Hackney

TITLE OF REPORT - HCE S620 Dalston Liveable Neighbourhood **REPORT OF - Assistant Director, Streetscene**	
DATE **23rd of January 2026**	**CLASSIFICATION:** **Open** **If exempt, the reason will be listed in the main body of this report.**
WARD(S) AFFECTED Hackney Central, Dalston, Shacklewell and Stoke Newington	
REASON **The proposals will:** Support Hackney's transport strategy, a ten-year plan for Hackney's transport system. Cutting traffic emissions to improve air quality and to help local people to live active and healthy lives. The recommendations aim to make Dalston and surrounding areas safer, greener, and more accessible for everyone - whether walking, cycling, using public transport, or driving.	

1. RECOMMENDATIONS

1.1. For the reasons set out in this report, and in noting that this report contains the results of the residents, business operators and market traders travel surveys and comments received for proposals for a Liveable Neighbourhood (LN) in the area bounded by the A10, Dalston Lane and Amhurst Road, (referred to as the Dalston Liveable Neighbourhood, Dalston LN or DLN), it is recommended that the Assistant Director, Streetscene :

1.2. Approves the decision to proceed with the statutory process of advertising the necessary Traffic Orders, subject to the requirements of the Local Authorities' Traffic Orders, (Procedure) (England and Wales) Regulations 1996, as listed below:

A. Prohibition of eastbound motorised traffic except ambulances, fire engine, police vehicles (used for emergency services purpose), Hackney Council refuse vehicles and pedal cycles at Foulden Road, located at the eastern kerbline of Stoke Newington Road.

B. Prohibition of westbound motorised traffic except ambulances, fire engine, police vehicles (used for emergency services purpose), Hackney Council refuse vehicles and pedal cycles at Farleigh Road, located at the western kerbline of Amhurst Road.

C. Prohibition of motorised traffic except holders of an HAC01 permit, ambulances, fire engine, police vehicles (used for emergency services purpose), Hackney Council refuse vehicles, local buses and pedal cycles at Shacklewell Lane between Shacklewell Road and the Amhurst Road / Scoble Place junction.

D. Prohibition of motorised traffic except ambulances, fire engine, police vehicles (used for emergency services purpose), Hackney Council refuse vehicles and pedal cycles at Arcola Street at the junction with Shacklewell Lane.

E. Prohibition of left turns except ambulances, fire engine, police vehicles (used for emergency services purpose), Hackney Council refuse vehicles from:
   a) Foulden Road to Stoke Newington Road
   b) Farleigh Road to Amhurst Road
   c) Ridley Road to Dalston Lane
   d) Dalston Lane to Cecilia Road

F. School Streets (Timed pedestrian and cycle zones) located at:
   a) Cecilia Road between Shacklewell Lane and Downs Park Road with 7.45 - 8.45 am and 3 - 4 pm Monday - Thursday and 11.45 - 12 .45 pm Friday operational times

   b) Downs Park Road between Cecilia Road and Abersham Road with 7.45 - 8.45 am and 3 - 4 pm Monday - Thursday and 11.45 -12 .45 pm Friday operational times

   c) Arcola Street between Shacklewell Lane and Dunn Street with 8 - 9 am and 3.30 - 4.30 pm operational times

G. Prohibition of motorised traffic except ambulances, fire engine, police vehicles (used for emergency services purpose), Hackney Council refuse vehicles and pedal cycles at Cecilia Road between:
   a) Downs Park Road east of Cecilia Road and Downs Park Road west of Cecilia Road
   b) Sandringham Road east of Cecilia Road and Sandringham Road west of Cecilia Road
   c) Montague Road and Colvestone Crescent

H. Prohibition of eastbound motorised traffic except ambulances, fire engine, police vehicles (used for emergency services purpose), Hackney Council refuse vehicles and pedal cycles at Sandringham Road at the junction with Birkbeck Road

I. Section 90 Statutory Notices for a raised table with plateau height, 100mm and 1:20 on / off ramps at:
   a) Shacklewell Lane east of St Mark's Rise
   b) Shacklewell Lane at the Shacklewell Road junction

J. Section 90 Statutory Notices for a raised table with plateau height, 100mm and 1:10 on / off ramps at:
   a) Arcola Street west of Shacklewell Lane
   b) Arcola Street east of Dunn Street
   c) Downs Park Road east of Abersham Road
   d) Sandringham Road east of Birkbeck Road

K. Agree to enter discussions with TfL for permanent revocation of west to north right turn restriction from Shacklewell Lane to Kingsland Road

L. Agree to investigate with TfL buses, options to improve crossing facilities on St Marks Rise adjacent to Ridley Road.

1.3. **Figure 1.1** shows the traffic order drawing for the measures.

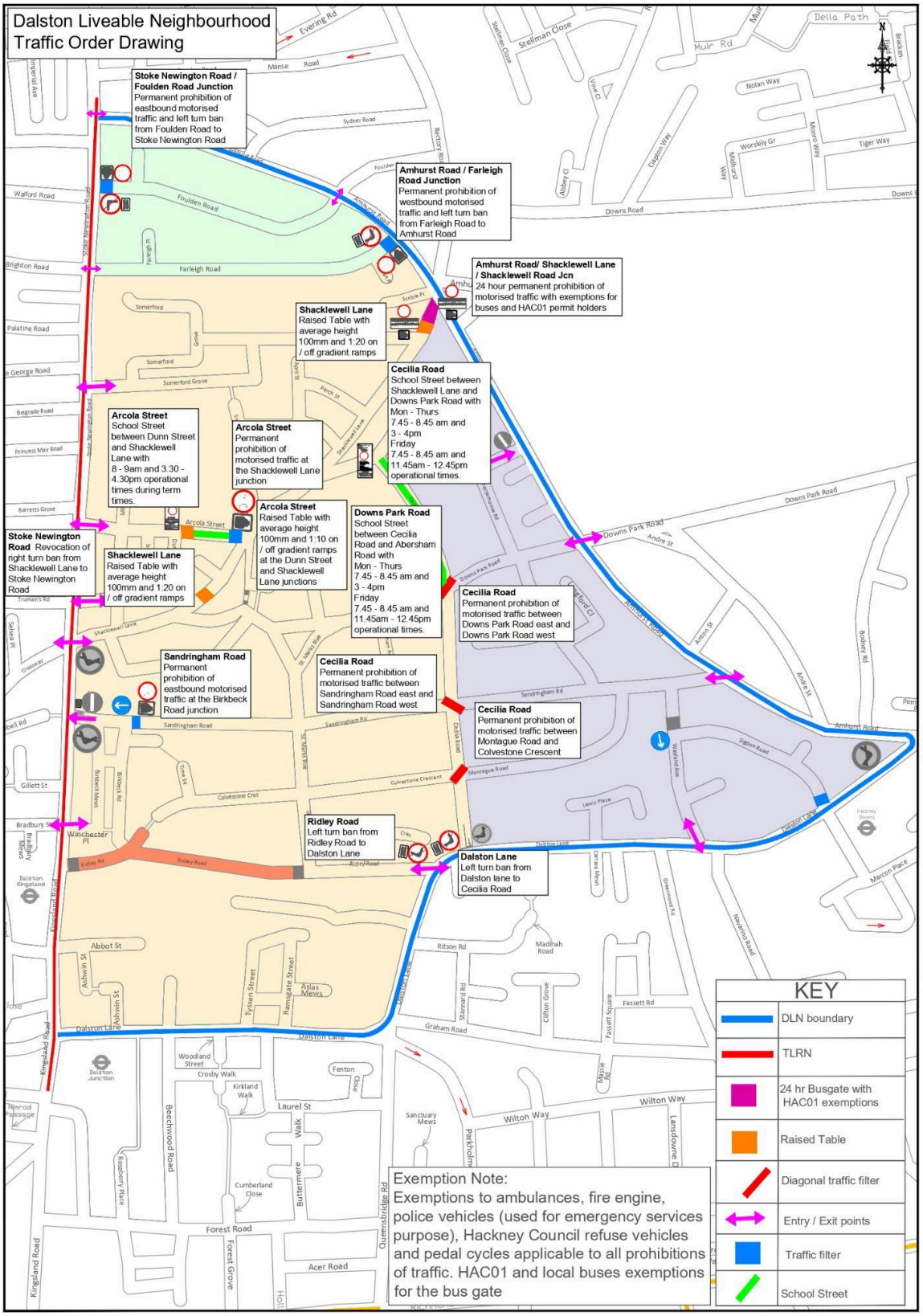

Dalston Liveable Neighbourhood
Traffic Order Drawing
Stoke Newington Road / Foulden Road Junction
Permanent prohibition of eastbound motorised traffic and left turn ban from Foulden Road to Stoke Newington Road
Amhurst Road / Farleigh Road Junction
Permanent prohibition of westbound motorised traffic and left turn ban from Farleigh Road to Amhurst Road
Amhurst Road/ Shacklewell Lane / Shacklewell Road Jcn
24 hour permanent prohibition of motorised traffic with exemptions for buses and HAC01 permit holders
Shacklewell Lane
Raised Table with average height 100mm and 1:20 on / off gradient ramps
Cecilia Road
School Street between Shacklewell Lane and Downs Park Road with Mon - Thurs 7.45 - 8.45 am and 3 - 4pm Friday 7.45 - 8.45 am and 11.45am - 12.45pm operational times.
Arcola Street
School Street between Dunn Street and Shacklewell Lane with 8 - 9am and 3.30 - 4.30pm operational times during term times.
Arcola Street
Permanent prohibition of motorised traffic at the Shacklewell Lane junction
Arcola Street
Raised Table with average height 100mm and 1:10 on / off gradient ramps at the Dunn Street and Shacklewell Lane junctions
Downs Park Road
School Street between Cecilia Road and Abersham Road with Mon - Thurs 7.45 - 8.45 am and 3 - 4pm Friday 7.45 - 8.45 am and 11.45am - 12.45pm operational times.
Stoke Newington Road Revocation of right turn ban from Shacklewell Lane to Stoke Newington Road
Shacklewell Lane
Raised Table with average height 100mm and 1:20 on / off gradient ramps
Cecilia Road
Permanent prohibition of motorised traffic between Downs Park Road east and Downs Park Road west
Sandringham Road
Permanent prohibition of eastbound motorised traffic at the Birkbeck Road junction
Cecilia Road
Permanent prohibition of motorised traffic between Sandringham Road east and Sandringham Road west
Cecilia Road
Permanent prohibition of motorised traffic between Montague Road and Colvestone Crescent
Ridley Road
Left turn ban from Ridley Road to Dalston Lane
Dalston Lane
Left turn ban from Dalston lane to Cecilia Road
KEY
DLN boundary
TLRN
24 hr Busgate with HAC01 exemptions
Raised Table
Diagonal traffic filter
Entry / Exit points
Traffic filter
School Street
Exemption Note:
Exemptions to ambulances, fire engine, police vehicles (used for emergency services purpose), Hackney Council refuse vehicles and pedal cycles applicable to all prohibitions of traffic. HAC01 and local buses exemptions for the bus gate

Figure 1.1 showing the traffic order drawing for the DLN measures.

1.4. The Assistant Director, Streetscene is also recommended to:

- Implement the proposals listed in points A to K, subject to statutory consultation.
- Note that all objections/responses which will be received during the statutory 21 day period for any traffic orders be considered before any decision to make the traffic order permanent shall be recorded in writing and signed by the Assistant Director, Streetscene in consultation with the Cabinet Member for Climate Change, Environment and Transport.

2. REASONS FOR DECISION

2.1. The recent implementation of Low Traffic Neighbourhoods across the borough has highlighted that the Dalston area east of the A10 is still open to through traffic taking short cuts through this neighbourhood. This has prompted local residents to raise concerns on road safety, poor air quality, near misses for pedestrians and cyclists, increase in traffic flows and speeds, noise and air pollution.

2.2. Implementing a Liveable Neighbourhood (LN) in this area would be the first step towards implementing Healthy Streets initiatives. These will focus on creating streets that are pleasant, safe and attractive, where noise, air pollution, accessibility and lack of seating and shelter are not barriers to movement and outdoor activity.

2.3. The presence of high volumes of traffic on roads such as Shacklewell Lane, St Mark's Rise and Sandringham Road, coupled with the non-compliance of the compulsory left turns at the Birkbeck Road junction with Sandringham Road, makes it difficult to not only manage air quality outside the five schools and nurseries in the area but increases cyclist danger along this section of Cycleway 23. The introduction of an LN would reduce traffic flows outside schools and nurseries.

2.4. The Council is committed to its 2019 Climate Emergency Declaration to achieve a 45% reduction in emissions against 2010 levels and net zero emissions by 2040. Delivering a reduction in the number of cars through our residential roads is seen as a key contributor to Hackney achieving this target and as a starting point in managing traffic flows across the borough.

2.5. The Dalston Conversation was a major community engagement exercise conducted by Hackney Council which ran from September 2018 to April 2019, and was designed to gather feedback from residents, businesses, and visitors on the future of the Dalston area. The findings from this "conversation" including calls for “lower traffic” were then used to inform the Dalston Plan, a supplementary planning document.

2.6. Hackney Council officially committed to investigating new LTNs (Low Traffic Neighbourhoods) in Dalston, Hoxton, and Chatsworth Road as part of its three-year local implementation plan, which was agreed by the cabinet in January 2023.

2.7. The Council’s ambition is to ensure that motor traffic is managed at appropriate levels across the entire borough and to continue to improve Hackney for walking and cycling, encourage people to spend time in their local area and create quieter, greener, safer and more pleasant neighbourhoods.

2.8. Under the Traffic Management Act 2004, local authorities have a duty of care to all road users, including pedestrians and cyclists, and to facilitate more sustainable and better use of road space.

3. BACKGROUND

3.1. Hackney encourages residents to enjoy the benefits of outdoor physical activity, from walking and cycling to participating in local events. The outdoor environment can impact the health and wellbeing of vulnerable groups, including children, older adults, and those with disabilities or existing health conditions. Ensuring that public spaces are accessible and safe is essential so that all residents feel confident to be active outdoors.

3.2. Air quality remains a priority across Hackney, particularly in the vicinity of schools and nurseries. Ongoing monitoring and targeted interventions aim to reduce pollution levels and create healthier environments for the borough’s youngest residents.

3.3. High volumes of traffic, especially when vehicles travel at inappropriate speeds for local streets, can be intimidating and deter outdoor activity. This is a particular concern for older people, disabled residents, and others who may feel vulnerable. Efforts to calm traffic and improve street safety support a more inclusive and welcoming environment throughout Hackney’s neighbourhoods.

Low Traffic Neighbourhoods in Hackney

3.4. In Hackney, LTNs began in the De Beauvoir area in the 1970s, although they were not named as such and there are in excess of 130 filters across the borough that have been implemented over the last decades.

3.5. Over the past five years LTNs have been introduced in areas such as London Fields, Hackney Downs, Stoke Newington and Hackney Central. This highlights that Dalston is one of the last to be helped with through traffic and as a result is open to abuse by vehicles taking short cuts through this area in order to avoid other restrictions.

3.6. **Figure 3.1** shows the LTN location map of Hackney as of November 2023.

