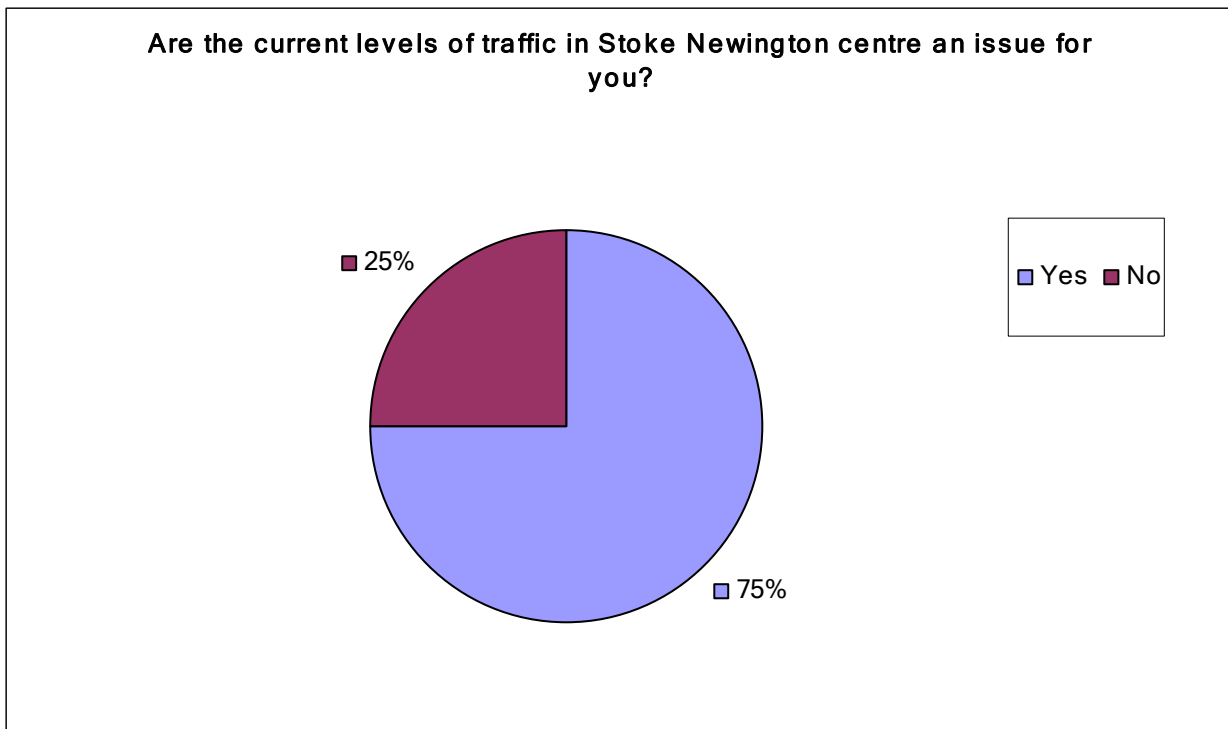
Those who don't shop at Stoke Newington High Street argued that traffic, pollution and an unpleasant environment generally is the main reason they don't shop there. In second place respondents considered the mix and quality of shops as another disincentive to shop in the High Street.

Reasons for not shopping at Stoke Newington High Street	Response Count
Traffic / Pollution / Unpleasant environment	31
Choice / mix / type / quality of shops	25
Not local / Convenience	11
One Way System inconvenient / Bus Stop Access / Lack of Facilities	6
Prefer Church Street	5
Parking	5

Table 5 Reasons why respondents don't shop at Stoke Newington High Street (Base 70)

Views on traffic levels in Stoke Newington town centre

Graph 2 shows that 75% (617) of respondents consider current traffic levels to be an issue to them.



Graph 2: Base (822) Views on current levels of traffic in Stoke Newington

When asked why they felt traffic levels affected them personally, respondents indicated as the top three problems: congestion, high traffic speeds and conditions being unpleasant for cyclists and pedestrians in relation to safety and pollution. Many respondents indicated that speeding traffic is a concern particularly in Evering Road, Brooke Road and Northwold Road.

In turn, the junctions along the High Street are perceived to be frequently congested and conditions made worst by parking and pedestrian crossings.

Reasons why current traffic levels in Stoke Newington affect personally	Response Count
Congestion / static traffic / volume and type of vehicles	379
Speed / bad driving / danger	258
Unpleasant and dangerous for cycling / illegal use of pavements by cyclists	159
Dirt / Pollution / Noise / Environment	132
Pedestrians / Crossing Roads	116
Buses / Inconvenient bus stops	65
Rat Runs	33
Inconvenience	31
Crowded or narrow pavements / cycling on pavements	25
Parking	15

Table 6 Reasons why respondents consider traffic levels in Stoke Newington are an issue for them (Base 597)

Some quotes from respondents included:

- *“As a driver the traffic on Stoke Newington High Street is annoying. It seems the lanes are badly set out which causes confusion for many drivers. There is little traffic on the surrounding roads so it is easier to use them, which of course is the long way round but at least the vehicles are moving.”*
- *“Stoke Newington High Street is very congested, filthy and polluted. It's like walking next to a motorway. The bus stops are inconveniently situated and not adjacent to each other.”*
- *“Cycling feels dangerous. Cars often leave little room for cyclists to pass them and can block the road completely”*
- *“[...] cyclists speed down the pavement to avoid the one way. As a pedestrian on the High St it feels as if it is there for the cars and our needs are irrelevant.”*
- *“I always feel hassled by the traffic and it takes a lot of concentration and guts to get into the correct lane and to hold my position without feeling intimidated by the fast moving traffic. And I have done level 3 cycle training!”*
- *“Often congested. Lots of inconsiderate parking and poor driving”*

- *“Traffic snarls up very quickly if there's any sort of obstruction e.g. road works - this makes the bus late when I'm going to work. Some drivers park very stupidly so that the buses have trouble getting through and are held up - e.g. near the William Patten stop.”*
- *“I use a wheelchair, and it is difficult for me to negotiate any of the crossings with the speed and density of traffic as it is.”*

However, respondents who don't consider current traffic levels to be an issue for them, argue the scale of the problem is not big enough to be of concern (43), they are not directly affected by it (40) and they would expect this level of traffic for a main road in London (37).

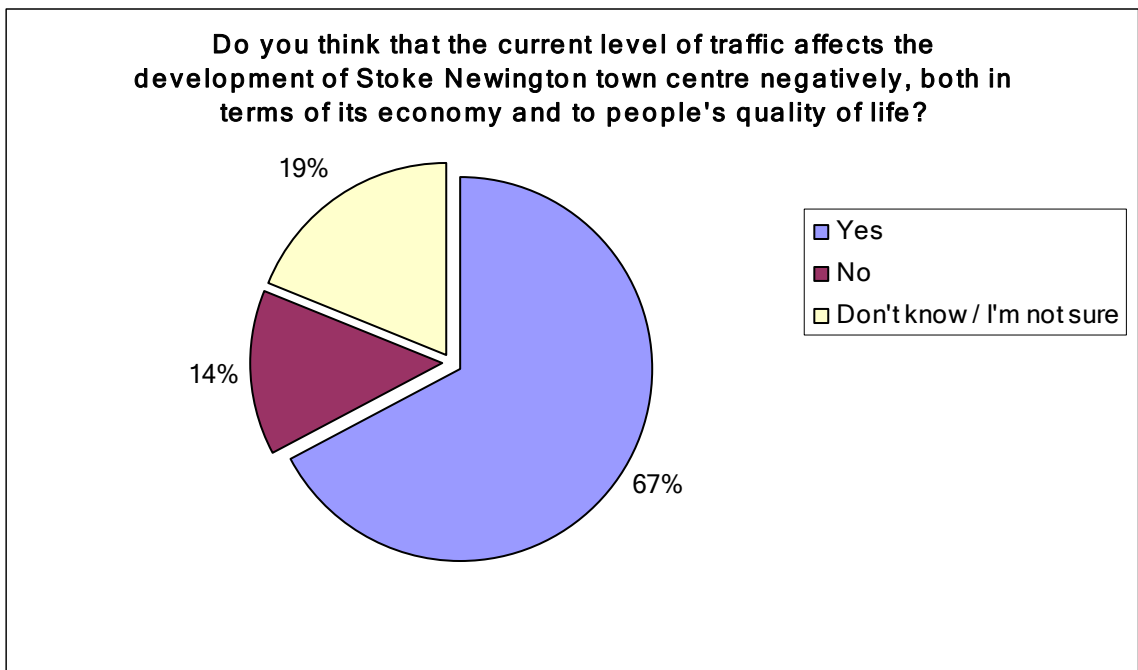
Reasons why current traffic levels in Stoke Newington don't affect personally	Response Count
It's just not that busy or much of a problem	43
It doesn't really affect / bother me	41
It's London / It's a main road / I expect it	37
It's always been this way / I'm used to it	7
Cycling is inconvenient because of gyratory not traffic levels	6
Inadequate parking provision or enforcement is main problem not traffic levels	2