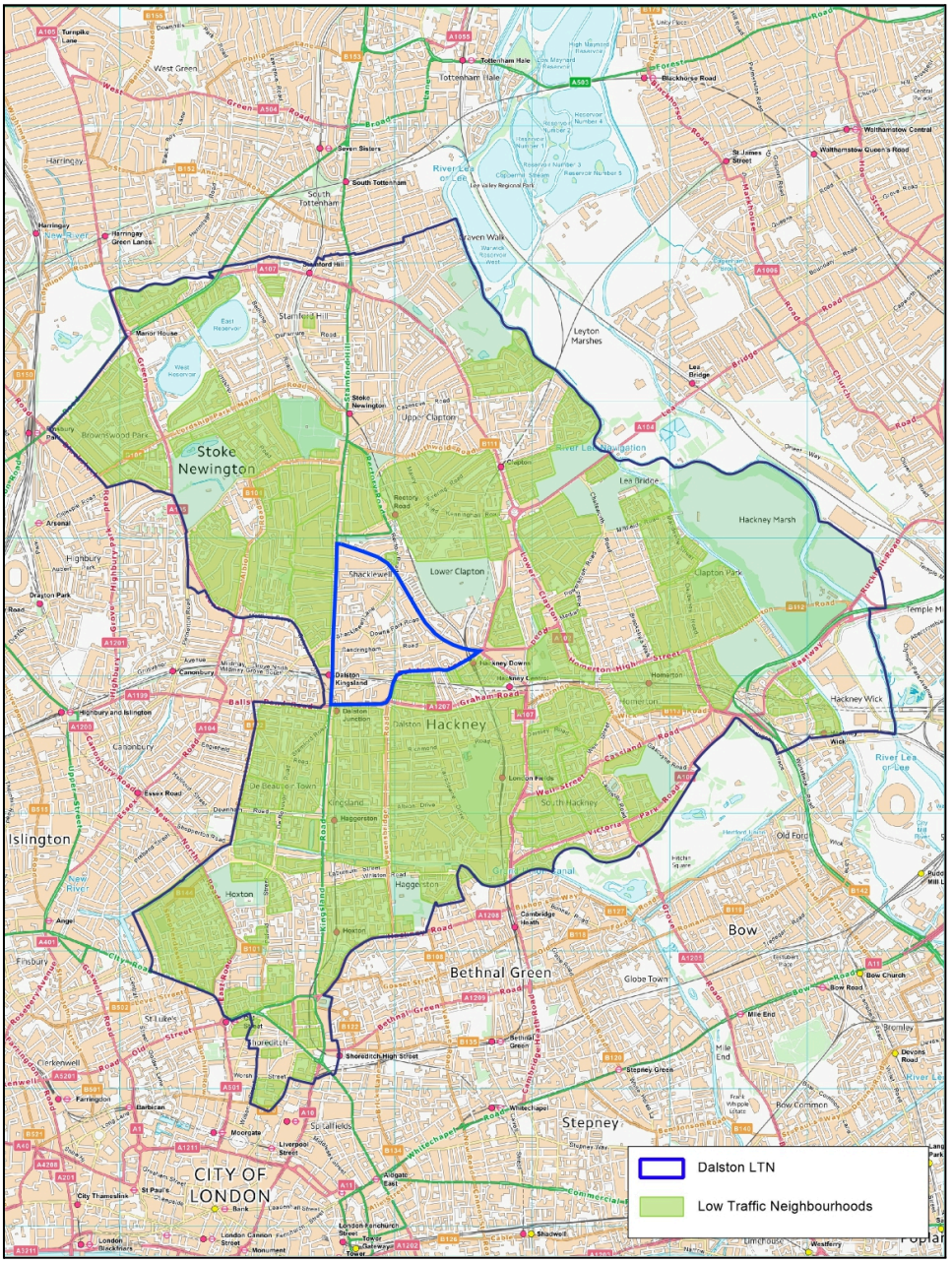


Figure 3.1 showing the LTN location map of Hackney and Dalston LN as of November 2023.

Liveable Neighbourhoods

3.7. Liveable Neighbourhoods are a development of LTNs but have a wider focus on area-wide improvements. A full range of options will be examined, with increased involvement from local residents and road users. To achieve this, some roads may be closed using either bollards or planters to restrict motor vehicles from using the road except emergency service vehicles, police buses and refuse collection vehicles. These

partial road closures are sometimes referred to as traffic filters since they allow pedal cycles and pedestrians to pass through.

3.8. Traffic filters or other changes such as one-way streets can then be used to create tranquil areas, sometimes referred to as cells where through traffic has been relocated.

3.9. Where traffic filters are located on bus routes in Hackney, buses will be exempt from restrictions at what is sometimes referred to as a “Bus Gate”.

3.10. To allow for the needs of all types of people there are a variety of exemptions which have been set out in our policy available here https://hackney.gov.uk/low-traffic-neighbourhoods .

Policy Context

3.11. It is considered that the Scheme would accord with a number of relevant policies set out in the Council’s supporting plans to the Transport Strategy i.e. Walking Plan / Cycling Plan / Public Transport Plan / Liveable Neighbourhoods Plan / Road Safety Plan / Sustainable Transport Supplementary Planning Document, which form part of the Council’s Transport Strategy.

3.12. Hackney Transport Strategy

3.13. Hackney Council’s Transport Strategy sets out a coherent set of sustainable transport policies, proposals and actions that aim to further improve walking, cycling and public transport conditions and options for all residents, visitors and people who work in the borough.

3.14. The Strategy recognises that not only does transport have a critical role to play in Hackney’s continuing physical regeneration, but is also a key factor in achieving other key borough priorities such as promoting transport equality and access to jobs, training and essential services, reducing obesity levels through incidental exercise, supporting the local economy, improving air quality and reducing carbon emissions. In all cases the Strategy recognises that the borough must continue to challenge the potential impacts of greater levels of private car use through greater integration of transport and land use decisions, and through providing sustainable alternatives to meet the aspirations of Hackney’s people while improving social inclusion and combating climate change.

3.15. This vision supports the broad objectives of the borough for the environment, social inclusion, accessibility, connectivity, health, and supporting the local economy outlined in the Council’s Corporate Plan to 2018 ‘A Place for Everyone’ and other strategic policy documents, including the Council’s Local Plan and Health and Wellbeing Strategy.

3.16. In addition to securing the necessary public transport improvements to support growth in the borough, Hackney Council wants to encourage its residents to walk and cycle more often and more safely. There are a number of very strong economic, social and environmental reasons why we should seek to do this. Hackney's population and employment are amongst the fastest growing in London, meaning that future travel patterns and the demand for travel will need to be carefully managed.

3.17. Road Safety Plan

3.18. Hackney Council is committed to making our streets safer for all users and to reduce road traffic casualties from road traffic accidents. Hackney recognises the role that reducing casualties and improving the perception of the borough as a safe place to walk and cycle has on facilitating modal shift and will continue to seek innovative ways to do this. Any investment from available sources in road safety will be priority based and data led. The borough also understands the need to tackle the relationship between areas of deprivation and high casualty rates, and will seek to address this through the Road Safety Plan. Achieving further casualty reductions will require continued effort and a coordinated approach with TfL, our neighbouring boroughs and engagement with road users, persuading them to behave more safely. This Road Safety Plan outlines some of the more successful initiatives undertaken by the Council to date.

3.19. Hackney Mayoral Priorities

3.20. The Scheme also aligns with Mayoral Priorities as set out in the Strategic Plan

"We will create safe, vibrant, and successful town centres and neighbourhoods".

"We will continue to lead the way in the fight against climate change, working towards a net zero Hackney, with cleaner air, less motor traffic, and more liveable neighbourhoods."

3.21. Mayor of London's Policies

3.22. It is also considered that the Scheme would accord with a number of the Mayor of London's policies. The central aim of the Mayor of London's Transport Strategy (2018) and its 2022 update is to create a future London that is not only home to more people, but is a better place for all of those people to live in. It recognises that the success of London's future transport system relies upon reducing Londoners' dependency on cars in favour of increased walking, cycling and public transport use, and that this will bring with it other benefits.

3.23. Climate Emergency Declaration

3.24. Hackney Council is committed to doing everything within its power to deliver net zero emissions across Council functions by 2040. That's ten years earlier than the target set by the government.

3.25. When we made our commitment, the Council resolved to:

- Tell the truth about the climate emergency we face.
- Pursue our declaration of a climate emergency with the utmost seriousness and urgency.
- Do everything within our power to deliver against the targets set by the The Intergovernmental Panel on Climate Change (IPCC's) October 2018 1.50C report, across our functions (including a 45% reduction in emissions against 2010 levels by 2030 and net zero emissions by 2040), and seek opportunities to make a greater contribution.
- Involve, support and enable residents, businesses and community groups to speed up the shift to a zero carbon world.
- Work closely with them to establish and implement successful policies, approaches and technologies that reduce emissions across our economy while also improving the health and wellbeing of our citizens.

3.26. Exemptions Policy

3.27. A policy decision was made in June 2021 to grant Hackney Companion e-badge holders exemptions to drive through traffic filters on the borough's Classified Roads. This was subsequently expanded, in October 2021, to include all Hackney resident Blue Badge holders who have registered one vehicle for an exemption permit. DPD - Exemptions on Classified Roads Companion e-badge Holders.

3.28. More recently, this exemption policy has been further extended. As of late 2024, a pilot program has introduced automatic exemptions for vehicles transporting **Taxicard holders** through designated bus gates. This new system, which applies to locations like Shacklewell Lane, allows eligible taxis to pass through filters without requiring the user to apply for a separate permit, significantly improving accessibility and convenience for disabled and mobility-impaired residents.

3.29. Traffic management Act 2004

3.30. The Council as highway authority for borough roads has a Network Management Duty as set out in the Traffic Management Act 2004.

3.31. As set out in section 16, it is the duty of a local traffic authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:

(a) securing the expeditious movement of traffic on the authority's road network; and

(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

3.32. The movement of traffic includes pedestrians and cyclists.

3.33. This duty includes having regard to their other obligations, policies and objectives.

3.34. Section 18 of the Act recognises that the appropriate national authority may publish guidance to authorities about the techniques of network management or any other matter relating to the performance of the duties imposed by sections 16 and 17, and that in performing these network management duties, an authority shall have regard to any such guidance.

3.35. The introduction of the DLN is consistent with both the Traffic Management Duty and the Council's Transport Strategy.

4. Dalston Liveable Neighbourhood Proposals

4.1. Dalston Neighbourhood

4.2. The area being considered for a Liveable Neighbourhood covers four wards including Stoke Newington, Shacklewell, Hackney Central and Dalston.

4.3. The major routes inside the area include Shacklewell Lane, Sandringham Road, Downs Park Road, Cecilia Road and St Marks Rise.

4.4. Two bus routes operate here including R236 at St. Marks Rise and R488 at Shacklewell Lane.

4.5. **Figure 4.1** shows the location map of the proposed area.

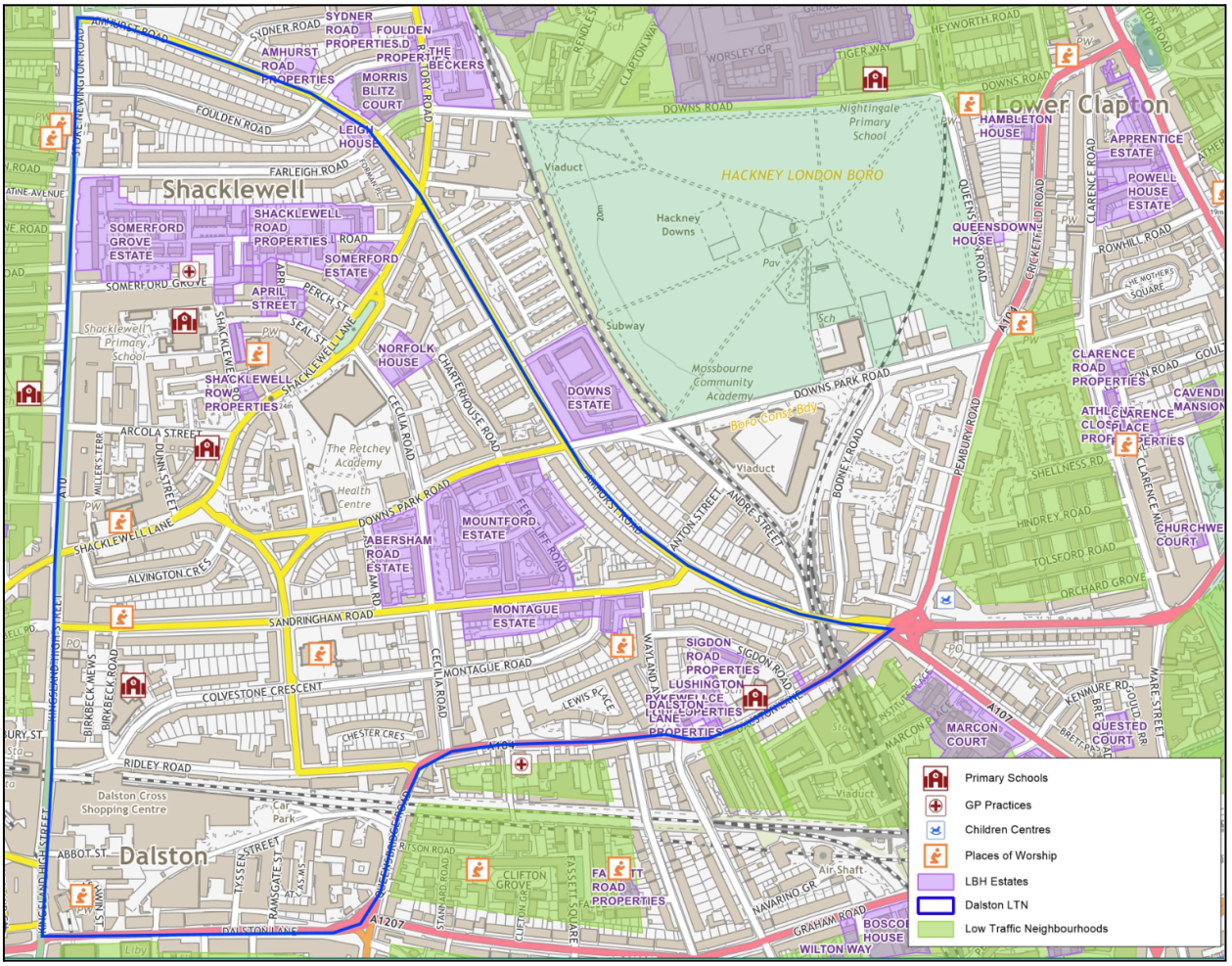


Figure 4.1: The Location map of Dalston LN - including Schools and Places of Interest

4.6. Locations of interest in the area include:

- Ridley Road market and the surrounding streets.
- Early learning centres and four primary schools (Shacklewell Primary school, Mossbourne Parkside Academy, Colvestone Primary School and Halley House Primary school).
- The Excelsior Academy (formerly Petchey Academy).
- Worship Centres.
- Pharmacies and a GP Practice.

4.7. TfL Sandringham Road Cycle Project

4.8. Almost exactly halfway through the planning of the Liveable Neighbourhood, TfL completed their improvement of the junction between Sandringham Road and the A10. This was to provide a cycle route from Dalston to Clapton.

4.9. The layout of these improvements is shown in figure 4.2. Although focussed mainly on improvements for cyclists, the turn restrictions for general traffic had an impact on flows on Sandringham Road and the LN planning had to adapt to that. There has, however, been instances of non-compliance with the compulsory left turns on both Birkbeck Road and Mews. This is causing additional danger to cyclists and diluting the benefits of the cycleway improvement scheme.

Fig 4.2: Layout of Sandringham Road junction with A10 following TfL changes in 2024.

4.10. Evidence Base

4.11. Pre Implementation studies were carried out as part of benchmarking for the LN. These will be followed by post implementation studies.

4.12. The following tools were used for Information gathering :

- Automated traffic counts: motorised traffic, pedal cycles
- Road Safety studies: collisions
- Bus performances
- Air quality Studies
- Travel Surveys: residential, business and market traders surveys

4.13. Traffic Surveys (Automated Traffic Counts - ATCs)

4.14. To measure changes in traffic flows ATCs were installed on twenty three locations within the LN and on boundary roads except the A10 which is on the TLRN.

4.15. ATCs are carried out by placing two rubber tubes across the road and every time the tubes are driven over, an air pulse is sent to the data logger on the side of the road.

4.16. Preimplantation or baseline traffic counts were undertaken in July and September 2022 to record daily average traffic flows

4.17. F**igure 4.3** shows the location of the traffic count stations.

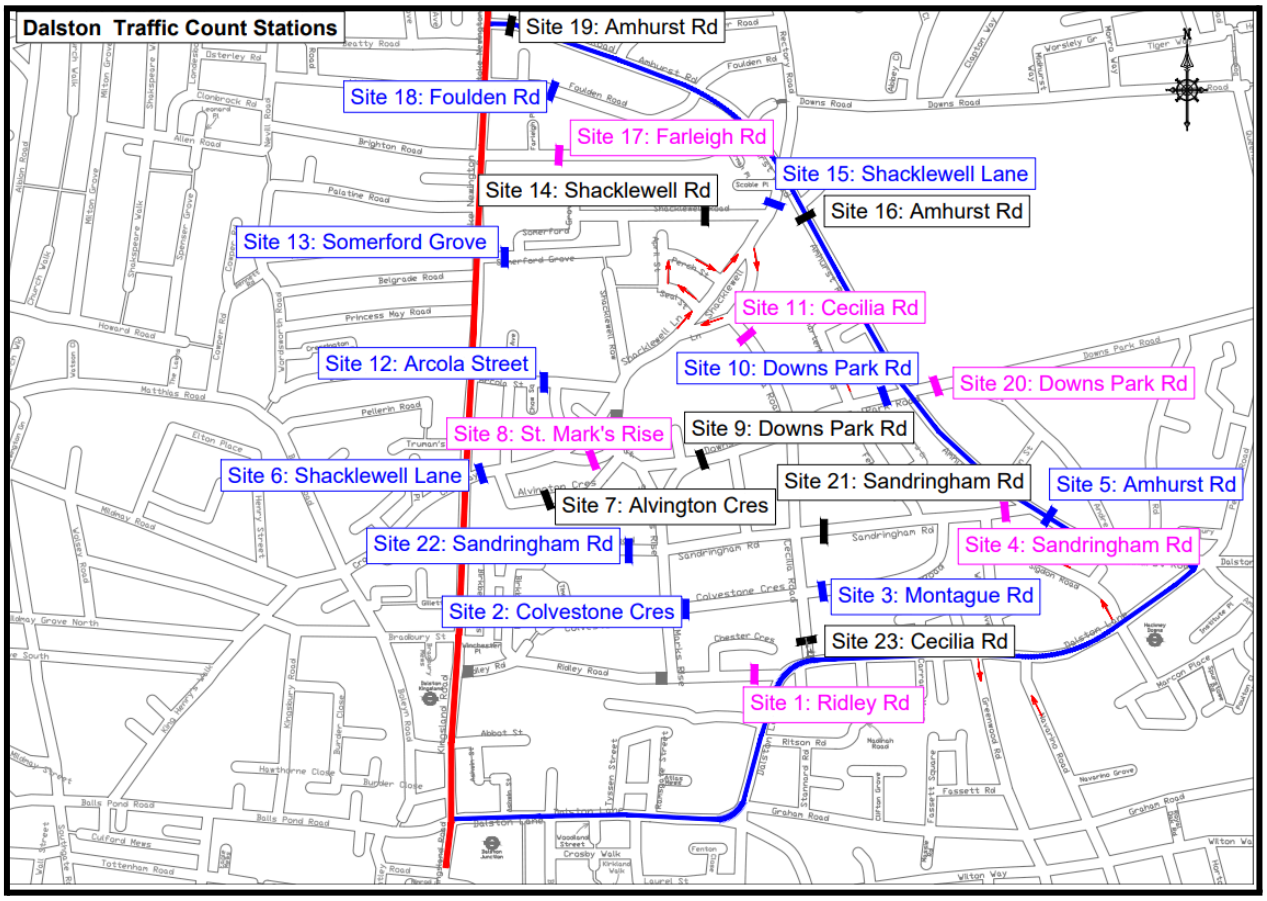


Figure 4.3: location map of traffic surveys in Dalston LN

4.18. Results of the Traffic Surveys

4.19. Initial results in 2022 demonstrated that there were high flows in some areas compared with other roads nearby: For example Sandringham Road had nearly 5000 vehicles per day and Shacklewell Lane had more than 10,000. The part of Ridley Road adjacent to the market had more than 6000 per day. Amhurst Road and St Marks Rise both had around 11,000, and Cecilia Road nearly 5000. These were the results that led us to preparing a scheme which started planning before the changes at Sandringham Road as described above.

4.20. Post Sandringham Road Counts

4.21. In order to ensure that the decision can be made based upon the latest traffic patterns, a further set of counts was commissioned after the restrictions on Sandringham Road

were introduced. Table 4.1 below shows the results of this and the locations where the biggest changes occurred.

4.22. Overall, although the traffic levels did reduce following the TfL changes, there is still a high level of traffic on Shacklewell in particular.

4.23. The baseline traffic surveys which will be used for the planning and the evaluation of the scheme were undertaken in November 2024 are shown as **Table 4.1**.

Dalston LN - Average Baseline Traffic counts November 2024 - showing motorised traffic and pedal cycles with percentages						
Item	**Location**	**Total Count (veh/day)**	**Motorised Traffic**	**%age**	**Pedal Cycles**	**%age**
1	Ridley Road by Dalston Lane	6267	5920	94%	347	6%
2	Colvestone Crescent	1386	1233	89%	153	11%
3	Montague Road	417	336	81%	81	19%
4	Sandringham Road by Amhurst Rd	5970	5497	92%	473	8%
5	Amhurst Road by Sandringham Road	16613	16177	97%	435	3%
6	Shacklewell Lane by The A10	10800	10392	96%	408	4%
7	Alvington Crescent	401	369	92%	32	8%
8	St. Mark's Rise by Shacklewell Lane	11690	11243	96%	447	4%
9	Downs Park Road by St. Mark's Rise	2111	1815	86%	296	14%
10	Downs Park Rd east of Amhurst Rd	1842	1815	99%	498	27%
11	Cecilia Road by Shacklewell Lane	3957	3676	93%	280	7%
12	Arcola Street	2359	2153	91%	206	9%
13	Somerford Road	1424	1246	88%	177	12%
14	Shacklewell Road	526	437	83%	89	17%
15	Shacklewell Lane by Amhurst Rd	9811	9194	94%	617	6%
16	Amhurst Rd by Shacklewell Lane	11300	10759	95%	541	5%
17	Farleigh Road by Amhurst Road	1286	858	67%	428	33%
18	Foulden Road by Amhurst Rd	624	565	91%	58	9%
19	Amhurst Road by A10	4487	4281	95%	206	5%
20	Downs Park Rd, west of Amhurst Rd	2111	1815	86%	296	14%
21	Sandringham Road east of Cecilia Rd	5375	5182	96%	193	4%
22	Sandringham Rd west of St. Mark's Rise	2938	2643	90%	296	10%
23	Cecilia Road by Dalston Lane	5341	4962	93%	380	7%

Table 4.1 Dalston Liveable Neighbourhoods Baseline Traffic flows recorded in 2024

4.24. Traffic flows on boundary roads are available from a range of sources as shown in Figure 4.4 . This demonstrates the slight fall in traffic in Hackney which has coincided with the introduction

of Low Traffic Neighbourhoods. These counters will also be used to monitor impact over time.

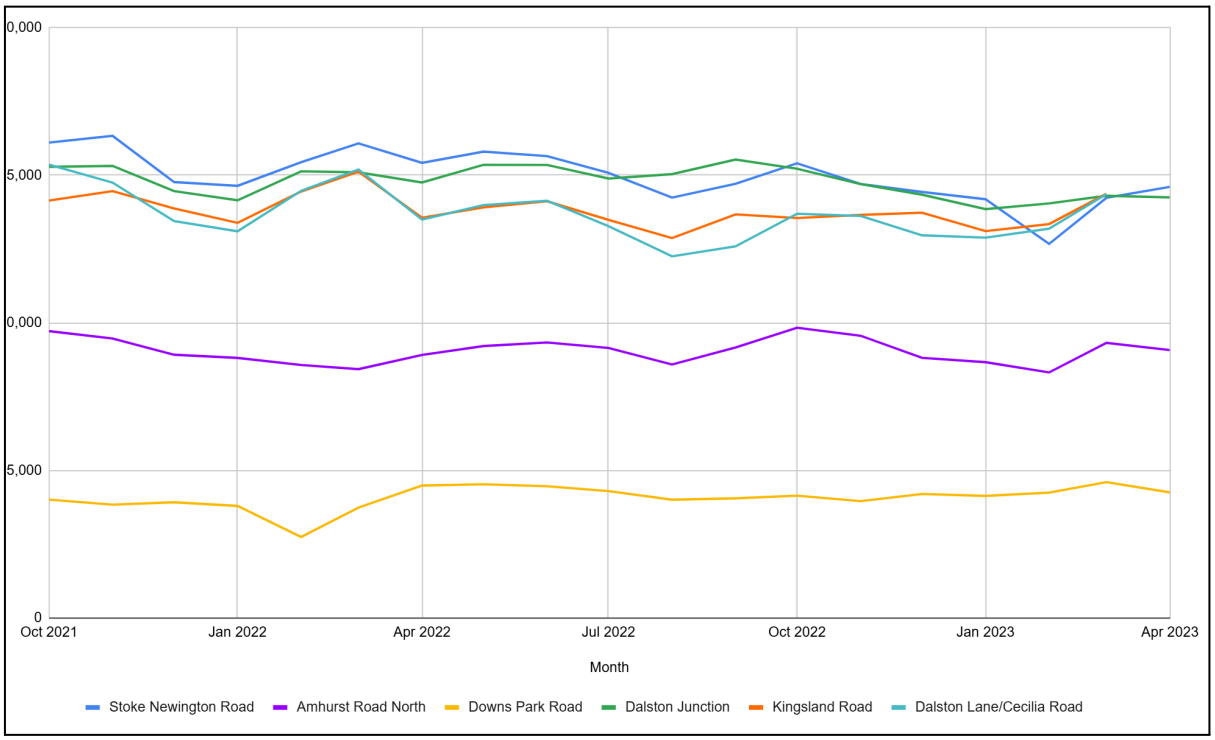


Fig 4.4: Daily Average Traffic from Automatic Traffic Counters: Stoke Newington Rd S of Farley, Dalston Junction outside Library, Kingsland N of Richmond, Dalston Ln E of Cecilia, Amhurst N of Downs Park, Downs Park , Downs Park E of Ferncliffe.

Traffic Speeds

4.25. The automatic traffic counters also record average speeds. These are shown in Table 4.2

Dalston Liveable Neighbourhood - Average Baseline Traffic speeds 2024		
Item	**Location**	**Average Traffic Speed in mph**
1	Ridley Road by Dalston Lane	15.9
2	Colvestone Crescent	17.1
3	Montague Road	15.3
4	Sandringham Road by Amhurst Road	15.2
5	Amhurst Road by Sandringham Road	18.4
6	Shacklewell Lane by The A10	15.8
7	Alvington Crescent	14.6
8	St Mark's Rise by Shacklewell Lane	16.3
9	Downs Park Rd by St. Mark's Rise	14.6
10	Downs Park Rd, east of Amhurst Rd	13.3
11	Cecilia Road by Shacklewell Lane	16.1

12	Arcola Street	14.2
13	Somerford Road	12.3
14	Shacklewell Road	13.1
15	Shacklewell Lane by Amhurst Rd	17.1
16	Amhurst Rd by Shacklewell Lane	17.6
17	Farleigh Road by Amhurst Road	13.3
18	Foulden Road by Amhurst Rd	11.6
19	Amhurst Road by A10	15.2
20	Downs Park Rd, west of Amhurst Rd	13.7
21	Sandringham Road east of Cecilia Rd	19
22	Sandringham Rd west of St. Mark's Rise	16.4
23	Cecilia Road by Dalston Lane	16.7

Table 4.2 Average baseline traffic speeds recorded in 2024

4.26. The average speeds recorded show that Sandringham Road has the highest speeds. Noting also that many drivers will travel faster than the average speed.

4.27. Road Injury Analysis

4.28. To determine the safety levels on the roads under investigation, accident / collision studies were carried out between 2020 and 2024 (the last full year for which data was available). Because the area is bounded by such busy roads, a separate analysis was done for internal and boundary conditions.

4.29. **Figure 4.5** shows the location of collisions inside the DLN between January 2022 and December 2024

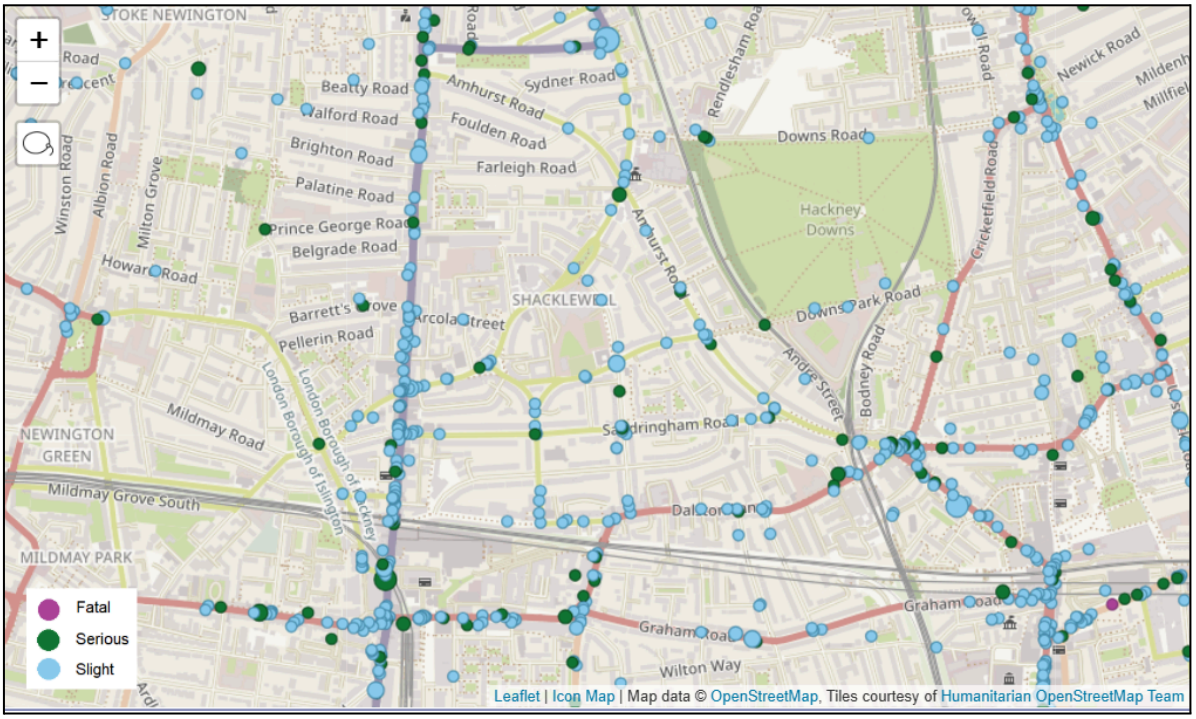


Figure 4.5 showing the location of accident / collision inside the DLN area between January 2022 and December 2024 - courtesy of Transport for London

4.30. This shows that although there are some clusters there will be a benefit from an area-action plan approach which will help with the dispersed collisions which are otherwise harder to treat using engineering measures.

4.31. Table 4.3 shows the injuries that occurred as a result of each of the roads with collisions (noting that there is double counting where one meets another at a junction). This highlights the importance of looking at Shacklewell Lane, Sandringham and Cecilia Road.

Location	Slight	Severe	Total
Sandringham Road	**30**	8	**38**
Cecilia Road	**25**	4	**29**
Shacklewell Lane	**21**	3	**24**
Downs Park Road	**15**	1	**16**
Ridley Road	**6**	1	**7**
Amhurst Road	**2**	1	**3**
Dalston Lane	2	0	**2**
Alvington Crescent	**0**	0	**0**
Somerford Road	**0**	0	**0**
Sigdon Road	**0**	0	**0**
Farleigh Road	**0**	0	**0**

Table 4.3: Number of collision reports in which each road is mentioned Oct 2020 to Oct 2024

Results of the collision study at major junctions

4.32. **Figure 4.6** shows the locations of collisions on the major roads surrounding the Dalston Liveable Neighbourhood.