Table 7 Reasons why respondents consider traffic levels in Stoke Newington are not an issue for them (Base 147)

Some quotes from respondents:

- *“it isn't traffic levels that is problematic rather that there aren't enough parking provisions which causes people, particularly on Church Street to park short term in silly places (the car park at the Stamford Hill end of the road isn't adequate) - although all authorities are trying to limit car use some people e.g. those with disabilities both seen and unseen rely on these provisions”*
- *“Obviously I would prefer that the whole Dalston / Stoke Newington area had quieter traffic but I understood when moving here that, traffic wise, the Stoke Newington High Street is busy.”*
- *“Having traffic around creates a safer shopping environment and safer for women to walk at night than traffic free areas.”*
- *“As a driver it does not bother me too much...I can usually find another less congested route home.”*

Question 7 asked respondents whether they considered current traffic levels to have a negative impact on the local area's economy and people's quality of life. Slightly over two thirds of respondents (547) agreed with this statement whilst 14% disagreed and 19% were not sure.



Graph 3: Base (815) Agreement with statement that current levels of traffic in Stoke Newington affect the local economy and people’s quality of life.

Most of the arguments expressed by respondents to support this view were based on the negative impacts that traffic brings in terms of dirt, pollution, noise and people’s health.

Other factors considered in responses included the effect that traffic has for businesses and footfall along the High Street and Church Street. Equally important, was the issue of safety for pedestrians and vulnerable road users such as children, older people and people with disabilities. The perception of reduced road safety was based on speeding traffic along residential roads, crowded and narrow pavements in some stretches of the High Street and Church Street.

Respondents also mentioned the risk to safety posed by cyclists using pavements to circulate around the gyratory.

Reasons why current traffic levels in Stoke Newington affect negatively local economy and people's quality of life	Response Count
Dirt / Pollution / Noise / Environment / Health / Community impact / Quality of life	237
Congestion / static traffic / volume and type of vehicles / priority given to cars	193
Bad for business / footfall	146
Speed / bad driving / danger	143
Dangerous and unpleasant for pedestrians when crossing Roads	115
Inconvenient / dangerous to cyclists	71
Buses / inconvenient bus stops	35
Parking	34
Crowded or narrow pavements / cycling on pavements	31

Rat Runs	25
Inconvenience	21

Table 8 Reasons why respondents consider traffic levels in Stoke Newington affect negatively the local economy and people’s quality of life (Base 517)

Some quotes from respondents:

- *“I think those who use public transport or cycle are effectively penalized for using more efficient modes of getting from A to B. This encourages more people to use cars and drive further to get round the one way system. For example if you want to go to Iceland by car you will have to go all the way round the one way system and then up Northwold Road to find a parking place. By bus you will have a longer journey time and will have to walk, only then to face a High St packed with cars. Trying to shop by bicycle on the High St is likewise fraught with either a ridiculously long journey or effectively breaking the law to go the wrong way down the street, or more often than not riding on the pavement which makes it unpleasant for, especially elderly shoppers. All this discourages people from using the High St and affects the economy of local shops.”*
- *“The current gyratory system clearly encourages vehicles to pass through the centre without stopping, which has had a bad effect on trade on the High Street, and speed around it endangers both pedestrians/cyclists and the environment of Newington Common. It is also a real problem catching buses going in the Dalston direction if you are on the High Street as a result of it being one-way”*
- *“Noise and exhaust pollution, difficult and dangerous for cyclists to move around. Difficult and dangerous for pedestrians. Frustrating for car/van users who need to travel further to get to one place.”*

Respondents who consider that current traffic levels in the area don’t have a negative impact on the local economy and people’s quality of life offered as reasons that traffic is to be expected in a main road in London and other reasons that are quoted below:

Reasons why current traffic levels in Stoke Newington don't affect negatively local economy and people's quality of life	Response Count
Misc.	20
I expect traffic in London	11
Traffic's not a problem	11
Economy's thriving in spite of traffic	7
Better parking needed	5
Higher traffic is good for business	4

Table 9 Reasons why respondents consider traffic levels in Stoke Newington don’t affect negatively the local economy and people’s quality of life (Base 69)

- *“The development of Stoke Newington High Street is hampered by the type of establishments already in existence. What are required are initiatives to encourage more inclusive establishments.”*

- *“Of course it would be great if traffic was reduced but it will only be diverted to the backstreets and that would be worse.”*
- *It's not the LEVELS that is the problem - it is the difficulty of getting to where you want to get to because of the one way system.*
- *“The traffic here is nothing compared to other parts of London. It's only that one part from the police station and Church St. However people will still go as it is more of a local town centre.”*
- *[...] I fail to see how this impacts negatively on the quality of life as all of these wonderful amenities are in walking distance of residents”*

Some of the people who responded “I don't know/I'm not sure” to this question offered the following opinions:

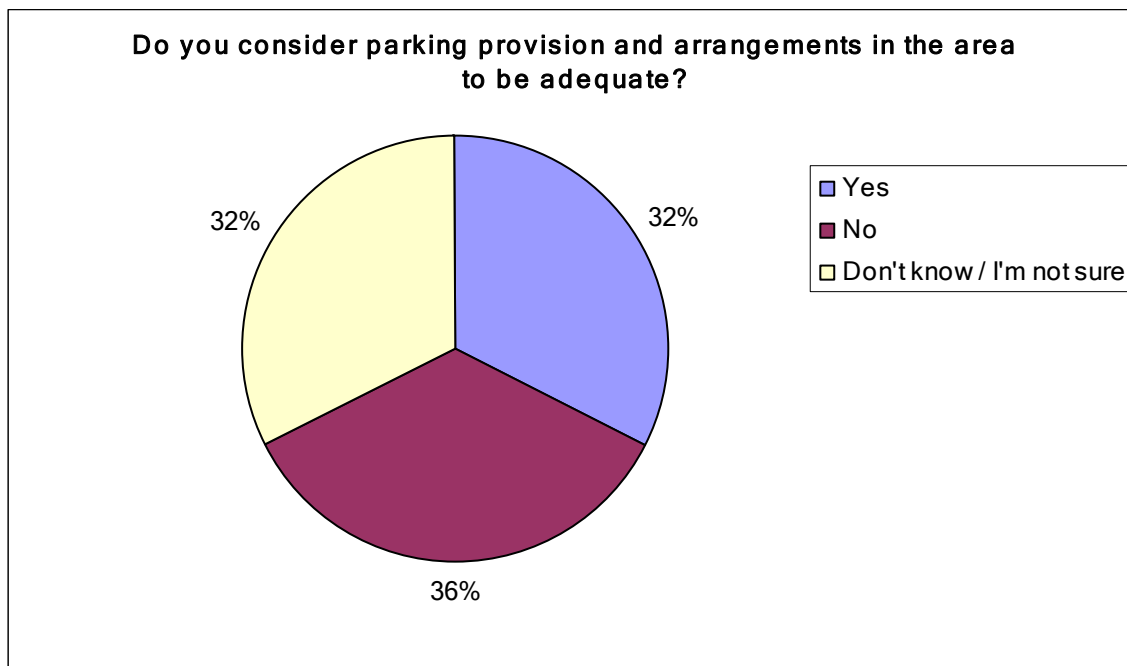
- *“We think there is much lower level of traffic on CHURCH STREET than there was 10-15 years ago, and especially prior to parking restrictions. It is much better now the parking restrictions are in place: re quality of life”*
- *“There is a direct causal link between pollution in the form of air borne particulates from vehicle exhausts and debilitating, often life threatening health conditions. With this in mind I think to claim that the traffic passing through Stoke Newington does not have an adverse affect upon the lives of local people is indefensible. However, I don't think that the impact of traffic on the lives of local people is any worse than elsewhere in London, and if anything an increase in people passing through the area should only lead to an increase in the cash flow of local enterprises.”*
- *“I think that the one way system means that you have to walk further to bus stops and encourages cyclists to ride down one way streets the other way on the pavement. The only thing that is perhaps ok about the one way system is that Stoke Newington green is busier/safer, but it does mean that the green is not a relaxing place to be.”*
- *“There used to be more shops when it was two way but I remember the fire engines having real difficulty getting through because of the traffic, I see it as a balance between safety and shops. Everybody wants bigger shops with low prices these days you cannot have that in a small high street.”*