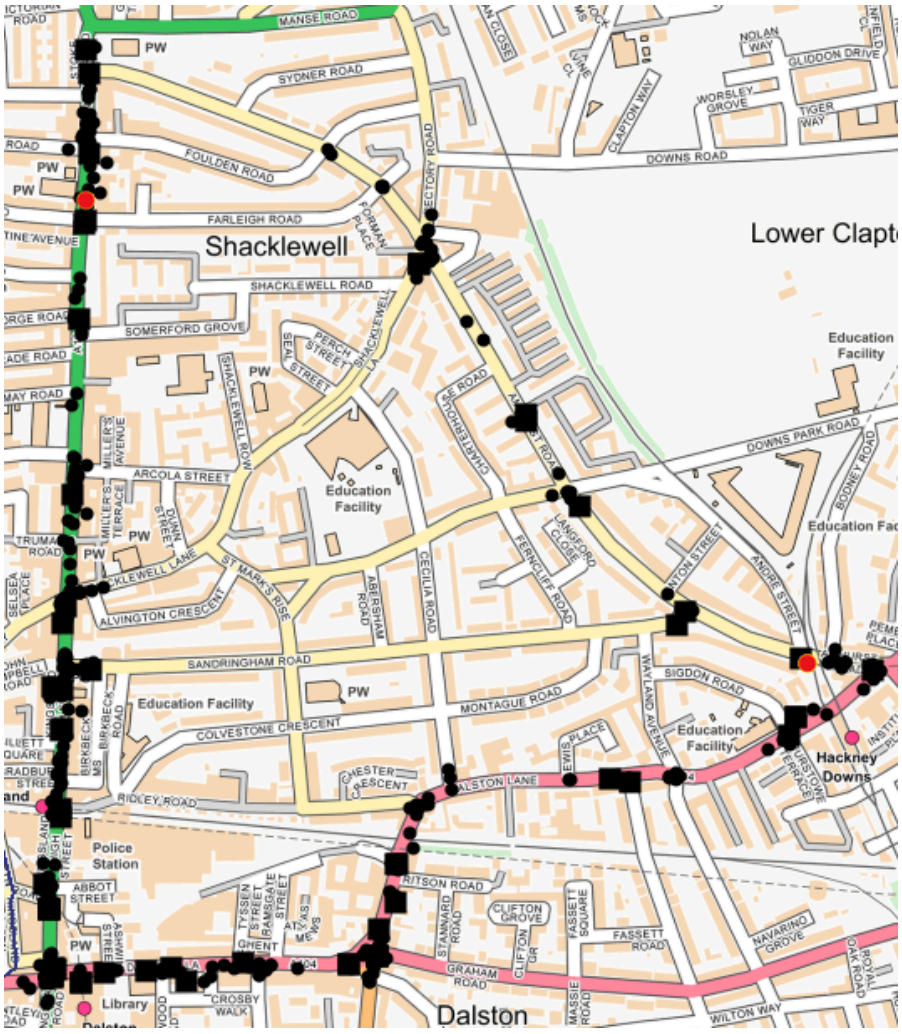


Figure 4.6: Locations of Collisions involving Injury on Boundary roads 2020-2024
(black dot = slight injury, black square = Serious, red dot = fatal)

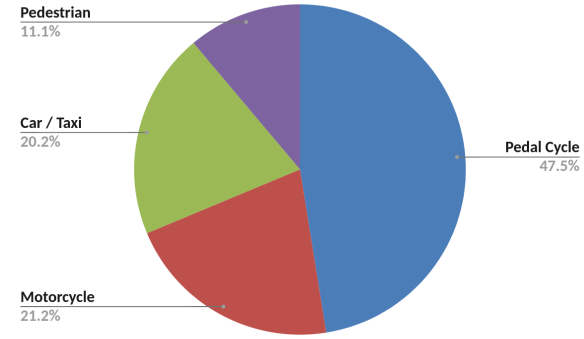
4.33. This highlights the injuries that are occurring on the TfL network. Table 4.4 shows the main road nodes that have the highest incidences of collisions, from the TfL collision database.

Network Location (TfL classification)	Serious	Slight	Grand Total

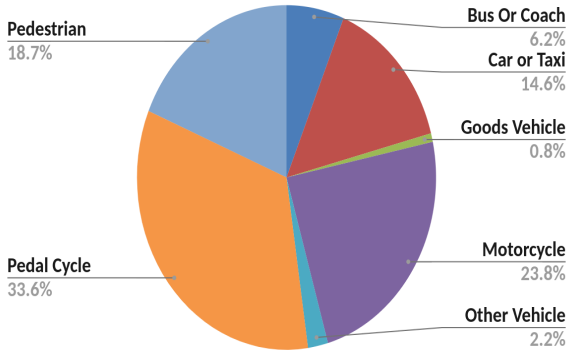
Node 4092 (Stoke Newington Rd/Crossway)	2	18	20
Node 4645 (Kingsland High Street/Sandringham Road)	1	17	18
Node 4118 (Amhurst Rd/Shacklewell Ln)	2	11	13
Node 4097 (Dalston Ln/Ridley Rd)		9	9
Node 4099 (Amhurst Road/Downs Park Road)	1	7	8
Node 4642 (Amhurst Road/Sandringham Road)	2	6	8
Node 4641 (Dalston Lane/Cecilia Road)		3	3

Table 4.4: Locations on the Main Roads around Dalston LN that have the highest number of collisions

4.34. **Figure 4.7** shows the mode of travel used by those injured in collisions. This highlights the importance of protecting vulnerable road users.



Internal Roads



Boundary Roads

Figure 4.7: Mode of travel of injured persons 2020-24, from TfL Collision Database

4.35. Bus Performance - Journey Time Performances

4.36. Bus journey times can be used to measure delays caused by traffic while transiting the LN. Two bus routes operate in the Dalston LN, R488 at Shacklewell Lane and R236 at St. Mark's Rise.

4.37. Table 4.5 shows the performance data for these routes in this area, during the 12 hours of daytime running, as obtained from the TfL Bus Performance team.

Table 4.5: Bus Performance Data, from TfL Bus Team

Corridor	Route/ Dir	Speed 2019-2022 mph	Speed 2022-25 mph	Delay* Min/Km 2019-22	Delay Min/Km 2023-25
Shacklewell Lane	R488 NB	7.89	7.53	-0.01	0.21

Shacklewell Lane	R488 SB	7.4	7.07	0.15	0.39
St Marks Rise	R236 NB	7.88	7.64	0.4	0.71
St Marks Rise	R236 SB	7.34	7.28	0.13	0.19

**'Delay (min/km)' is calculated by subtracting the 'Baseline Avg JT (min/km)' from the 'Avg Weighted JT (inc. Dwell Time) (min/km)'. Avg Weighted JT (inc. Dwell Time) (min/km): represents the actual average journey time per kilometer, which includes the time buses spend dwelling (stopped) at bus stops. Baseline Avg JT (min/km): is the established average journey time per kilometer, which serves as a reference or expected journey time.*

4.38. A positive value in the 'Delay (min/km)' column indicates that the actual bus journey took longer than the baseline, signifying a delay. A negative value indicates that the journey was faster than the baseline, suggesting an earlier arrival or improved performance relative to the baseline. In all cases it can be seen that bus performance has degraded in recent years and buses here are travelling at relatively low speeds.

4.39. Table 4.6 gives some indication of the estimated 24 hour load as the buses pass the following bus stops (reference https://crowding.data.tfl.gov.uk/

Tfl Ref	TfL Stop Name	ROUTE	DIRECTION	Total_24hr_Load
17963	Shacklewell Lane / Kingsland High St	236	2	1068
17964	Shacklewell Lane	236	1	1126
17965	Ridley Road Market	236	1	1194
17963	Shacklewell Lane / Kingsland High St	488	1	527
17964	Shacklewell Lane	488	2	679
BP5621	Shacklewell Lane / Amhurst Road	488	2	623
BP5622	The Petchey Academy	488	1	610

Table 4.6: Flow of Passengers at each Bus Stop entry point over a 24 Hour Period

4.40. Further bus journey time studies will be carried out once the scheme has been implemented to compare with the existing data

4.41. Air Quality

4.42. The pollutants which are of greatest concern in Hackney, and of most relevance to road traffic, are nitrogen dioxide (NO_2) and particulate matter (PM_{10} and $PM_{2.5}$). Hackney carries out air quality monitoring under the London Local Air Quality Management (LLAQM) framework. Air quality modelling can also be used to provide additional information on air quality where monitoring is not undertaken.

4.43. Hackney undertakes air quality monitoring in and around the proposed Scheme using the following methods:

- Automatic monitors - instruments that provide real-time, frequent measurements. These can provide in-depth information about changes in

pollutant concentrations over the day.

- NO_2 diffusion tubes - these are low-cost and easily deployable monitors that provide information on long-term changes in concentrations of NO_2. They can provide useful data on changes in air quality over many locations.
- Small (low-cost) sensors - these can provide real-time data but are usually only 'indicative' of pollutant concentrations.

4.44. A map of the air quality monitoring that is undertaken in and around the Scheme area is shown in Figure 4.8. The map shows the Site ID.

4.45. There are three automatic monitors in the Scheme area:

- HK010 - Amhurst Road - installed 2022, measuring NO_2 and PM_{10}
- HK014 - Dalston Lane - installed 2023, measuring NO_2 and PM_{10}
- HK016 - Graham Road) - installed 2024, measuring NO_2, PM_{10} and $PM_{2.5}$

4.46. There are 14 NO_2 diffusion tubes in the Scheme area. Note, Site 225, 226 and 227 were installed in 2023 specifically to collect additional data on air quality for the Scheme.

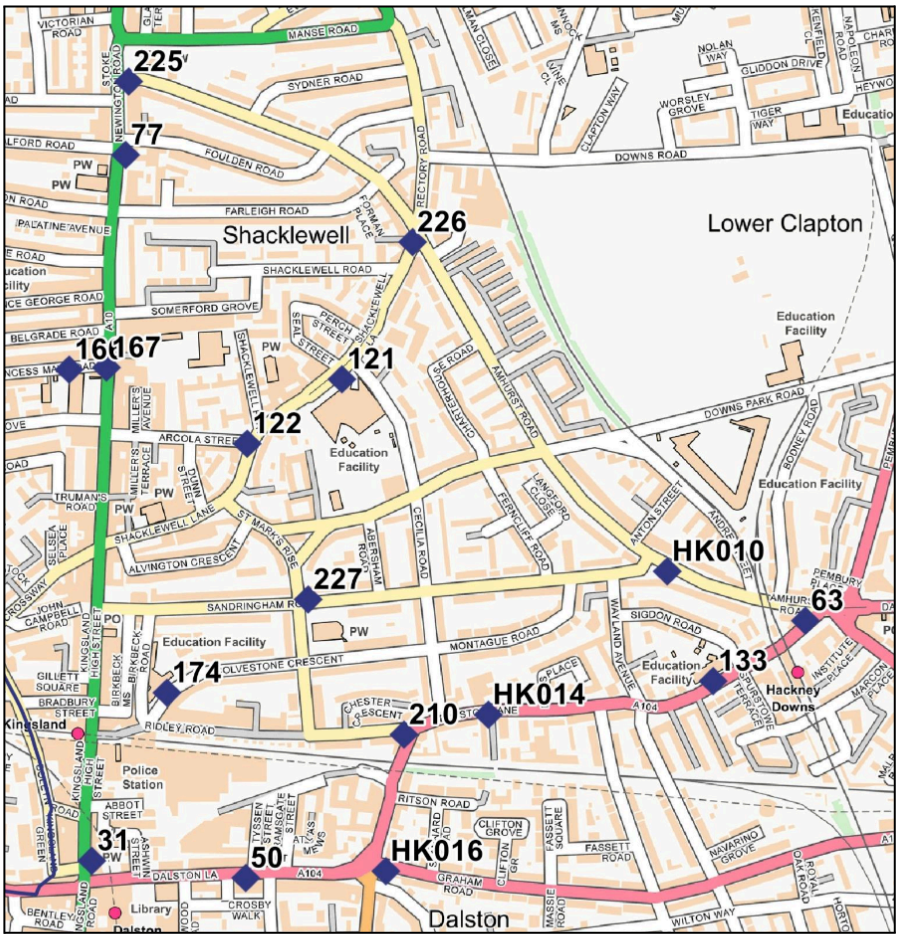


Figure 4.8: Air quality monitoring in and around the Scheme area, showing monitoring site ID

4.47. Table 4.7 provides the annual mean concentrations of air pollutants from the air quality monitoring stations in the Scheme area. Note, results for HK016 are not shown as this site was only installed in November 2024. Concentrations in bold are where the air quality objective or target is exceeded (annual mean NO_2 objective of 40 µg/m^3 and the adopted annual mean PM_{10} target of 20 µg/m^3).

Table 4.7 Annual mean concentrations of NO_2 and PM_{10} in the Scheme area (2018-2024)

Site ID	Site Name	Annual Mean Concentration (µg/m^3)						
		2018	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**
NO_2								
HK010	Amhurst Road	-	-	-	-	22	23	22.7
HK014	Dalston Lane	-	-	-	-	-	36	33.3
31	Kingsland High Street	**53**	**50**	**39**	**41**	38	37	32.6
50	Inspired Directions	**57**	**49**	**47**	**45**	35	38	34.6
63	Delta Dalston Lane	-	**58**	**49**	**51**	**44**	**44**	**43.3**
77	'Advantage' Stoke Newington Rd	-	-	25	27	25	24	19.5
121	Petchey Academy 1	40	37	28	25	24	23	21.7
122	Halley House 1	-	-	26	26	23	23	20
133	Mossbourne Parkside Academy	-	38	31	32	29	28	26.5
166	Princess May 1	29	27	21	23	20	18	17.9
167	Princess May 2	**47**	**44**	32	32	32	28	26.5
174	Colvestone Primary School	-	-	23	23	21	21	20.4
210	Ridley Road	-	-	-	34	31	30	26.4
225	Dalston LN 1	-	-	-	-	-	25	21.8
226	Dalston LN 2	-	-	-	-	-	28	24.4
227	Dalston LN 3	-	-	-	-	-	26	22.7
PM_{10}								
HK010	Amhurst Road	-	-	-	-	**21**	**21**	17.2
HK014	Dalston Lane	-	-	-	-	-	20	17.9

4.48. The results show that overall concentrations of NO_2 have decreased significantly since 2018 across the scheme area. This is a London-wide trend that is expected to continue in the near future as a result of improved vehicle emissions standards, uptake in electric vehicles, and so on. There is a less clear trend in concentrations of PM_{10}, although they were lower in 2024 than in 2022 and 2023 at both monitoring sites. As the proportion of NO_2 contributed by road traffic is higher than that for PM_{10}, analysis will broadly focus on NO_2 as a proxy for road traffic emissions.

4.49. The highest concentrations of NO_2 are measured on Dalston Lane and Kingsland High Street (A10) (sites HK014, 31, 50, 63, 167). These are Scheme boundary roads, but are also A roads that carry significant volumes of traffic. NO_2 measurements on Amhurst Road, the northeastern Scheme boundary, are notably lower.

4.50. Site 63 (Delta Dalston Lane), located just west of Pembury Circus, exceeded the NO_2 objective in 2024, the only site in Hackney to do so. Air quality modelling carried out in support of traffic reduction measures implemented by the Amhurst Road and Pembury Circus transformation predicted decreased NO_2 concentrations at this location.

4.51. Extensive air quality monitoring has been in place to support this scheme, and will continue at all of the locations identified above. The air quality monitoring can be used to provide an evidence base to address any concerns post-implementation, or to support adjustments as necessary.

4.52. Data from automatic air quality monitoring stations will be used to assess hour-by-hour changes in levels of air pollution that may occur as a result of the Scheme. The data can be used to assess whether maximum levels of air pollution (e.g. during peak hours, or pollution episodes) are changing following implementation of the scheme, in addition to long-term average changes. These changes will be closely monitored once the Scheme is implemented.

4.53. The Council's automatic air quality monitoring network has accounted for the Scheme as follows:

- The operation of the HK010 (Amhurst Road) and HK014 (Dalston Lane) monitors has been extended to enable sufficient data gathering both pre- and post-implementation of the Scheme on boundary roads. These were initially proposed to be decommissioned in April 2024, and are now in operation indefinitely.
- HK016 (Graham Road) was commissioned to understand any changes in air quality along Graham Road, a notable through route, in November 2024. This road is not a boundary of the Scheme but may be affected by changes in traffic movement.

4.54. In addition, two new Breathe London air quality sensors, monitoring NO_2 and $PM_{2.5}$, are collecting real-time data on Dalston Lane and on the Amhurst Road (north-west) arm of Pembury Circus. This will complement automatic air quality monitoring data, and are strategically located close to junctions (locations where larger automatic monitors are not viable).

4.55. The NO_2 diffusion tube network will continue to collect long-term data on levels of NO_2 in the area.

4.56. The Air Quality Action Plan[1] shows more details on the action plans being undertaken by Hackney to improve air quality in the borough.

[1]https://hackney.gov.uk/air-quality-and-planning

4.57. Travel Surveys

4.58. Residents Travel Survey

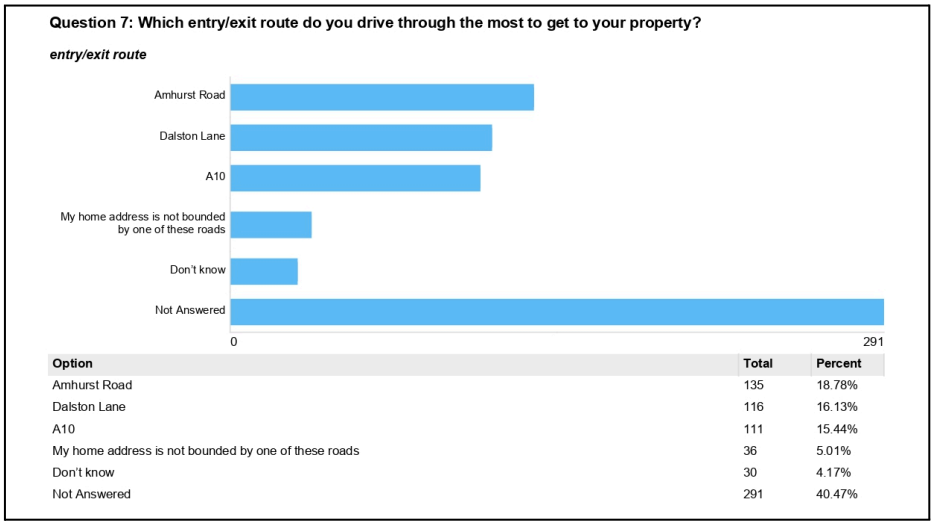
4.59. In July 2023, Hackney commissioned a travel survey for residents in the DLN area to gather information on how they travel as local residents, what routes they take on a regular basis and what changes they would want the Council to introduce in terms of traffic and transportation. More information on the survey can be seen on [Help shape plans for Dalston Liveable Neighbourhood - Hackney Council - Citizen Space]

4.60. At this initial stage, a total of 6700 leaflets with questionnaires were distributed to properties in the DLN area. The travel survey closed on 10 September 2023.

4.61. There were 713 responses from the residents survey. The survey yielded a response rate of approximately 10.6%. While low, this rate is common for general public surveys and still represents a significant volume of feedback.

4.62. Results were analysed by an independent agency and the results summarised and presented to the public via the distribution of a further 6700 leaflets.

4.63. Figure 4.9 shows a summary of the results of the usage of each road as entry / exit points.



Option	Total	Percent
Amhurst Road	135	18.78%
Dalston Lane	116	16.13%
A10	111	15.44%
My home address is not bounded by one of these roads	36	5.01%
Don't know	30	4.17%
Not Answered	291	40.47%

figure 4.9 showing usage by residents of the A10, Amhurst Road and Dalston Lane as exit / entry points

4.64. The results show that the usage of the A10, Amhurst Road and Dalston Lane is evenly spread across the three roads.

4.65. The results were further analysed for specific east - west roads such as Farleigh Road, Foulden Road, Amhurst Road, Shacklewell Lane and Downs Park Road

4.66. Business and Market Traders Survey

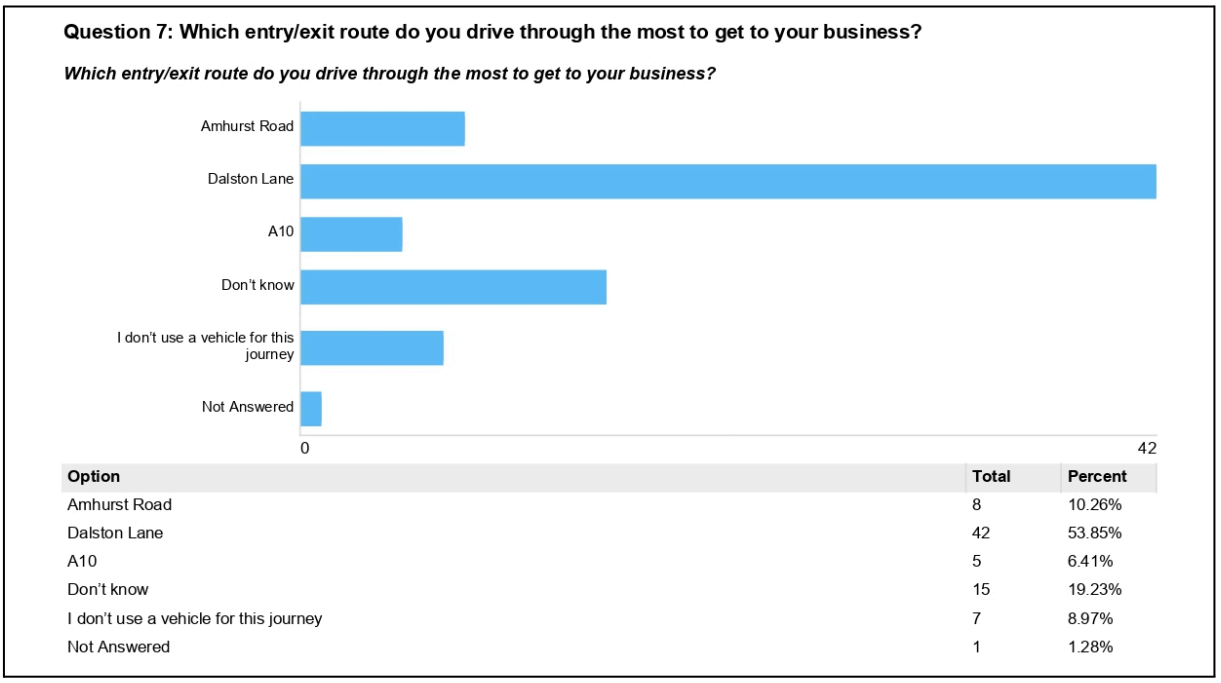
4.67. Similar travel surveys were commissioned in September for business operators and market traders operating in the area.

4.68. In total 211 leaflets were distributed for business operators and 43 for market traders. The two travel surveys closed on 1 October 2023.

4.69. In response there were:

- 71 responses from the business operators
- 34 response from market traders

4.70. **Figure 4.10** shows the usage of Amhurst Road, the A10 and Dalston Lane as exit / entry points by businesses in the DLN area.



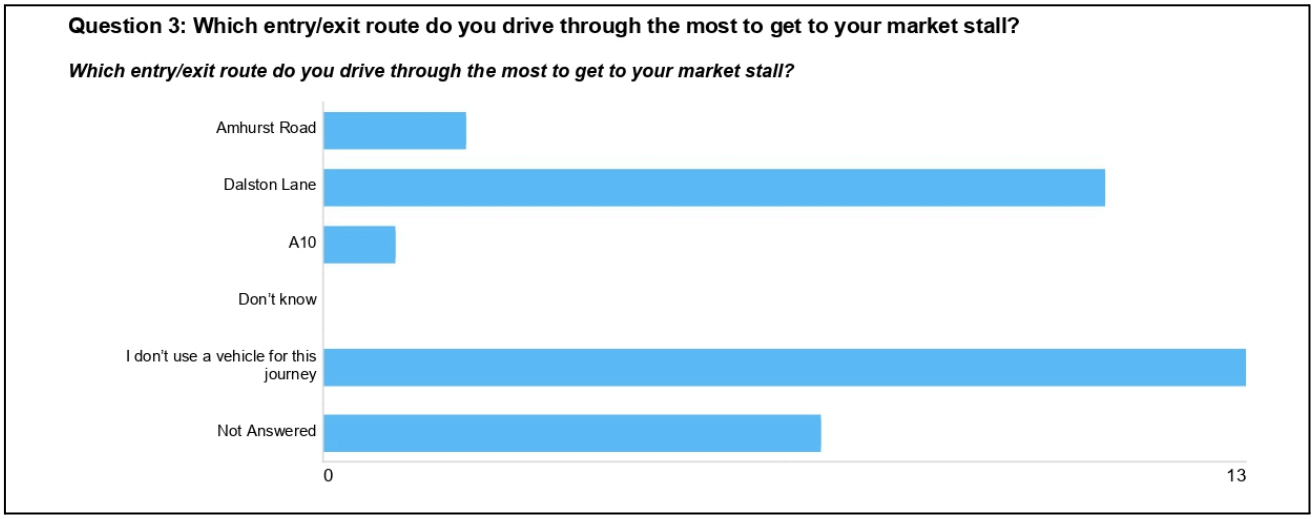
Option	Total	Percent
Amhurst Road	8	10.26%
Dalston Lane	42	53.85%
A10	5	6.41%
Don't know	15	19.23%
I don't use a vehicle for this journey	7	8.97%
Not Answered	1	1.28%

Figure 4.10 showing the usage by business operators of the A10, Amhurst Road and Dalston Lane as entry / exit points.

4.71. The results show that Dalston Lane is used by 53% of business operators in the area, followed by 10% for Amhurst Road and 6% for the A10

4.72. Results of the market traders travel surveys

4.73. Figure 4.11 shows the usage of Amhurst Road, the A10 and Dalston Lane as exit / entry points by market traders in the DLN area.



Option	Total	Percent
Amhurst Road	2	5.88%
Dalston Lane	11	32.35%
A10	1	2.94%
Don't know	0	0.00%
I don't use a vehicle for this journey	13	38.24%
Not Answered	7	20.59%

Figure 4.11 showing the usage by market traders of the A10, Amhurst Road and Dalston Lane as entry / exit points.

4.74. The results show that Dalston Lane is used by 32% of market traders in the area, followed by 6% for Amhurst Road and 3% for the A10.

4.75. **Table 4.12** shows the preferred exit / entry end by number for residents, business and market traders.

Entry / Exit End	Residents Survey	Business Survey	Market Traders Survey	Total
Amhurst Road	135	8	2	145
A10	111	5	1	117
Dalston Lane	116	42	11	169
Don't Know	30	15	0	45
Don't use a vehicle for this journey	36	7	13	56
Unanswered	291	0	7	298

Table 4.12 showing the preferred exit / entry end by number for residents, business and market traders

4.76. More information about the survey can be found at https://consultation.hackney.gov.uk/streetscene/dalston-liveable-neighbourhood/

4.77. Ridley Road Visitor Engagement

4.78. Council officers conducted engagement with visitors of Ridley Road Market in 2025 on the 9th May 3-5pm and Saturday 10th May 12-2pm.

The questions in the survey aimed at an understanding of who comes to this market, why, and using which method of transport.

4.79. The **first** most used method of transportation for the most frequent visitors is the bus. Table 4.13 shows 8 people taking the bus daily and 24 weekly to the market. These responses were from people living in Hackney or neighbouring boroughs. The **second** most used method of transportation for the most frequent visitors is walking with 8 walking daily and 14 walking weekly.

	How did you travel to the market?						
How often do you come to the market?	**Bus**	**Car or Taxi**	**Cycle**	**Overground - Dalston Kingsland**	**Overground - Hackney Downs**	**Walk**	**Grand Total**
Ad hoc	4	1		4	1	4	14
Daily	8			1		8	17
First time				1		1	2
Monthly	5	3	1	2		4	15
Once year				2			2
Weekly	24	5	3	5	1	14	52
Grand Total	**41**	**9**	**4**	**15**	**2**	**31**	**102**

Table 4.13: Methods of transport and frequency of visits to Ridley Road Market

4.80. The popularity of walking and using a bus helps reassure that the improvements proposed by the Dalston LN will improve the journeys of the majority of visitors to the market.

4.81. The importance of the market was demonstrated by the finding that some people travel from as far away as Leicester to get supplies for their African restaurants or shops. However, this was a small number and parking for them will not be affected by the proposals.

4.82. The vast majority of users of the market are regulars. So any changes to their routes will become familiar and new habits can evolve.

5. Proposed Designs

5.1. Areas for traffic calming

5.2. After taking into consideration the various road safety reports, traffic and travel surveys, an area map of the Dalston LN was developed. FIgure 5.1 shows the version

that was sent out for feedback and included in the leaflet that was sent to all residents.

Figure 5.1 The Initial Dalston Liveable Neighbourhood Layout Plan for Engagement

5.3. These were explained to the public using the following descriptions

5.4. A 24-hour bus gate on Shacklewell Lane

5.5. To reduce the number of vehicles using Shacklewell Lane as a shortcut between Kingsland High Street and Amhurst Road, it is proposed to have a 24-hour bus gate between Shacklewell Road and Scoble Place.

5.6. This means that most vehicles would not be able to pass through the bus gate on Shacklewell Lane to and from Amhurst Road. Vehicles would still be able to enter Shacklewell Lane from Kingsland High Street.

5.7. At the restriction point there will be increased greenery and public space improvements.

5.8. Camera enforcement will allow easy passage for buses and emergency services, cyclists and pedestrians. Other exemptions will include council refuse vehicles and HAC01 permits, including eligible blue badge and Taxicard holders. An appeals process would apply for other emergency situations.

5.9. Traffic management measures on residential streets

5.10. To prevent through-traffic from cutting through other parts of this area, there will be introduced new traffic management on the following streets:

- Diagonal traffic diverters on Cecilia Road at the junctions of Downs Park Road, Sandringham Road, and Colvestone Road. Vehicles would be able to turn left or right at these junctions, but not continue straight through (except for emergency services).
- Traffic filters on Foulden Road. Vehicles would not be able to turn in from the A10 Stoke Newington Road nor be able to turn left out onto it.
- Traffic filters on Farleigh Road. Vehicles would not be able to enter from Amhurst Road nor turn left out onto it.

Fig 5.2 Example of a diagonal traffic restriction.

5.11. **Fig 5.2** shows an example of a diagonal traffic restriction. This photo is not the exact design proposed but was used in the engagement material to help people understand.

5.12. One possible consequence of the Bus Gate is that a shortcut might prove attractive which could link the A10 and Pembury Circus making use of St Marks Rise and Ridley Road. This would make access to Ridley Road Market more difficult for both walking and bus users. One way of discouraging this whilst still preserving access to the market is to have a left turn ban for vehicles exiting Ridley Road onto Dalston Lane. All existing access points to the market will remain, as well as all existing parking spaces.

5.13. The proposal for Shacklewell Road to become two-way was included because this would help local access.

5.14. School Streets

5.15. To make the area outside local schools safer at pick-up and drop-off times, new School Streets are proposed in the following locations:

- Outside Halley House School (Arcola Street).
- Adjacent to the Excelsior Academy (Cecilia Road and part Downs Park Road).

5.16. This would mean that most motor traffic would not be permitted to enter during school drop-off and pick-up hours on school days during term times.

5.17. Emergency services and Council refuse vehicles would be exempt. Permits would be introduced for people who live within the zone or have a special need to be there.

5.18. School Streets are already in place at over 50 schools in Hackney, helping over 20,000 pupils get to school safely and sustainably. As the School Street programme develops the council are looking, in the future, to provide outdoor space for children and young people.

5.19. A short section of restricted road at the Shacklewell Lane end of Arcola Street will allow for this.

5.20. Access to Arcola Street will then be only from the west with a traffic filter at the Shacklewell Lane end.

5.21. Alternatives Considered

5.22. The alternatives to the proposed approach are:

5.23. **Do Nothing:** This was rejected on the grounds that the area has a genuine problem with road safety and levels of traffic that could adversely affect air quality and health.

5.24. Implement with alternative layouts: Several alternatives were considered at the outline design stage. This considered impacts on road safety, environmental impact and disruption to essential traffic. All of these alternative designs were considered to have fewer benefits and more disadvantages than the option chosen.

5.25. **Implement in full immediately:** It is possible for a scheme such as this to be implemented using a 21 day statutory notice period only. This was rejected on the grounds that a better alternative would be to engage with the public and those who use this area.

6. Engagement and Consultation

6.1. The proposals set out in this report were then subject to a full and comprehensive engagement process, guided by a communications and engagement plan.

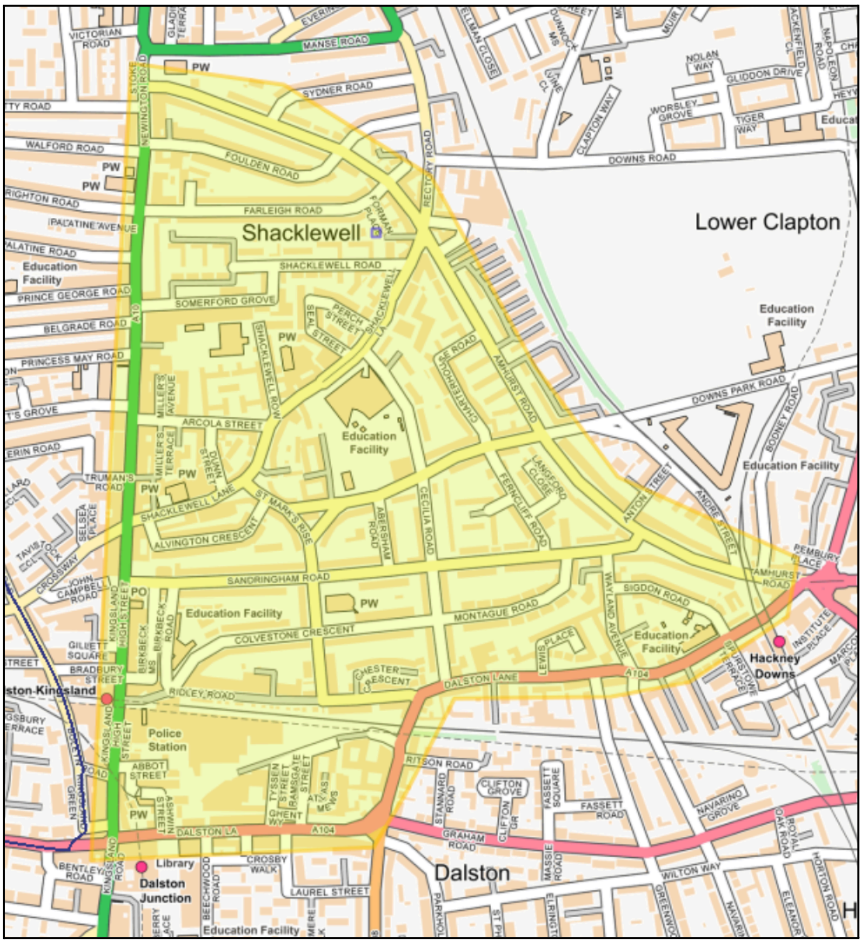
6.2. The process by which the public have become aware of this project can be summarised as set out as in Table 6.1.