Parking provisions and arrangements in Stoke Newington

Question 8 of the questionnaire asked respondents to provide an opinion on how adequate they considered parking provision and enforcement to be in the area.

Graph 4 shows that almost a third of respondents consider parking provisions to be adequate.

Another third consider parking provision and arrangements to be inadequate and a third answered “Don’t know/I’m not sure”.



Graph 4: Base (807) Views on parking provisions and arrangements in Stoke Newington.

Over 100 respondents considered that parking is not a problem and there is enough parking in the area. In turn, 49 responses alluded to there being “too much parking already” and that increasing park increases car use.

37 comments were received citing the existing Controlled Parking Zone (CPZ) as the reason they consider parking to be working well in the area. Some comments from respondents included:

- *“Introduction of parking restrictions has meant that we can now park on our street. Parked cars are often damaged due to high levels of passing traffic however.”*
- *“I have permits for visitors and there is always space on the street.”*
- *“Residents parking is ok and there are car parks for those who need them e.g. behind Abney Cemetery. More car parking would encourage more cars which would be a bad thing - encourage pedestrians + cycling.”*
- *“We have CPZ, park outside home, little need to park elsewhere locally.”*
- *“I have a zone E parking permit and the red route parking bays are fairly managed by traffic wardens and Police”*

Table 10 summarises the main reasons provided by those who answered “No” to this question:

Reasons why parking provision and arrangements in Stoke Newington are inadequate	Response Count
Not enough other parking such as pay & display / 30 min or 1 hour / parking for non-residents	91
Not enough resident & visitor parking / too expensive / CPZs need merging	56
Parking causes congestion / restrictions need enforcing / parking doesn't work because of the one way system / main parking problems are on the Red Route	29
Not enough cycle parking stands / difficult to find cycle parking stands	27
Hours / restrictions need changing / better signage	26
Miscellaneous	25
Too much residents' parking / general parking	20
Disabled Parking bays not enough / not well located close to shops and amenities	5

Table 10 Reasons why respondents consider parking provision and arrangements in Stoke Newington to be inadequate (Base 271)

The main concern from respondents appears to be the lack of short-time parking provision and inadequate enforcement of existing parking controls, which results in non-permit holders parking in controlled streets. Some of the respondents offered the following examples:

- *“there are no parking restrictions to the east of Stoke Newington Common, as such commuters drive to here, park their cars and take the train or bus from Rectory Road into Central London”*
- *“Too much of it is residential parking from 7am - 7pm, it would be nice to at least have free or cheaper parking tickets to give friends/family who drive up. Happy to pay, but it's a nightmare to get the tickets and they are a bit expensive”*
- *“People are always parking their cars on Stoke Newington High Street, where it shouldn't be and most get away with it”*
- *“CPZ is not enforced fully or is not 7 days. Often very difficult for residents to park near their homes on the weekend”*
- *“Visitors can't park for free in the side streets - leads to less shoppers - less people using local shops. Plus I object to having to pay £80+ to park outside my house”*
- *“Even on our street with residential parking we often have to park 1-2 streets away because taxis and people without permits block spaces whilst waiting in their cars. There should be designated spaces for visitors to park”.*
- *It is very difficult for some residents (including my family) to park as the streets are full of commuters from other locations, residents from adjacent streets (who do not wish to pay to park in their street), people who work locally (they could travel by bus or train) and people who have too many cars. There are also insufficient parking places on the high street for picking up from local shops.”*
- *“Parking is very limited (capacity and timing). This cannot be good for businesses which sell bulky items (e.g plumbing supplies and the DIY shop). If two way traffic were introduced, what parking be increased or decreased? The latter would be a disaster for some businesses.”*

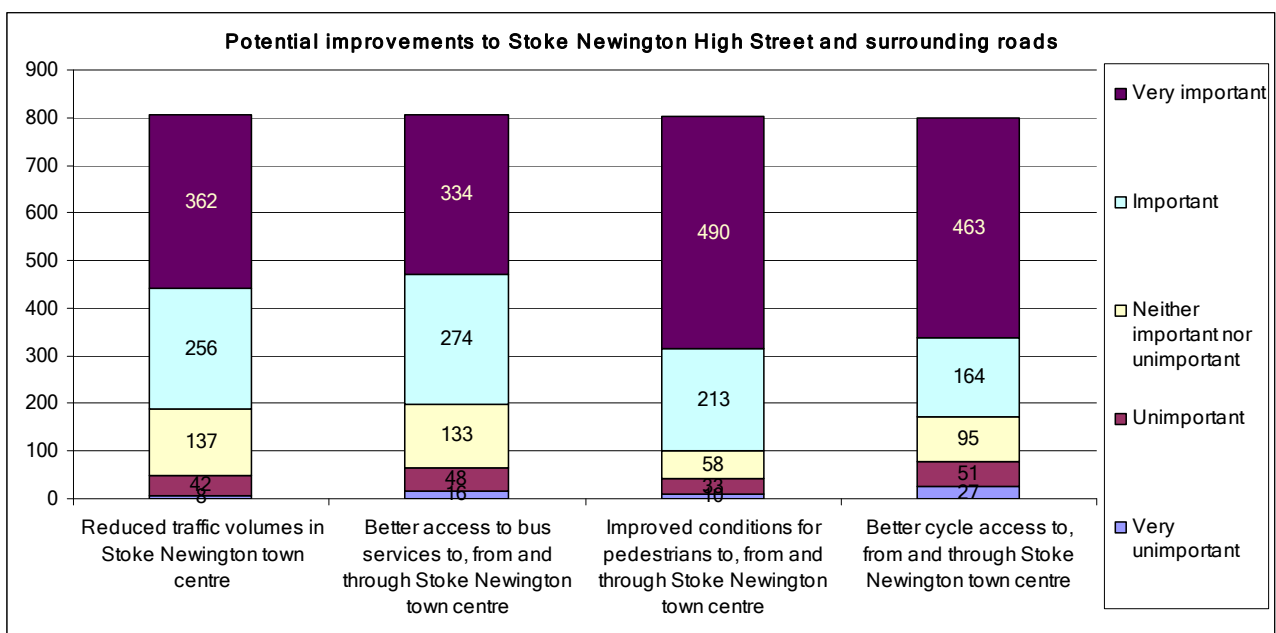
- "Parking is allowed in bus-lanes which block them and this has knock on effects to the rest of the traffic. Parking is allowed in the narrowest part of the one-way (northbound High Street) which blocks two of the three lanes and causes further traffic congestion and delay. Side streets are made out of bounds due to residents parking restrictions.