Date	Announcement
2018.	The Dalston Conversation, one of the largest engagement exercises ever done by Hackney noted that residents wanted to see: Better walking and cycling routes and facilities, improved public transport, and a "movement study" to understand how people travel around the area and how to enhance public spaces.
Mid-to-late 2020:	In response to the pandemic Hackney developed its Emergency Transport Plan. This was the first time that specific, rapid LTN proposals for areas across the borough, including Dalston, were formally presented as a way to promote safe walking and cycling and prevent a car-led recovery.
January 2023	The Hackney Local Implementation Plan (LIP) committed to investigating and consulting on new low-traffic neighbourhoods in Dalston, as part of the borough's wider goal to reduce traffic, improve air quality, and create healthier streets.
July - September 2023	The travel survey sent out to all residents (see section 4.57) was also a means of informing the public that attention was being paid to this area. This was sent to everyone in the distribution area as shown in Figure 6.1

October 2024	In Cabinet, Hackney Council issued a statement to address public pressure, reaffirming its commitment to the Dalston Low Traffic Neighbourhood and other schemes while outlining a new timeline for public consultation and implementation by early 2025. This was widely publicised at the time for example in the Hackney Citizen in ("Campaigners urge council to ramp up progress on LTNs" 2/10/24)

Table 6.1: History of the Scheme and its announcement

6.3. The communications programme covered the whole Borough, but the area particularly targeted is shown in Figure 6.1. This map was used to guide the delivery of the direct deliveries.



6.4. **Figure 6.1 The Distribution Area for the Travel Survey and then the Engagement Leaflet Deliveries**

6.5. Once the proposals had been developed, the approach to communications and engagement was guided by a clear plan to ensure full reach and representation. A summary of the comms and engagement approach is shown in table 6.2

Stakeholder	Engagement/Comms Approach
All people living or working inside the area	9000 booklets were printed including full descriptions and a survey form for providing responses. With a FREEPOST envelope. Hand-delivered to all properties in the area (see example in https://consultation.hackney.gov.uk/streetscene/dalston-liveable-neighbourhood/):July 2025
Open to everyone	Drop-in events held at the Dalston CLR James Library on July 23, 2025, from 9:30 AM to 12:30 PM; July 29, 2025, from 4:00 PM to 7:00 PM; and on August 6 and August 16, 2025, both from 1:00 PM to 4:00 PM. Times were staggered across Engagement sessions and included 1 weekend session, to increase accessibility, maximize attendance and reduce bias. Paper copies were made available at Dalston CLR Library. Alternative formats (large print, Braille, audio, other languages) were offered on request to ensure inclusivity.
Social Media	Engagement content promoted through Hackney Council's channels, includingTwitter, Facebook, Instagram, Nextdoor, LinkedIn, YouTube, and TikTok.
Direct Contact	Residents and stakeholders could submit feedback or queries via a dedicated email address or by phone through the Hackney Service Centre.
Local businesses	Engagement leaflet was send to all businesses
Market traders	Ongoing meetings and engagement with the markets team throughout.
Market Users	A Pop-up stand in the market with direct engagement of users using a questionnaire to guide the conversation.
Local organisations:	Email with online consultation page & engagement opportunities
Ward Cllrs	Emailed consultation Booklet, Cllrs meeting / briefing meeting, email updates
Schools	Engagement led by School Streets Team
Accessibility advocacy groups -	Email with online consultation page
User groups eg Living Streets, London Cycle Campaign	Streetscene as part of regular meetings
Emergency services	Direct engagement by design team
TfL including buses	Direct engagement by design team
Neighbouring Borough	Direct engagement by design team

Dalston Residents (General)	Notices clearly visible to residents of all high density housing blocks. Inside the Library Static display with 1 set of 4 A1 foam boards (x4). Across the area, 30 x A4 poster (double-sided) ('Correx' boards on lamp posts). 400 x A5 flyer explaining the scheme, in library and other public places. 2 x Vinyl banner (1500x1000mm) at Shacklewell Green and on Dalston Lane

Table 6.2: Summary of the Engagement and Communications Activities

6.6. Statutory Consultees Engagement

6.7. For any highways project it is a requirement to consult a list of statutory bodies. This will be done once the proposals are firmed up. As a precursor to this, initial contact was made to engage with these organisations. Table 6.3 shows who was contacted at this point and how officers responded to each comment

Dalston Liveable Neighbourhoods - Emergency Service Engagement			
Emergency Service Provider	**Proposal**	**Comments**	**LBH Officers' Response**
London Ambulance Service	Closing one end of Farleigh Road and Foulden Road using bollards or fixed gates.	The London Ambulance Service would not support any form of physical closure at these locations due to the long diversion routes around each of the proposed physical closures to reach the only access/egress routes left on these roads, off a highly congested A-road. The closures would likely cause significant delays in crews egressing critical patients from these locations to local hospitals like the Homerton Hospital. Crews would also be forced to make a difficult three point turn on a road already congested with parked cars on each side of the road, further delaying egress with time critical patients.	The use of physical measures such as bollards will not be used on traffic filters in the DLN
	Introducing a camera enforced bus gate at the Amhurst Road / Shacklewell Lane junction with 24 hour operational times.	Ensure the correct exemptions apply for emergency vehicles in associated traffic orders using the following wording "exemptions apply to any vehicle being used for Police, Ambulance or Fire purposes." As this would cover our non-emergency patient transfer vehicles that convey patients to critical appointments like renal dialysis, cancer therapies and hospice transfers.	This point was taken note of
	Introducing three camera enforced diagonal traffic filters at the Cecilia Road junction with Downs Park Road, Sandringham Road and Montague Road.	As long as these are camera enforced with no bollards or fixed closures, like the filter in the picture attached, and are designed to facilitate a vehicle the size of a fire appliance aerial platform ladder with appropriate tracking modelling to emergency vehicles and freely pass through the filters unimpeded to prevent delays reaching 999 calls or conveying critical patients to local	The bollard in the diagonal traffic filter will not be used, instead a camera will be used for enforcement

		hospitals. These would also need to be accompanied with the correct traffic order wording for emergency vehicle exemptions.	
	Introducing a left turn ban at the Ridley Road / Dalston Lane junction	The banned turns are likely to cause increased travelling times for crews convey patients to hospital, as they would have to divert around the network to reach local hospitals like the Homerton Hospital, the banned left turn at Dalston Lane and Ridley is a concern as it would force our crews to travel down and turn left into Graham Road, which is will be taking a significant increase in traffic volume due the Hackney Central traffic scheme that is currently being developed. This will likely increase ambulance journey cycle times and reduce overall ambulance availability locally to respond to 999 calls.	The left turn ban at the Ridley Road / Dalston Lane junction will be retained to prevent Ridley Road and St Marks Rise being used as a shortcut between Dalston Lane and the A10. Emergency vehicles will be exempt.
MET Police	Closing one end of Farleigh Road and Foulden Road using bollards or fixed gates.	As this is not a physical feature, the MPS do not object to this proposed scheme. However, my concerns regarding the “fixed-gate or bollard” at Foulden Road, and Farleigh Road” remain. Specifically, that the filtered closure of one end of these roads may lead to increased emergency response times (albeit only for the residents of the individual roads), and the potential for the use of the roads by P2W criminals who can evade police vehicles at the closure. Has an alternative solution been considered – such as camera enforced ‘No Motor Vehicles’ signage.	Camera enforcement and turning restrictions will be used instead of physical features
TfL Buses	Cecilia Road diagona traffic filters	I'm a bit concerned as the bus route that serves Ridley route uses Cecilia Road as a diversion when Ridley road or St Marks rise is closed, this will again close of a diversion route for buses And also restricts our van team that closes bus stops and puts out bus diversions	In the event of an emergency, all the traffic filters at Cecilia Road will be suspended and buses will be able to pass through them.
Transport for London	A10 / Amhurst Road junction	I agree with all details of the plan apart from Shacklewell Lane Closure, this is a major road and not a side street, closure of this road will lead to Lane will result in higher demand and further pressure on Amhurst Park Road, which is a residential road and would possible need to be signalised at the junction with the A10 if this proposal was to be out in place.	This will be considered as a future scheme and is dependent on traffic flows prevailing after implementing the scheme

6.8. In further discussion with internal teams an issue was identified regarding non-compliance of the compulsory left turns at the Birkbeck Road and Mews junctions

with Sandringham Road. In view of the increased pressure in this area as the result of the DLN, it is necessary to find ways to increase the visibility and effectiveness of regulations.

6.9. Discussions with neighbouring Islington about their proposals for Mildmay as set out here https://www.islington.gov.uk/roads/people-friendly-streets/liveable-neighbourhoods/mildmay suggested that their proposal to restrict only southbound traffic should not lead to an unacceptable risk of increased pollution and road danger on Ridley Road.

6.10. Results of the Engagement survey

6.11. The booklet which was delivered to all households in the area in Figure 6.1 included a questionnaire survey. Respondents were guided to an online consultation page, which was open from 14 July to 24 August 2025. A FREEPOST envelope was also included so that people could send a paper copy, thus allowing for those for whom internet use is less accessible. https://consultation.hackney.gov.uk/streetscene/dalston-liveable-neighbourhood/

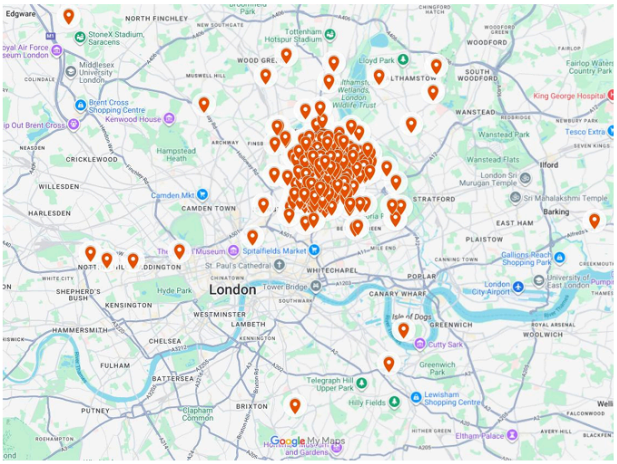
6.12. A total of 1,136 consultation responses were received. 849 via the online consultation page and a further 287 via other methods. Paper copies were transcribed to allow analysis of all responses. Comments made by other means, such as via 36 emails, were also included in consideration of views.

6.13. Analysis was carried out by an independent agency to ensure impartiality. Extracts from their full report are included below with the whole report having been analysed by the project team.

6.14. As with most public consultations/engagement activities, the results represent the views of those who chose to take part and are not a statistically representative sample of all Hackney residents. Findings are therefore indicative of key themes, concerns, and areas of support rather than a comprehensive referendum or measurement of overall public opinion.

6.15. The location of respondents who gave a postcode can be seen in figure 6.2

Map of respondents



Map of respondents at a scheme level

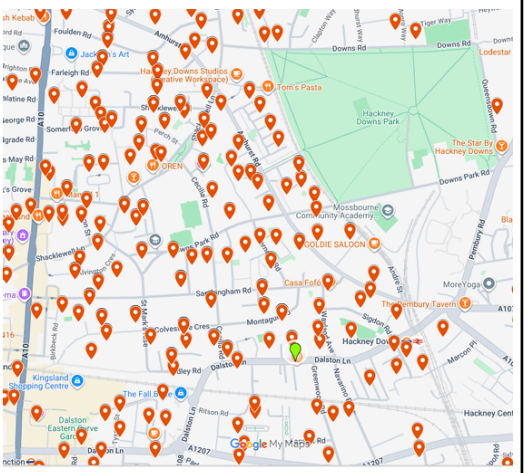


Figure 6.2: Location of Respondents who provide a Postcode

6.16. It can be seen that some people gave postcodes from well outside the region. Only 51% of responses were known to be inside the distribution area. This could be as a result of the questionnaire link being shared online. All responses are valid and were included in the reply, but residents of the actual area were separated out for some of the analysis.

6.17. The demographics of respondents were reasonably representative of the area as a whole, as shown in Figure 6.3. This does show, however, that car owners were probably over-represented given that 46% of respondents reported travelling mainly by car in an area where the 2021 Census suggest only 30% of households have access to a car. In 2023 the UK Active Lives Survey suggested that 29% of people in Hackney cycle at least once a week. Dalston is probably higher than this average but still the value of 52% of respondents suggests cycling is possibly over-represented.

6.18. As with other council surveys, gaining a full representation of young people's opinions is difficult, as reflected by the low 2% response rate from the Under 24 age group. External research helps provide some context for this. Longitudinal studies on urban mobility trends suggest that younger adults are more likely to support restrictions on private car use and infrastructure for alternatives. Environmental awareness and the prohibitive cost of motoring (such as insurance) are key reasons for adopting a multi-modal lifestyle. Attitudinal polling reveals that 64% of young people (18-24s)

agree that most central streets should be pedestrian-only, compared to a 45% support among the 55-64 age group (Ref: Redfield & Wilton Strategies: Public Opinion on Urban Mobility and Pedestrianisation (London Data Set), 2020). This 19 percentage point difference demonstrates the strong pro-environmental tendency of the younger demographic who favor multi-modal transport options.

6.19. This suggests that while their survey response rate is low, younger residents, had they responded, might have tended to support the proposed sustainable transport measures, though this cannot be proven.

6.20. The over-representation of homeowners compared with renters may have influenced the results. It is possible however that the interests of renters and their rates of car ownership could balance out, so no assumption can be made about the impact of this on results.

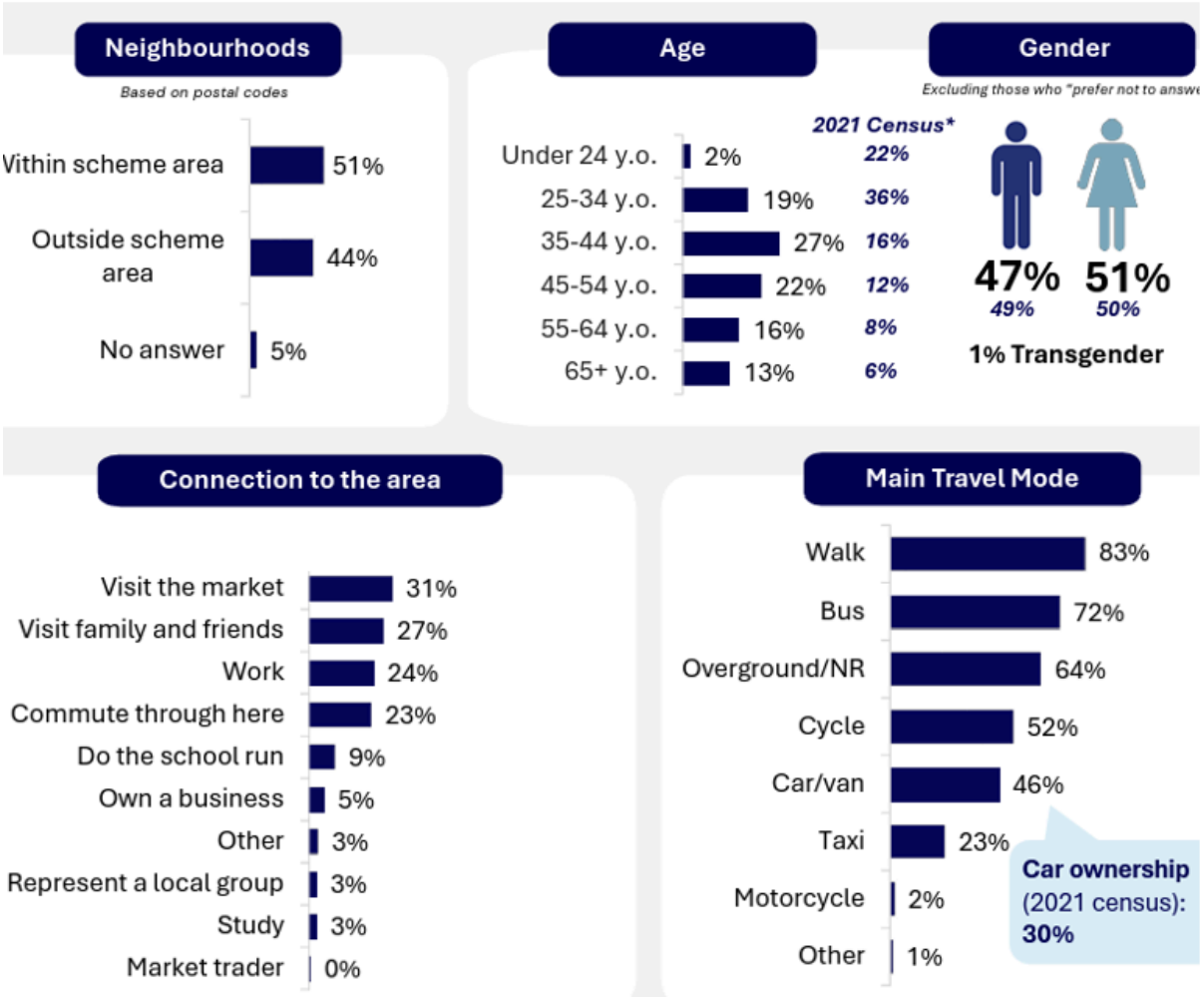
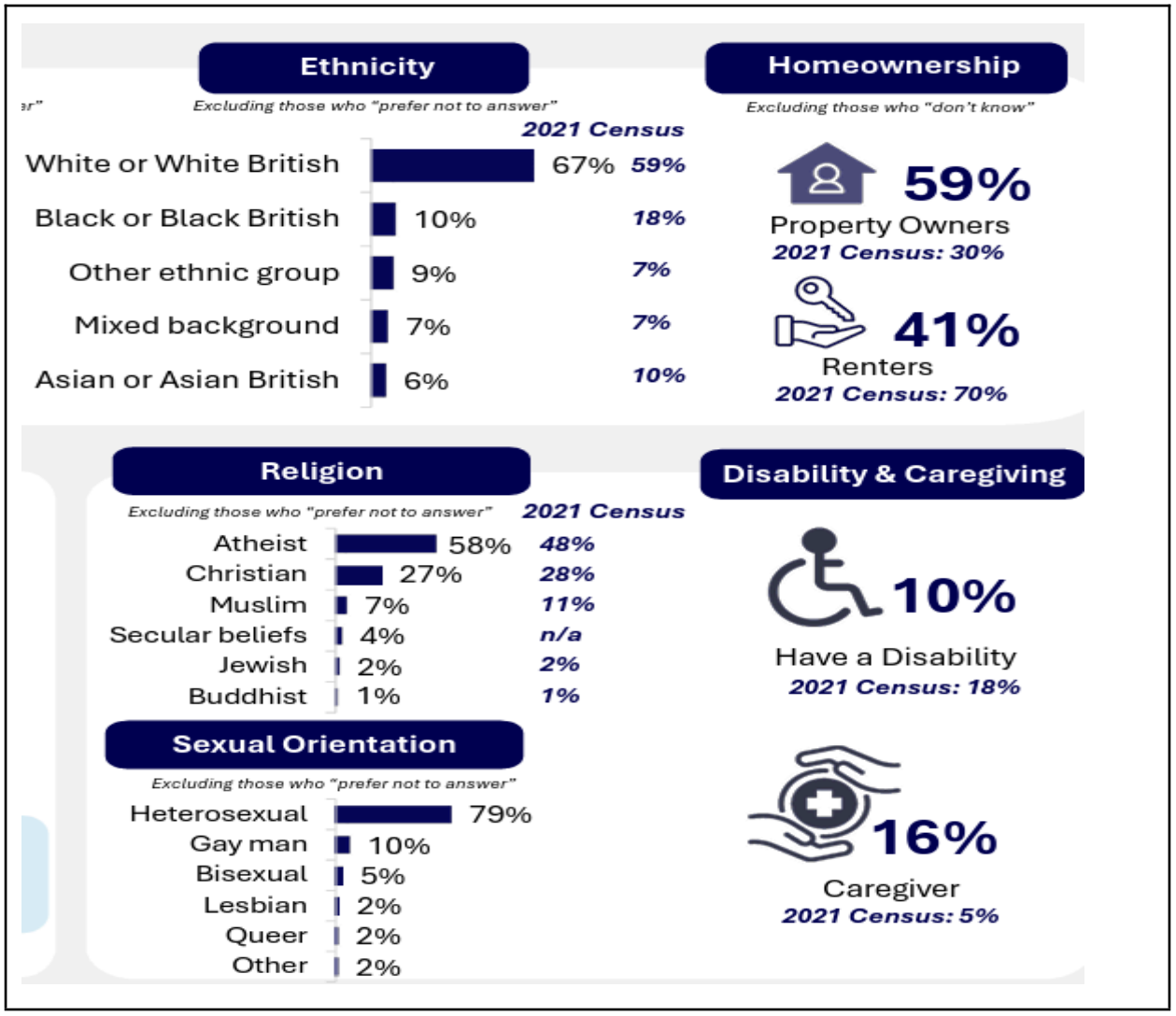
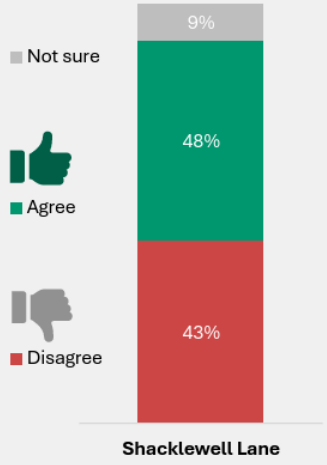


Figure 6.3: Demographics and Characteristics of Respondents to Engagement Questionnaire



6.21. The questionnaire asked about the extent to which people agreed or disagreed with the proposals. The results of this, from the independent consultants, can be seen in Figure 6.4

Support for the Bus Gate to Shacklewell Lane



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

Most Common Likes – Top 3

16% **It's a positive change**

4% **Improves safety for cyclists**

3% **Improves safety for pedestrians**

Most Common Dislikes – Top 3

26% **Displacement of traffic to other roads** (e.g., Amhurst Road, Dalston Lane, Kingsland High Street, and St Mark's Rise, Crossway)

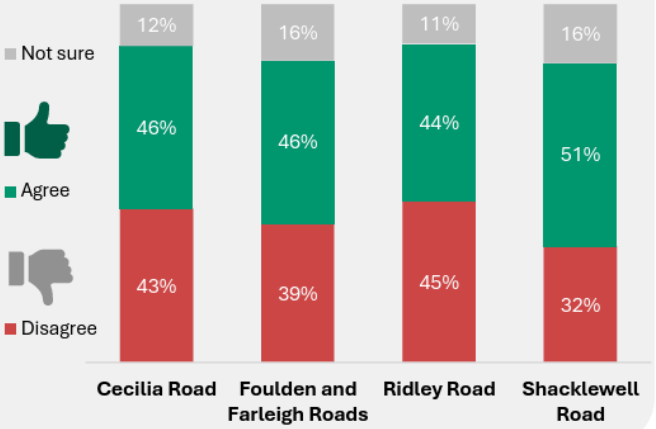
22% **Increased traffic congestion**

22% **Accessibility and mobility concerns**

12% **Will increase air pollution**

Support for Traffic Management Measures

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



Most Common Likes – Top 3

15% **It's a positive change**

3% **Improves safety for pedestrians**

3% **Improves safety for cyclists**

Most Common Dislikes – Top 3

29% **traffic displacement** (e.g. Montague Road, St Mark's Rise)

17% **Increased traffic congestion**

12% **Longer journeys**

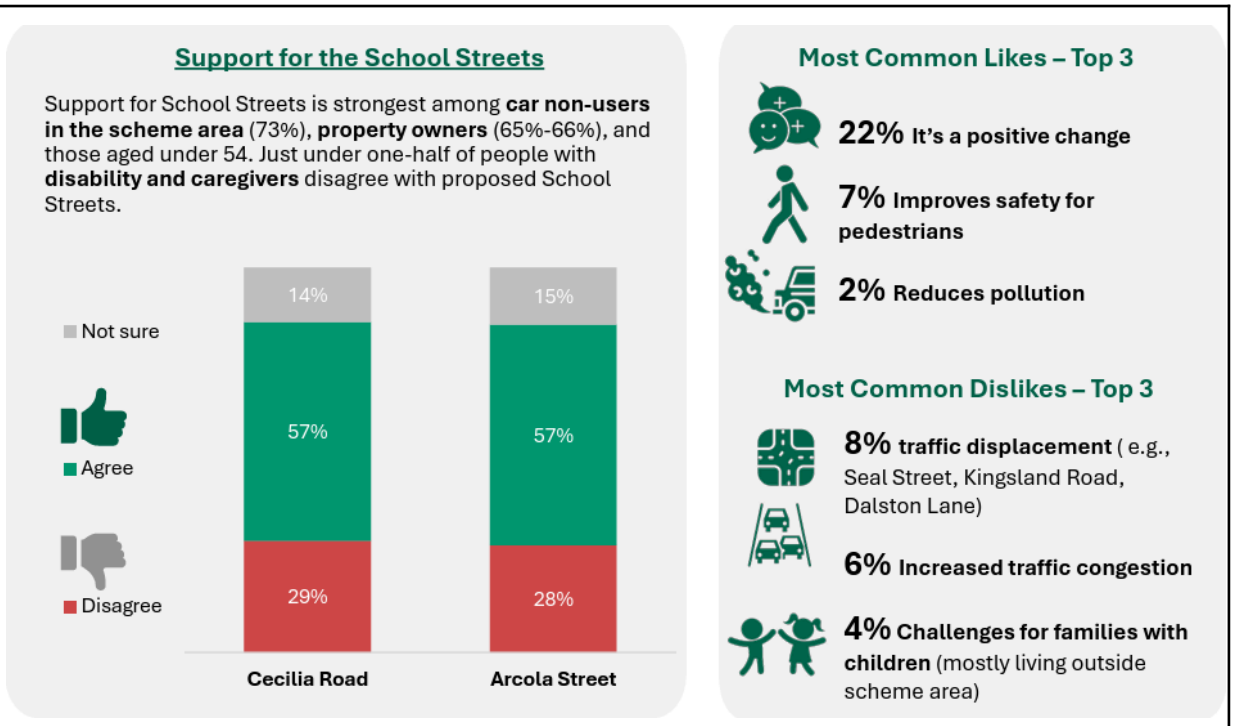


Figure 6.4: Analysis of Engagement Responses

6.22. It can be seen that responses to each of the main measures are divided - with almost as many disagreements as those agreeing. In no instance did the majority of respondents disagree with any measure. The school street measures being the most popular. Proposals for Ridley Road were not popular - though this area is complex and is dealt with separately in table 6.9

6.23. Additional public realm improvements

6.24. Residents were informed that the traffic changes here are an essential first step along the way. Solving the serious problem of through-traffic and road collisions, could lead to a focus on adding quality to the public realm. Thus, they were asked about other locations where they would like to see improvements, and what kind of facilities they would most like.

6.25. Under the TfL “Healthy Streets” initiative separate funding could be available to be used in this area. Hence the opportunity was taken to incorporate a question, even though funding may be separate from the main project.

6.26. The respondents mentioned twenty five roads in the Dalston area. There is widespread demand for more and safer pedestrian crossings, particularly at busy junctions like Ridley Road/A10, Dalston Lane/Kingsland High Street, and St. Mark's Rise/Ridley Road. As shown in figure 6.5 from the consultants report

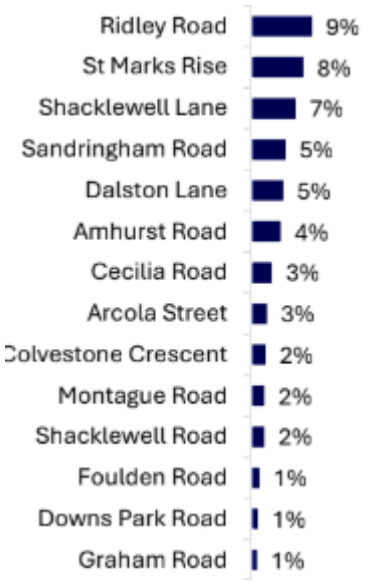


Figure 6.5: Summary of mentions of locations where respondents suggested further improvements

6.27. With regard to what kind of changes people would like to see, some residents suggested raised crossings or diagonal crossings to give pedestrians priority. Numerous comments highlighted the poor condition of pavements and roads, with many describing them as dangerous and inaccessible for disabled people, the elderly, and cyclists due to potholes and uneven surfaces. Fig 6.7 summarises some of the priority desires of respondents.

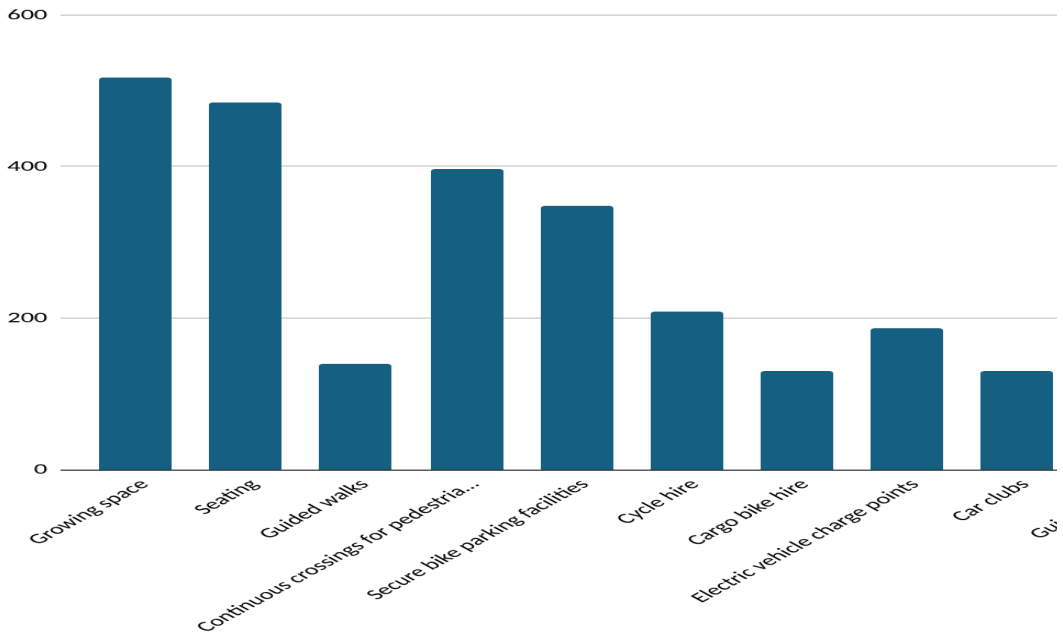


Fig 6.7: Type of additional measures suggested by respondents

6.28. The priority at this stage is the implementation of the main DLN measures but this exercise will be very useful in guiding future expenditure in this area.

6.29. Response to Comments Made

6.30. It is an important part of the engagement process to ensure that all views expressed are addressed. Although there were more than one thousand items of free text, these have been, to the maximum extent possible, agglomerated into key points. We also included text which was sent to us separately by emails which were logged and recorded. The general points made are shown in Table 6.7 along with the response of the council.

Community Feedback / Recommendations	Council Response

General Need for a Bus Gate on Shacklewell Lane : There were 15 comments expressing concern that a bus gate would worsen traffic on main roads like the A10 and Amhurst Road, Conversely, 8 comments expressed strong support for the gate because it would reduce dangerous traffic and speeding, and to make the area safer.	It is recognised that the bus gate proposal has generated a diverse range of opinions. Modelling does not suggest that the diverted traffic will be excessive. Experience elsewhere also supports this view. A full post-scheme review will include particular scrutiny of the impact on main roads. The Hackney Main Roads Strategy will also help mitigate these impacts.
Exemptions for Residents: A total of 6 comments specifically recommended a permit-based exemption system for local residents, carers, and disabled individuals to allow them to pass through traffic filters, thereby protecting their essential journeys and mitigating the impact on their mobility and livelihoods.	It is recognised that this proposal could have a significant impact on certain residents, including those with disabilities. However, the council's existing policy on Low Traffic Neighbourhoods does not allow for a blanket exemption for residents, as this would fundamentally compromise the scheme's objectives. The provision of exemptions for filters is typically limited to main roads to assist those with the HAC01 permit who would otherwise face significant detours. A more comprehensive and in-depth Equality Impact Assessment has been done to address specific mobility concerns, ensuring that the scheme's benefits do not come at the expense of vulnerable community members.
Impact on Disabled and Elderly Residents: There were a total of 8 comments from disabled, elderly, and mobility-impaired residents who voiced concerns about increased journey times, limited access to essential services like GP surgeries and hospitals, and the general exclusion they would face from the new road network. A further 3 comments from parents of disabled children expressed concern that they would struggle to get to and from school and home with their children. Some reported on how taxis are valuable as they are wheelchair accessible and are used for deliveries of medicine and essential goods.	It is recognised that there is a risk of making journeys longer or more difficult for some individuals. The aim has been to make the least amount of diversion, whilst still being a viable and beneficial scheme. Taxis are recognised as providing a valuable service. There is a policy in Hackney of not providing access to taxis. This is regularly reviewed and is explained in www.hackney.gov.uk/blue-badge The Equality Impact Assessment carefully considers the needs of protected groups and, whilst acknowledging some adverse impact on a minority of people, concludes that the overall impact will be positive. A Hackney resident who is a Blue Badge holder is **eligible to apply for an HAC-01 permit** for a vehicle they regularly travel in, even if they are not the driver. This could be their own car or a vehicle owned by a family member, friend, or carer. Once the permit is granted and registered to the vehicle's number plate, that vehicle can drive through the designated filters without incurring a penalty charge, as long as the Blue Badge holder is in the car as a driver or passenger.