Most of those who responded "I don't know/I'm not sure" offered as a reason not owning a car or driving. Others offered the following views:

- "As well as some positive effects of parking exist, however, some negative factors also are prevalent. The parking provided along the red route may be accessible at times for normal car users, but can be better if in proportion there are more bays for non-loaders. The pay and display in the side streets are far too dear; in some terms it is more expensive than some of the streets in Westminster."
- "There is next to no parking therefore you cannot do a big shop and carry everything home but that is why one needs small shops so that people walk"
- "It's good where I live past the common but when we go to the leisure centre or into Stoke Newington it is sometimes difficult to park; however I appreciate you can't expect there to be less cars and drive yours all the time: occasionally it's convenient though"

Potential improvements to Stoke Newington High Street and surrounding roads

Question 21 of the questionnaire asked for respondents to indicate how important to them were a range of potential improvements to Stoke Newington High Street.



Graph 5: Base (813) Views on potential improvements to Stoke Newington High Street and surrounding roads.

Graph 5 shows that all the potential improvements listed in the question were considered to be “Very important” or “Important” to the majority of respondents with over 50% of responses for each of the improvements.

These included:

- Reduced traffic volumes in Stoke Newington town centre
- Better access to bus services to, from and through Stoke Newington town centre
- Improved conditions for pedestrians to, from and through Stoke Newington town centre
- Better cycle access to, from and through Stoke Newington town centre

Respondents were given the option to suggest other improvements to the High Street they would like to see. 146 people offered ideas and suggestions. A summary of the main areas of improvements suggested is show below in Table 11.

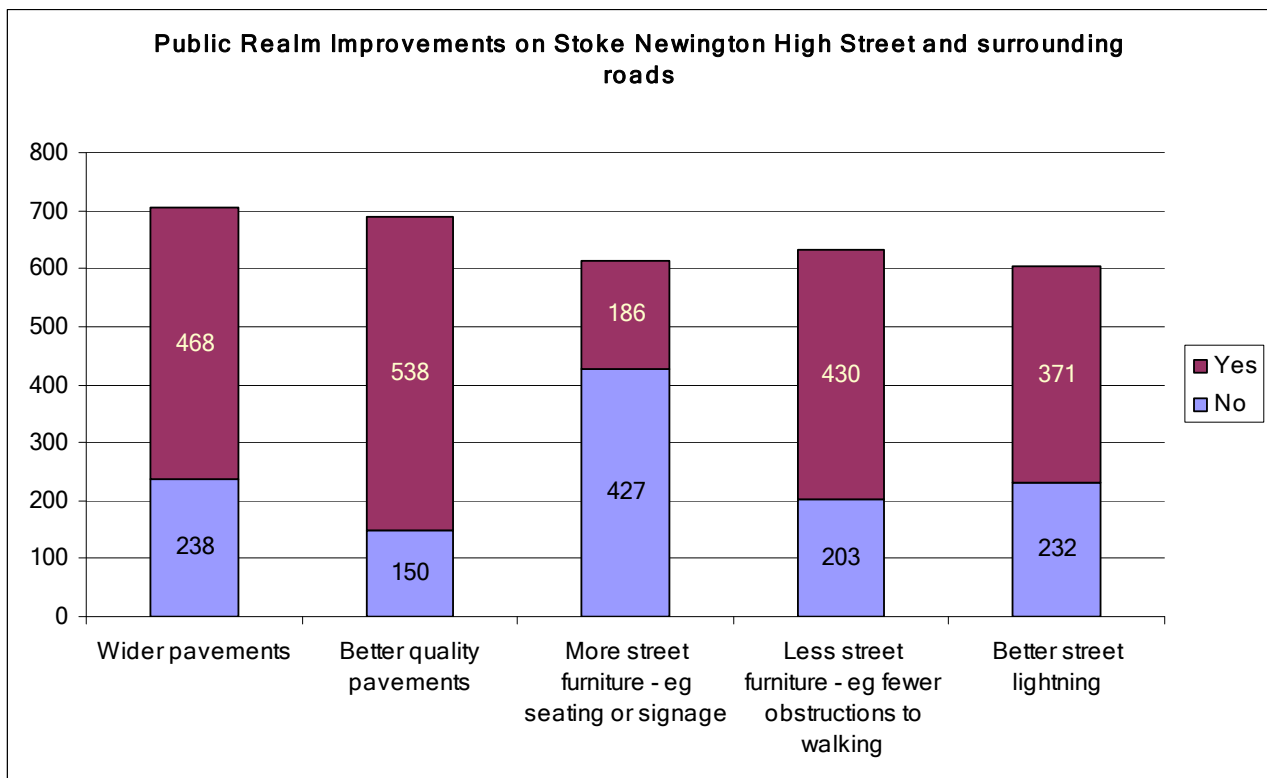
Other potential improvements suggested	Response Count
Traffic speed / management / Safety improvements / crossings	38
Cycling improvements	34
Remove one-way system	18
Miscellaneous	18
Improved public transport	16
Environmental improvements	15
Parking improvements	14
Improvements to roads	7
Stop Rat-running	3

Table 11 Other improvements suggested by respondents (Base 146)

Below is a sample of the specific ideas suggested by respondents to improve the High Street and surrounding areas:

- *“Improving the environment around Stoke Newington Common by reducing traffic”*
- *“Create a nicer environment using street trees.”*
- *“Noise levels if they can be reduced that would be great”*
- *“Pedestrianise the whole of Church Street, with clear cycle paths”*
- *“Wider pavements”*

- *“Cyclists need to be made aware that traffic and road safety rules apply to them too”*
- *“More pedestrian crossings to and from the area” / “Longer times to cross for pedestrians” / “Greater warnings as buses and cars often go through the red lights when crossing with the children”*
- *“Reduce traffic speed on all roads in area” / “20mph speed limit”*
- *“Speed cameras or bumps please especially on roads near schools”*
- *“Reduced traffic and/or traffic calming in streets around Stoke Newington Common”*
- *“Better diversion routes if traffic builds up”*
- *“Traffic calming measures on the High street, Rectory Rd, Manse Rd and Upper Evering Rd would make a huge difference.”*



Graph 6: Base (772) Support for potential public realm improvements to Stoke Newington High Street and surrounding roads.

Graph 6 shows that the majority of respondents support the following potential public realm improvements for the area, with exception of “More street furniture (seating/signage)” where 55.3% (427) of respondents answered “No”.

- Wider pavements

- Better quality pavements
- Less street furniture - eg fewer obstructions to walking
- Better street lightning

338 responses were received that suggested “Other” public realm improvements. The majority of improvements as summarised in Table 12, were related to better signage and wayfinding in the first place, and secondly, to improving conditions for cyclists. Key suggestions for cyclists included improved and additional cycle parking facilities and separate cycle lanes on Stoke Newington High Street. Specific locations for more cycle racks were suggested by respondents and these will be considered separately by the Streetscene team.

Other potential improvements suggested	Response Count
Signage / Wayfinding / Environmental improvements / Facilities	154
Cycling facilities	143
Roads / Traffic	36
Road Safety including pedestrian crossings	30
Remove one-way system	27
Parking	16
Public Transport	6
Miscellaneous	5

Table 12 Other public realm improvements suggested by respondents (Base 338)

Many respondents also suggested the following ideas:

- More “trees” or “greenery”.
- Better control over the shop fronts putting obstacles to pedestrians on the pavements and cleaning up rubbish
- More seating and bins
- Wider pavements

There were specific examples to take inspiration from such as:

- Old Street TFL for way finding signs
- Copenhagen style facilities for cyclists and pedestrians
- TRL PERS report for dropped kerbs with tactiles at all junctions - raised entry treatments at more side road junctions
- Kensington High Street with pedestrians and cars given far less signage, and barriers.

- Windus Home Zone where pedestrian is treated as the primary user.
- LB Camden or Gillett Square street lighting low intensity and more energy efficient. Lighting directed to ground rather than sideways (cobra-head type fittings).

The next three questions asked respondents to provide ideas for improvements in the area to cyclists, bus users and pedestrians. Many comments provided are similar to previous responses. Tables 13, 14 and 15 below outline the main improvements suggested for each type of user.

A detailed analysis of these comments will be carried out by the Streetscene Team and directed to Transport for London as appropriate.

Improvements for cyclists suggested	Response Count
Dedicated 2-way cycle lanes / paths / continuous and parking free cycling lanes	346
Way-finding signage / clearer route markings	300
Secure locking facilities / racks / parking	196
Miscellaneous	48
Comments against Cyclists / Cyclist behaviour (riding on pavements, riding through red lights)	44
Remove cycle-unfriendly humps / better surfaces for cycling / less potholes	27
Cycle traffic light phase/ cycling zone in junctions	20
Provide Barclays Cycle Hire / Boris Bikes	13

Table 13 Improvements for cyclists suggested by respondents (Base 660)

Improvements for bus users suggested	Response Count
Two-way bus services along the High Street / End the gyratory / Clearer system for users	179
None / things are fine	81
Better bus stops e.g. seating / more bus stops / wider pavements	79
Miscellaneous	51
Electronic Signs on Bus Stops / Real time journey information	40
More frequent buses	38
Discourage other vehicles / Priority should be given to buses	27
Stop bendy buses (Bus route 73)	22
Remove parked cars from bus lanes	19

Table 14 Improvements for bus users suggested by respondents (Base 570)

Improvements for bus users suggested	Response Count
Pavements: wider / better / cleaner / less clutter and obstacles	316
More and safer pedestrian crossings	130
Reduce traffic speeds	78
Create pedestrianised areas / fewer cars	74
Miscellaneous	50
Better lighting	48

Enforced ban on cycling on pavements	41
More trees and improved public realm	26
Eliminate the Gyratory	21

Table 15 Improvements for pedestrians suggested by respondents (Base 612)

We also asked respondents to indicate on a map of the local area where they considered specific traffic problems to exist such as collisions, “rat runs”, parking, etc.

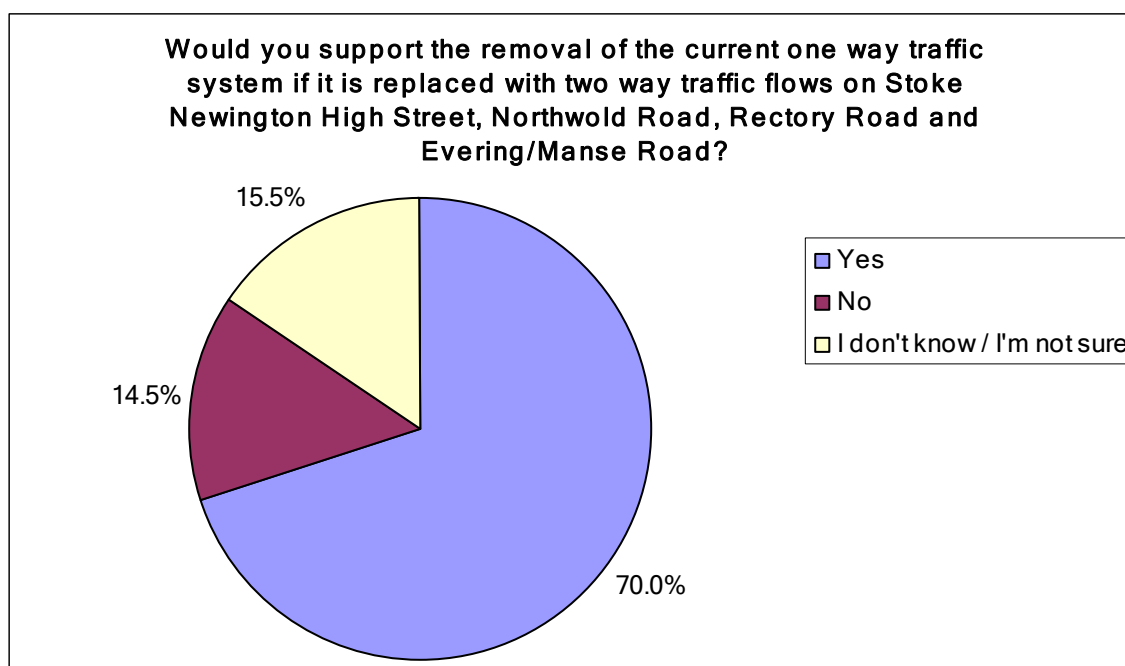
Table 16 summarises the top 3 concerns or problems (by frequency) identified by respondents at the junctions and roads within the A10 one-way system. This information will be used in conjunction with technical studies carried out by the Council to prioritise and make decisions in the mid and long term for investment in the area.

	Issue 1	Issue 2	Issue 3
Main Roads			
Stoke Newington Church Street	Inconvenience / difficulty catching buses / bus journey times	Pavement too narrow / pavement congested	Cyclists on roads - safety & general provision
Stoke Newington High Street / A10	Congestion/ Heavy traffic	Cyclists on roads - safety & general provision	Cyclists on pavements - going against traffic flow
Northwold Road	Speeding traffic / safety	Cyclists on roads - safety & general provision	Pedestrians / crossings roads / lack of safety
Rectory Road / The Common	Speeding traffic / safety	Cyclists on roads - safety & general provision	Pedestrians / crossings roads / lack of safety
Brooke Road	Contraflow cycle lane needed / inconvenience for cyclists	Rat Run	Bad/illegal driving (jumping lights, driving wrong way)
Manse Road / Evering Road	Speeding traffic / safety	Cyclists on roads - safety & general provision	Pedestrians / crossings roads / lack of safety
Side roads			
Side Roads - Leswin / Bayston / Jenner / Tyssen	Rat Run	Bad/illegal driving (jumping lights, driving wrong way)	Parking and loading causing problems for users
Side Roads - north of Brooke Road	Rat Run	Bad/illegal driving (jumping lights, driving wrong way)	Safety for cyclists and pedestrians
Side Roads - West of A10	Rat Run	Cyclists on roads - safety & general provision	Problems parking / loading
Side Roads - East of Northwold Road / Rectory Road	Rat Run	Inconvenience for pedestrians	Cyclists on roads - safety & general provision
Roads South of Gyratory	Rat Run	Pedestrians / crossings roads / lack of safety	Congestion/ Heavy traffic
Roads north of gyratory / Stamford Hill	Speeding traffic / safety	Cyclists on roads - safety & general provision	Inconvenience for cyclists
Stretches of roads			
High Street between Evering Road and Brooke Road	Speeding traffic / safety	Congestion/ Heavy traffic	Cyclists on roads - safety & general provision
High Street between Brooke Road and Church Street	Congestion/ Heavy traffic	Pavement too narrow / pavement congested	Parking and loading causing problems for users including buses
High Street between Church Street and Northwold Road	Congestion/ Heavy traffic	inconvenience for cyclists	Pavement too narrow / pavement congested
Junctions			

Junction: Church Street / High Street	Congestion/ Heavy traffic	Cyclists on roads - safety & general provision	Pedestrians / crossings roads / lack of safety
Junction: High Street / Northwold Road / Stamford Hill	Cyclists on roads - safety & general provision	Speeding traffic / safety	Pedestrians / crossings roads / lack of safety
Junction: Northwold / Rectory	Cyclists on roads - safety & general provision	Speeding traffic / safety	Parking and loading causing problems for users including buses
Junction: Rectory / Brooke Road	Speeding traffic / safety	Cyclists on roads - safety & general provision	Pedestrians / crossings roads / lack of safety
Junction: Brooke Road / High Street	Congestion/ Heavy traffic	Cyclists on roads - safety & general provision	Pedestrians / crossings roads / lack of safety
Junctions: Rectory Road / Evering / Manse Road	Speeding traffic / safety	Cyclists on roads - safety & general provision	Pedestrians / crossings roads / lack of safety
Junction: Evering Road / High Street	Congestion/ Heavy traffic	Speeding traffic / safety	Cyclists on roads - safety & general provision
Junction: Cazenove Road / Stamford Hill	Cyclists on roads - safety & general provision	Congestion/ Heavy traffic	n/a
General / Gyatory	Inconvenience for cyclists and bus users	Cyclists on roads - safety & general provision	Speeding traffic / safety

Table 16 Traffic related problems identified by respondents on gyratory area map (Base 478)

Support for proposal to remove the one way traffic system and replace with two-way traffic on Stoke Newington High Street, Northwold Road, Rectory Road and Evering/Manse Road



Graph 7: Base (798) Support for removal of gyratory system.

From Graph 7 it can be observed that a clear majority is in favour of changing the one-way system into a two-way system. 70% (557) or seven out of ten respondents agree that the current one-way system should be changed. 14.5% (116) of respondents felt that the one-way system worked well as it is or should not be changed and 15.5% (125) responded “I don’t know/I’m not sure” to this question.

Reasons given for supporting the removal of the gyratory

The most common reason given for supporting the removal of the one-way system was that it would mean slower traffic and increased safety for vulnerable users such as cyclists, pedestrians and those with mobility difficulties. Table 17 summarises the main reasons provided by respondents to support the removal of the gyratory.

Reasons to support removal of one-way system	Response Count
Slower traffic / increased safety	180
Better for Cyclists	166
Improve traffic flow / less congestion / minimise rat running	153
Better for local residents / community / convenience	124
Better for Bus Users	104
More pleasant environment, less noise and pollution	103
Better for Businesses and Shoppers	70
Better for Motorists / Potential to reduce car usage and journey times	46
Better for Visitors / Less confusing	17

It works elsewhere	17
Miscellaneous	12

Table 17 Reasons given to support removal of one-way system (Base 516)

Some people commented:

- *“The one way system doesn't work. It creates extra car journeys by forcing them to go in a big loop. 50% of vehicles on the one-way are going in the opposite direction to their ultimate destination, creating extra pollution, congestion and danger for all road users.”*
- *“This is where I live - Provides a more direct / safer cycle route to my home. Also as a parent of a young child I wan't to make the pavement safer + free from cyclists.”*
- *“Yes - provided parking was restricted on the High St and Church St so that traffic could still flow, and parking provided nearby for people using shops & restaurants on those streets. Why? 1. It would make it easier for people to use businesses on the High St. 2. I like small shops (& the cafes etc), and I think this would help them survive. 3. It would be easier for visitors to the area to find their way - both drivers and people travelling by bus - the one way system is confusing for them. 4. It would probably reduce pavement cycling. 5. It would probably get rid of 'rat runs' - e.g. down Rectory Road - so would make crossing the road safer for pedestrians.”*
- *“The speed of traffic on Evering Rd and Rectory Rd is just anti-social and prevents the common from being an accessible public space”*
- *“1-way traffic system seems designed for people who think of Stoke Newington as an obstacle on their way to somewhere else.”*

Reasons given for opposing the removal of the gyratory

The consultation drew a total of 116 responses in objection to the removal of the one-way system in Stoke Newington.

Outlined on Table 18 are the most common objections raised by respondents.

Reasons to support removal of one-way system	Response Count
Will increase traffic / congestion / rat-running / pollution / noise	57
Worse for pedestrians	23
Reduced Safety / More dangerous	19
It's fine as it is / it was worse before	18
Worse for bus users	15
Miscellaneous / suggestions	15
Worse for local residents	12
Worse for Businesses / Shoppers	11
Stoke Newington High Street is too narrow for two way traffic	11
Worse for cyclists	6
Cost of changing to two-way / There are other priorities	5

It should be made two-way for buses only	3
Worse for motorists	1

Table 18 Reasons given to object removal of one-way system (Base 104)

Some respondents felt that converting the one-way system would affect congestion and actually make it worse. There was concern that because of the reduction in lanes in Stoke Newington High Street traffic would be constricted and delayed.

Other respondents argued that the environment would be worsened by the proposal to remove the one-way system, because traffic levels would be increase on some roads, particularly on Rectory Road.

- *I think it would be disastrous and lead to increased congestion and risk of accidents and cyclist/pedestrian injury. In my view, the nature of the area makes this a ludicrous idea. The one way system has its faults but it gives a reasonable compromise between locals and the role of the A10 as a through route. There is no parallel to be drawn with Shoreditch because the roads and the neighbourhoods are utterly different*
- *At present people can easily cross (outside pedestrian crossings), 2 way will mean an increase in accidents, deaths and 'herd' pedestrians into crossing areas. Watching the way people move within the area, whatever you try to arrange with crossings, people will still move the way they want too.*
- *It would make cycling significantly more dangerous as the High Street is not wide enough to accommodate two way traffic and cycle provision. The current arrangement of three northbound lanes at peak times allows sufficient room for motorised and non-motorised vehicles to share the road. Buses stopping in a reduced-lane arrangement will create significantly more congestion. The loss of at least one lane for northbound traffic at peak times would significantly increase congestion.*
- *The net benefit to residents within the gyratory may well be negative. The impact on commerce, as the inevitable result would be a loss of parking and delivery bays. Finally there are only three available lanes between Brook Road and Church Street.*

Reasons given for abstaining from supporting/objection to the removal of the gyratory

125 responded “I don’t know/I’m not sure” to this question and the main reason given was the need for further, detailed and expert information on how a two-way system would work in the area and the effects it would have on congestion, traffic volume, safety, bus route service’s journey times and routing, parking restrictions, provision of deliveries to shops, local environment indicators (NOx emissions).

Several comments referred to the need for traffic flow modelling to show what the impact would be on local residential roads and whether it would actually reduce the current problems of “rat running” or make them worst, in particular for Bayston Road, Darville Road or Leswin Road.

Some respondents also questioned how much would it cost and how would the Council fund these changes. Cyclists were particularly interested in how key junctions in the area would work for cycling. One respondent suggested that case studies should be shown with details of how similar schemes have impacted local areas.

Other comments

Respondents were given the opportunity to provide comments and suggestions about the proposed change to the one-way system in Stoke Newington. To simplify the analysis, we categorise these comments into a list of recurrent themes. Some respondents made very specific comments or suggestion for roads in the area and these will be considered by the Streetscene Team going forward as appropriate. Others are similar to previous comments made in response to previous questions with regards to what is needed to improve conditions for motorists, cyclists, pedestrians and businesses in the area.

Generalised comments from respondents	Response Count
Road / traffic management needs and suggestions	78
Support to remove the one way system	61
Desire for general environment improvements and making Stoke Newington a more pleasant place	55
Cycling provision and needs in the area	50
Miscellaneous	47
Views of how the current system and a two-way system would affect local people and/or quality of life	39
Conditions for pedestrians / Pedestrians should be prioritised	37
Concern over how parking arrangements will work in a two-way system	31
Public Transport / Buses and how they are benefited by two-way system / possible negative effects on travel times	27
Need for more safety, current issues with pedestrian crossings	24
Desire to see more "green" or trees in local streets	6

Table 19 Other comments from respondents (Base 346)

REPONSES FROM STATUTORY BODIES AND OTHER STAKEHOLDERS

5 responses were received from organisations that represent a number of individuals. The main comments raised in the consultation by these stakeholders are outlined below.

Interest groups

Campaign for Better Transport

Responded in support of the proposal to remove the Stoke Newington Gyratory as it will contribute to the "growing vitality of what is already a lively area and bring lasting environmental and other advantages". The response also offered the example of the Shoreditch Gyratory system, removed by TfL in 2002 and the "boost it gave to the regeneration of the area". Other benefits raised by this response included:

- Reducing bus journey lengths, improving access for bus passengers and making routes more comprehensible
- Improving conditions for businesses and residents on the High Street and other more residential roads
- Likelihood to reduce traffic speeds, increase road safety and reduce community severance
- Enhancing conditions for pedestrians and cyclists.

London Travel Watch

Generally support the proposal to revert the gyratory system to two-way operation and if this is not possible suggests implementing contra-flow bus and cycle lanes. The response highlighted problems related to gyratory systems for bus passengers, pedestrians and cyclists.

Hackney Green Party

Support for changing the A10 to two-way working for buses and bicycles, and returning Northwold Road, Rectory Road and Manse Road to two way working for all vehicles.

The response provided specific observations about the negative impact of current conditions for bus users, cyclists, pedestrians, people with mobility issues and local businesses and trade. The following expectations were also expressed from any changes to the system:

- Improvements to the speed of bus journeys and also the accessibility of bus routes.
- Avoiding congestion through the High Street bottleneck between Brooke Road and Church Street with at least seven bus routes using it – *“we would not want it to end up like the Narrowway”*. Suggestion for some buses to run two ways along the A10 and others two ways along Rectory Road/Manse Road. Specifically, of the 73 and 476 routes, each serving Tottenham/Islington, one could be routed along Rectory Road the other the A10.
- No parking to be allowed (except for deliveries) at any time on the High Street between Brooke Road and Church Street. Also, need for parking enforcement on Rectory Road and Manse Road if they are to be returned to two way working
- Allowing cyclists to use the A10 if returned to two way and ensuring more clearly-marked designated cycle routes would encourage safer cycling. This would help reduce the problem of cyclists on pavements.
- Consideration should be given to improve the unpleasant environment of narrow pavements, street clutter, noise, pollution, lack of trees and speeding cars along

Rectory Road. Measures to deal with this issues will encourage walking, shopping and improve residents' quality of life.

- Consideration should be given to improving pedestrian crossings and minimising the time pedestrians have to wait for the pedestrian phase. Specific crossings suggested for improvement include the A10 junction with Northwold Road to have more frequent pedestrian phases.

Elected members

Cllr Rita Krishna – Ward Councillor

Generally supports the proposal for a reversion of the gyratory to two-way working. Raised the following potential benefits:

- Strategic approach to reduce traffic speeds and improve road safety in the local area.
- Particular benefits to Linden's Children Centre by reducing speed of traffic outside the centre and conditions of footway to access this facility. Similar benefits can be expected for West Hackney Parochial burial ground to make a more used public space, particularly by the nursery in the Aziziye Mosque.
- Opportunity to review on an area basis the balance between residents and business parking, "which otherwise is approached in a somewhat piecemeal manner"
- A more attractive street environment as having "a subliminal effect on trade, and this would benefit the high street in particular".
- A more logical approach for bus users on where to catch the bus and the improved journey times.

Cllr Vincent Stops – Ward Councillor

Generally supports the proposal to change gyratory to a two-way system on the basis of improving the pedestrian environment, the permeability of the streets for cyclists and enabling "much better bus services". Particular benefits identified include a better routing for Bus Route 276 for residents.

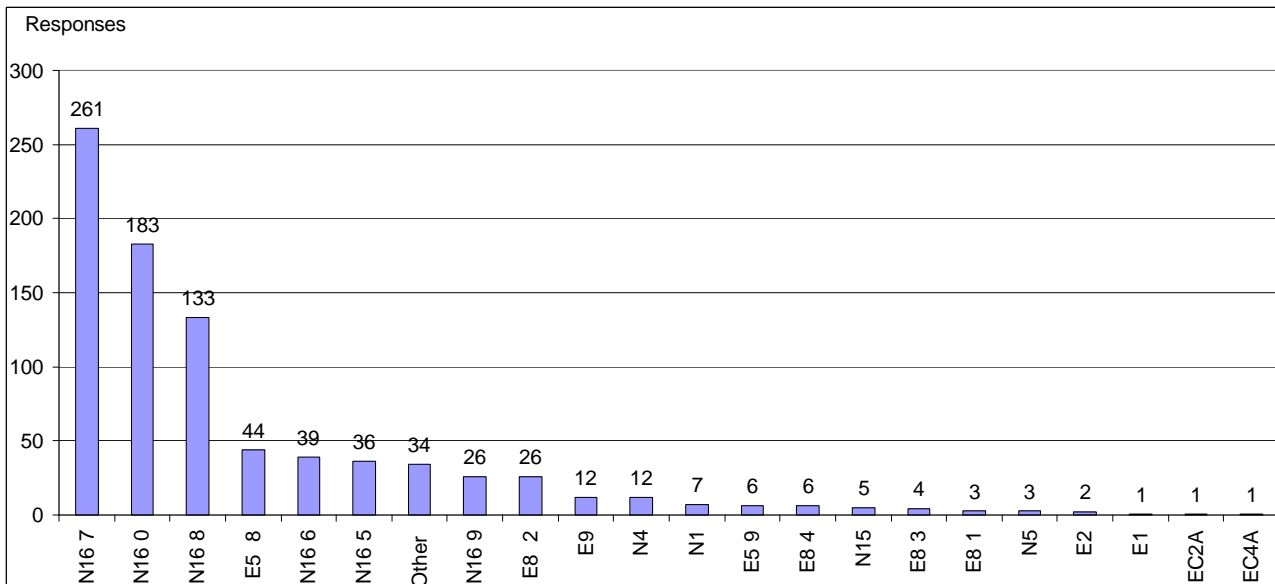
PROFILE OF RESPONDENTS

The majority of respondents 92.3% (784) were Hackney residents, 9.8% (83) were responses from commuters who regularly pass through the gyratory followed by 5.5% (47) who are visitors. The least responses, 2.5% (21) were from employees of a local business.

However, through the face-to-face and online business survey a total of 161 responses were received from local business owners or managers. This represents 15.6% of the total number of responses received.

Are you? (please tick all that apply)		
Answer Options	Response Percent	Response Count
A local resident	92.3%	784
An employee of a local business	2.5%	21
A commuter	9.8%	83
A visitor	5.5%	47
Other (please specify)	1.5%	13
<i>answered question</i>		849
<i>skipped question</i>		1

Postcode analysis



Graph 8: Base (849)

Respondents were asked to indicate from a list the first part of their postcode. 95.9% (811) of respondents provided a Hackney postcode. Of these the majority of respondents 30.7% (261) of respondents were from N16 7, followed by N16 0 21.6% (183) and N16 8 15.7% (133). These postcode areas are located in the Stoke Newington Central, Clissold, and Hackney Downs wards and where the gyratory sits. 11.9% (101) of respondents

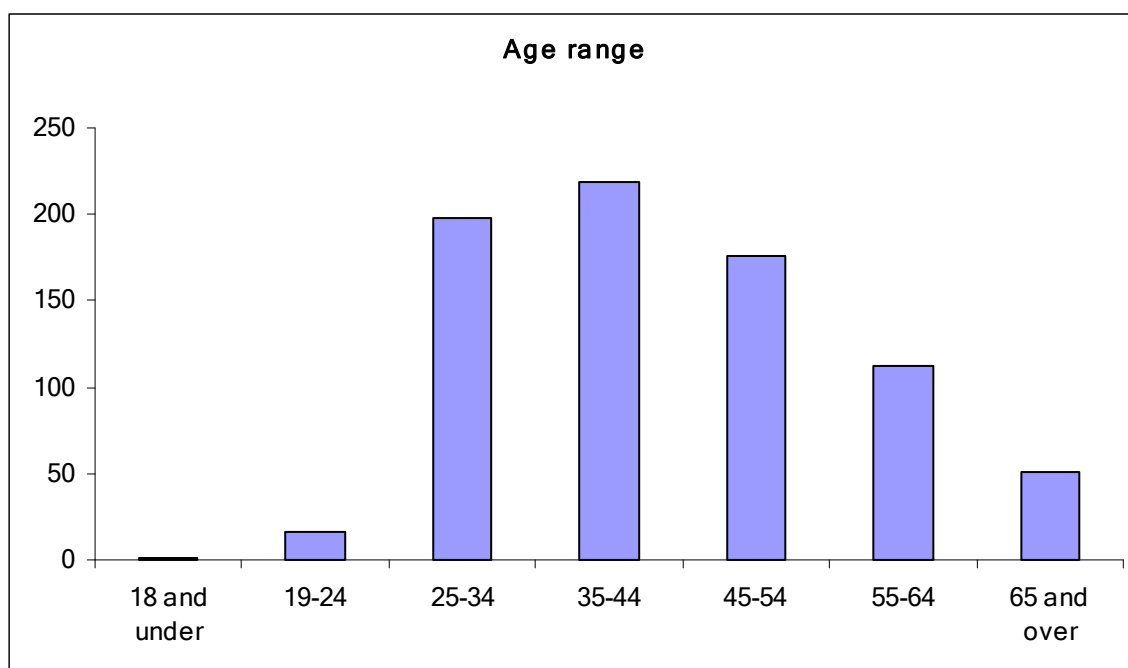
provided another N16 postcode (N16 5, N16 6, N16 9) which broadly represents the Stamford Hill and Clissold neighbourhoods.

4% (34) of respondents provided a non-Hackney postcode. The remaining 63 responses were from other residents living in other Hackney postcode areas.

Age analysis

The majority of respondents 28.3% (219) said they were aged between 35 and 44. The next highest age group were those aged 25 to 34, with 25.6% (198) of respondents, followed by those aged 45 to 54, which represented 22.8% (176) of the total sample.

Around 22.5% of Hackney's population is aged 25 to 34; 17.3% aged 35 to 44 and 11.3% aged 45 to 54; 6.6% aged 55 to 64 and about 8.4% aged over 65 (Hackney's Population, Borough Profile, Office of National Statistics Population Estimates, 2009).

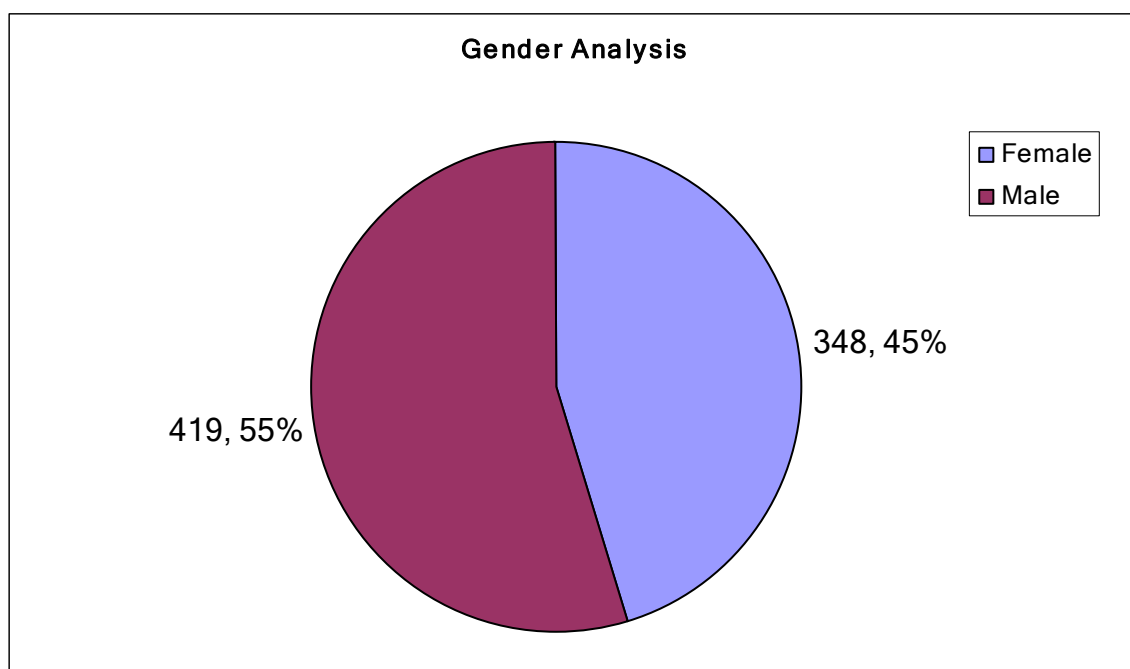


Graph 9: Base (773)

Respondents aged between 25 and 54 tended to support the proposal to remove the Stoke Newington Gyratory (over 70% in each age range). In contrast respondents aged over 65 were less likely to be in support of the removal of the gyratory (47.1% saying “yes” to the removal of the gyratory).

The implications of the over representation of the 25 to 54 age group, is that the level of support for the removal of the gyratory may be slightly over stated by the sample result.

Gender analysis



Graph

10: Base (767)

A slightly higher proportion of men (54.6%) responded to the consultation compared to women (45.4%).

Around 49% of Hackney's population is Male and 51% is Female (Hackney's Population, Borough Profile, Office of National Statistics Population Estimates, 2009).

A higher proportion of men (75.5%) would support the removal of the gyratory than women (64%). And from respondents who chose "I don't know/I'm not sure" to the question of removing the gyratory, the majority were women (22.3%).

Ethnicity analysis

83.6% of respondents gave their ethnicity as white; followed by "Other" (6.1%). The remaining respondents are from various ethnic minority communities.

Which of the list below best describes your ethnic background?		
Answer Options	Response Percent	Response Count
White	83.6%	628
Black or Black British	2.8%	21
Asian or Asian British	3.6%	27
Mixed parentage	3.3%	25
Chinese or South East Asian / South East Asian British	0.5%	4
Other (please specify)	6.1%	46
<i>answered question</i>		751
<i>skipped question</i>		95

Disability analysis

92.9% (709) of respondents said they did not have a disability, whilst 7.1% (54) respondents answered 'yes' to having a disability.

The proportion of Hackney's population claiming Disability Living Allowance in 2009 was 5.1% (ONS, 2009).

Of those who identified themselves as having a disability, 46.3% (25) would support the removal of the Stoke Newington Gyrotory and 22.2% (12) responded "I don't know/I'm not sure" to this question.

Do you consider yourself disabled?		
Answer Options	Response Percent	Response Count
Yes	7.1%	54
No	92.9%	709
<i>answered question</i>		763
<i>skipped question</i>		83

CONCLUSION

The Council carried out a 12 week borough wide consultation on the options for managing traffic in this area to understand local opinion about:

- the current traffic conditions and problems associated with it in the area
- support for the potential removal of the one way system and,
- support for complementary road safety measures (on the streets that the council controls) to improve conditions for local residents and people walking and cycling in the area

The public consultation received **850 responses**. The majority of responses, 548, were received via online completions, 302 sent through paper completions. A further **5 open ended responses** from stakeholder organisations were also received.

The business consultation received 161 responses. The majority of responses, 145 were completed as face-to-face surveys (104 from Stoke Newington Business Association members and 41 non-SNBA members) and 16 were received via online completions.

92% of respondents identified themselves as Hackney residents; the highest number of responses came from postcode areas N16 0 and N16 7 which correspond to the Stoke Newington Central ward where the gyrotory sits.

75% of respondents consider traffic levels to be a problem in the area and 67% considers traffic levels have a negative effect on the development and quality of life in the area. In the case of business respondents, 41% consider traffic to be a problem in the area.

Approximately a third of respondents (32.5%) consider parking arrangements to be inadequate, another third (35.1%) to be adequate and another third doesn't know/is not sure (32.5%)

The majority of business respondents, 75% (106 responses) stated that parking was regularly required by customers of the shops and businesses in Stoke Newington. The provision of nearby parking is perceived as being of critical importance to the viability of businesses, particularly the smaller shops. Current levels and arrangements for customer parking, however, were considered inadequate.

A majority of respondents (70%) would support the removal of the Stoke Newington Gyratory, 14.5% oppose it and 15.5% consider that they don't know and mostly asked for more detail on the proposals before giving an opinion.

The main reasons provided by respondents for supporting the removal of the gyratory include the potential improvement of conditions for pedestrians, cyclists and bus users and expectations that a two-way system will reduce speeding traffic on certain roads and reduce "rat running" on residential side roads.

In the case of business respondents, 49% would support the removal of the existing one-way system. The majority of comments related to improvements in terms of accessibility and travel time, especially for cyclists and buses. It was also appreciated that a two-way system may help to slow traffic and reduce rat-running through the surrounding residential streets.

There were major concerns from businesses, however, surrounding the re-allocation of parking and loading facilities. 29% would oppose the removal of the gyratory on the basis that it is either going to decrease passing trade or that it is operationally unworkable. Similar to the public consultation results, 14% responded "don't know/I'm not sure" to this question and requested more detail.

Hackney Council will use the feedback received through this consultation in addition to detailed technical studies to identify issues with the gyratory that are of concern to residents and businesses. This assessment will be part of the council's ongoing discussion with TfL and will help inform future decisions on transport, road safety and environmental improvements in the area.

If you have any queries about the Stoke Newington Gyratory and our policy, please contact the Council on 020 83563000 or email consultation@hackney.gov.uk

APPENDIX A – RESIDENTS'S CONSULTATION QUESTIONNAIRE

APPENDIX B – BUSINESS CONSULTATION REPORT