Impact on Businesses: A total of 4 comments from business owners and tradespeople expressed frustration with the proposals, stating that road closures make it harder to transport equipment, receive deliveries, and make timely journeys.	It is recognised that these groups have specific needs that must be accommodated. Experience from other LTNs suggests that, over time, business practices will evolve to accommodate the changing streetscape. Some businesses will lose from greater journeys but many others will gain from the overall improvement of the urban environment.
General Impact on Driving Several people mentioned that they would have to drive further. Others are concerned that traffic will simply divert onto other roads. This it is feared will cause pollution and unsafety. Some feel that the whole LTN programme has not helped the borough as a whole.	The council has a duty to consider all road users. As Hackney has one of the lowest rates of car ownership in the UK this imbalance has to be recognised. It is recognised that there is a risk of making journeys longer or more difficult for some individuals. The aim has been to make the least amount of diversion, whilst still being a viable and beneficial scheme. Experience does not support the view that all traffic will simply divert. In reality some 'evaporation' will occur and journeys will change route, timings or mode. The overall goal is a reduction in vehicle use across the entire borough. With 276 million vehicle miles travelled annually, Hackney ranks as the 4th lowest borough for motor traffic in London—only Islington, Camden, and the City of London see less driving each year. This places Hackney firmly at the bottom end of the London traffic table, reflecting its strong emphasis on sustainable travel and lower reliance on private cars. Looking nationally, Hackney's traffic levels place it among the lowest 4% of local authorities in the UK for total vehicle miles driven. This makes Hackney one of the least car-dependent urban areas in the country and suggests LTNs can be helpful.
Reckless Cyclist Behaviour: A total of 5 comments raised concerns about cyclists, especially those on e-bikes, speeding, riding on pavements, and not obeying traffic rules. There was a specific request for better enforcement and regulation of cyclists to ensure the safety of pedestrians and other road users.	It is recognised that reckless cyclist behaviour is a serious concern for many residents. The council will liaise with our enforcement teams to explore measures that can be taken to ensure all road users are behaving responsibly, with a particular focus on addressing the misuse of cycle routes and pavements.

Public Realm and Maintenance: A total of 6 comments criticised the council for focusing on large transport projects while neglecting basic maintenance issues such as litter, fly-tipping, dog fouling, and overgrown greenery. Some comments also mentioned existing potholes and poor road surfaces. A further 5 comments requested more greenery and seating, but 4 of those comments raised concerns that new seating would attract anti-social behaviour.	The public's desire for improvements to the public realm is recognised. The parts of the proposed scheme that incorporate new seating, planting areas, and wider pavements will be designed to minimise unintended consequences, such as attracting anti-social behaviour. The street cleansing and parks teams will be asked to look into these maintenance issues, including increasing the number of bins, ensuring street furniture is well-maintained, and addressing the issue of potholes and uneven pavements.
Critique of Consultation Process: A total of 4 comments noted technical flaws in the online survey, such as being unable to select multiple options. There were also 5 comments that expressed a feeling that the consultation was a "farce" and that the decision had already been made. School holidays were mentioned as hindering responses.	The design of the survey aimed to avoid duplication whilst still allowing flexibility. Every point made in the survey, no matter under which question heading, has been considered and the responses reported here. We are committed to a transparent and genuine consultation process and as shown in this document, genuine changes in proposals can arise as a result. To help school users, the length of the engagement period was extended beyond the normal period of 4 weeks to 6 weeks to give maximum opportunities to respond. A professional mail delivery company was used who reported any locations where, for whatever reason, they cannot deliver. They reported no mis-deliveries. 9000 leaflets were printed for delivery to doors and via local outlets. These included a list of the locations for opportunities to discuss the project in-person.
Inequity Several residents feel that the proposals are part of a "gentrification" agenda that favors new residents and disregards the needs of working-class people who have lived in the area for decades. They argue that traffic is being pushed into more diverse and less affluent areas.	The proposals are designed to benefit all members of the community by improving air quality and safety. The council is committed to ensuring that improvements are distributed equitably and do not place an unfair burden on any particular group of residents. University research by Aldred in 2021 suggests there is no evidence to suggest that boundary roads have a lower overall income than the average.
The core argument is that the proposed bus gate and other traffic schemes are not about improving the environment or safety, but are primarily a cynical way for the council to raise revenue from fines. This is seen as a "vulture" approach that penalises residents and makes life harder for people who rely on cars. One comment suggests the money would be better spent on social care and public housing. Another points out the irony of installing expensive bus gates while the council also cites cost-of-living pressures as a major issue.	It's important to clarify how Penalty Charge income is used. By law, revenue from traffic fines cannot be used for general council spending. This money is ring-fenced and must be reinvested back into transport-related projects. In Hackney, this includes funding concessionary travel schemes (like the Freedom Pass for older and disabled residents), highway maintenance, and improvements for pedestrians and cyclists. The goal of a bus gate is not to raise money, but to change driver behavior. As drivers become more aware of the restrictions, the number of fines typically decreases over time, as has been seen in other LTNs. The success of the bus gate would be a situation where very few fines are issued because drivers are

	complying with the rules, leading to reduced traffic and a safer, more pleasant environment for all road users.

Table 6.7: Response to general points made during the engagement process

6.31. Specific Comments about Design

6.32. Of particular value are the comments about specific design ideas. These are especially useful as they come from those who are closest to the proposed changes. Hence these have been extracted separately and are shown in Table 6.8

Comment and Location	Hackney Response
Shacklewell Lane Bus Gate (Details) 3 comments suggesting a time-limited gate (e.g., 7am-7pm) as a compromise.	This was only mentioned by 3 people (out of a population of approximately 20,000 who potentially will benefit from the wider restriction. So although a time-limited bus gate could be investigated for implementation at a later date, the current proposal is thought most appropriate just now.
Traffic Filters and Restrictions: A total of 7 comments specifically mentioned that the diagonal diverters on Cecilia Road would create a new "rat run" on Montague Road. which is already perceived as dangerous. Separately, 6 comments expressed concern that St Marks Rise would become a main traffic path, along with Downs Park Road Several mentioned that access northbound to the A10 would be extremely difficult for those living to the west of Cecilia Road	The specific concerns regarding traffic displacement onto Montague Road and St Marks Rise have been used to guide the revisions to the design as shown in section 7. St Marks Rise is a bus route which has limited the amount of change that is possible. The removal of the right turn ban northbound from Shacklewell Lane onto the A10 would allow more access and this will be investigated, though it may also have adverse consequences on the A10 and would be subject to approvals from TfL.
Shacklewell Road Two-Way: A total of 5 comments were raised in opposition to the plan to make Shacklewell Road two-way. Representations on this were also made at the in-person events. Residents cited concerns about the narrowness of the street and increased danger, particularly for children, near to the school, and health centre, while also pointing out potential loss of parking spaces. Somerford Grove could form a new cut-through	The objective was to improve local access. Approximately 1200 people live in this area but very few cars. The overall sentiment in the questionnaire was in favour, though this included responses mainly from those who do not live in this area. Although the roadway is narrow, it could be used for two-way traffic. Impact on danger would be neutral or possibly positive. It is accepted that some parking spaces would be lost. There is a strong feeling against a two-way street as raised by local people during the public events who

	also mentioned the history of how they fought for the current street layout. It is accepted that parts of Somerford Grove are not ideal for through-traffic. So the proposal for Shacklewell Road to be made two-way can be reconsidered at least in the current proposals.
School Streets: Many residents supported the school streets on Cecilia Road and Arcola Street, citing a need for improved safety and reduced pollution for children. They noted that current traffic levels, speeding, and double parking are dangerous for students and parents. Some commenters felt that school streets are a "scam" that only moves traffic problems to other roads. They argued that the money could be better spent on other services and that it is unfair to penalise parents who must drive their children to school.	We are committed to prioritising child safety and will implement school streets to create safer environments for children walking and cycling to school. The proposals aim to reduce traffic and pollution during peak hours to protect students. The concerns regarding the impact on parents and the potential for displaced traffic are acknowledged. The school streets are intended to be a localised solution to improve safety around schools. Their effectiveness will be monitored, and any necessary adjustments will be considered to mitigate unintended consequences. By law, revenue from traffic fines cannot be used for general council spending. This money is ring-fenced and must be reinvested back into transport-related projects. In Hackney, this includes funding concessionary travel schemes , highway maintenance, and improvements for pedestrians and cyclists.
Many residents on Cecilia, Foulden, and Farleigh Roads opposed the filters, arguing they are unnecessary and will create new "rat-runs" on other residential roads like Montague Road and St. Mark's Rise. They worry this will lead to more congestion and a less safe environment for pedestrians and children. A number of residents from Foulden Road and Cecilia Road strongly supported the proposals, citing the roads as currently being dangerous shortcuts with a high volume of speeding and aggressive traffic. They believe the filters are essential for improving safety and quality of life.	The potential for traffic filters to divert traffic onto other residential streets is a significant concern. A review of design of these filters has investigated options to prevent the creation of new "rat-runs," especially on roads like Montague Road, and ensure they achieve their intended purpose of reducing through-traffic. See Section 7 below. A new left turn ban is proposed to prevent Cecilia Road and Montague Road being used as a through route. See Section 7
Other Points: A total of 3 comments raised concerns about parking, including a lack of disabled bays and illegal parking. There were also 2 comments requesting better bus journeys and faster journey times. A further comment mentioned that Sandringham Road should have a specific pedestrian crossing. One asked for a filter on Rectory Road. Requests were made for more pollinator-rich planting. Especially on Cecilia Road scrubland, Margetts Corner and Somerford Gardens. And in the alleyway near the school. Access for waste vehicles was questioned	It is recognised that specific and localised issues remain a concern for residents. Work alongside the parking enforcement teams will ensure that existing parking rules and regulations are being properly enforced. Waste vehicles will be exempt from all restrictions. Work will continue to review and analyse all local suggestions to find appropriate solutions to the individual issues raised. Maximum use of biodiversity will be a key part of the design, as will access for all necessary vehicle movements.

There were requests for better crossing facilities on St Marks Rise Shacklewell Lane Junction. A resident of Colvestone Crescent specifically notes that the restriction makes it impossible for them to travel east out of the neighborhood. Another resident from Clapton finds the restriction disingenuous, arguing it forces them to take longer routes with more mileage and pollution.	Parking loss will be the minimum viable. We constantly lobby TfL for better buses. Future filters on Rectory Road will be considered if this area proves to have a problem. We will investigate pedestrian crossing points at the Shacklewell Lane and St Marks Rise junction and also on Sandringham Road as a future scheme as part of the DLN. It is acknowledged that some routes, such as from Colvestone Crescent and to Clapton, will be more difficult and that people will have to adapt their routes and that this may involve Graham Road. In other LTN locations these new routes have become normalised and residents and businesses have adapted. We will, however, ask TfL about the possibility of revoking the right turn ban at Shacklewell Lane onto the A10.

Table 6.8: Response to comments made about specific design features

6.33. Responses mentioning Ridley Road

6.34. One important feature of this area is that it includes Ridley Road Market. This is so important to the local area that many respondents had particular points they wanted to raise about this. So comments have been separately extracted which include any mention of Ridley Road and organised into table 6.9.

Comments about Ridley Road	Council Response
The Left-Turn Restriction: On the question related to the proposal here this was the only place where a majority of people disagreed (45% against, 44% for) Some added that their concerns were about access, but others expressed general concerns about unwanted public behaviour. It is not certain but it is possible that a genuine concern for a well-loved local facility has influenced some people to express their rejection of any kind of change. Discussions about the nearby Mildmay (Islington) Liveable Neighbourhood revealed	It is recognised that the proposed left-turn restriction on Ridley Road is a key point of contention. The intention behind this proposal is to deter non-local traffic, and our studies of journey patterns by residents, market traders, and visitors aim to ensure that the final design does not create undue difficulty for the community. The main concern is that when the whole Liveable Neighbourhood measures are in place some drivers might realise that the use of Ridley Road and St Marks Rise will form a short-cut to avoid restrictions. The diverted traffic from Islington will exacerbate this. The route already has road safety concerns and it is not acceptable to leave these unchallenged. Hence a left turn restriction is seen as the most suitable means of stopping the rat running.

how the routes to avoid this might mean an additional restriction is necessary.	The need for balance is recognised, however, and although the traffic orders for the restrictions will be implemented at the same time as the bus gate, this will be very carefully monitored and if any major problems of access arise these will be re-evaluated. Discussions will also be held with market traders to see the extent to which very specific exemptions at particular times can be made (as at Hoxton Market)
Impact on Traffic and Congestion: There were 6 comments expressing concern that the left-turn restriction would not be obeyed and that it would simply push traffic onto other roads or create congestion at the Sainsbury's roundabout and Dalston Lane. One comment notes that traffic turning right from Ridley Road already causes tailbacks, and the proposal would exacerbate this.	The proposal will be monitored to ensure that it genuinely reduces overall traffic in the area and does not simply displace it, thereby avoiding increased congestion and air pollution on Ridley Road and its surrounding junctions.
Market and Business Access: A total of 3 comments from business owners and residents highlighted that the proposal would negatively affect local businesses, market traders, and delivery drivers, who rely on vehicle access to the market area. One resident mentioned that illegal parking by market shoppers is already a significant problem that needs to be addressed.	It is recognised that Ridley Road Market is a vital community and economic hub. We are committed to working with traders and businesses to ensure that the proposals support, rather than hinder, their operations. Figures about access to the market suggest that measures to help those walking or using public transport will be more important to market users than measures to help cars. We will also ask our enforcement team to investigate the issues of illegal parking and traffic flow around the market to ensure safe access for all users. Actual market trader access is an operational issue and one that can be dealt with outside of this Key Decision Notice as and when appropriate. Some exemptions already apply for market trader access. If major changes arise as a result of consideration of these issues then a further decision document will be brought forward.
Safety and Public Realm: There were 5 comments related to safety concerns on Ridley Road, with one comment stating it is "not safe for pedestrians" and another mentioning heavy traffic has led to damaged wing mirrors. Three other comments noted the potential for Ridley Road to be improved, including by making it more attractive for public space and by pedestrianising it.	The public's desire for a safer and more pleasant environment on Ridley Road is recognised. Our proposal for some form of improved crossing at the junction with St Marks Rise will help with safety and access. The suggestion for more pedestrianisation will be reviewed as part of our long-term vision for the area, provided that bus access is able to be maintained.

Anti-social Behaviour: A total of 4 comments explicitly mentioned anti-social behaviour in the Ridley Road area, with residents expressing concerns about drug use, drinking, and amplified music. One comment noted that the existing seating areas attract loitering and illegal activities, making the area feel unsafe.	It is recognised that anti-social behaviour is a serious issue. We will work with local authorities and police to increase enforcement and address these problems. Any public realm improvements, such as the introduction of any seating, will be designed in a way that discourages anti-social behaviour while still creating a welcoming environment for all members of the community.

Table 6.9: Response to Comments made by Respondents that mentioned Ridley Road

Summary of Responses and Implications

6.35. In total, including the initial surveys, there were more than 20,000 individual items of public interaction, alongside the other activities summarised in Table 6.2. Booklets were delivered by a professional hand-delivery company who provided a report on any properties where it was not possible to make a delivery.

6.36. Under The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, highway authorities are legally required to provide a minimum statutory consultation period of 21 days for objections or representations to a proposed Traffic Regulation Order (TRO).

6.37. It is considered , therefore, that the level of engagement that went above and beyond the statutory requirement, was at an appropriate level of expenditure, and was sufficient to provide a good understanding of the needs and desires of residents, visitors and businesses.

6.38. The overall sentiment is slightly positive towards the changes. There is variation in opinions with some parts of the project, such as School Streets, being more popular than, for example, the changes at Ridley Road.

6.39. Although there was a good representation of users included in the engagement, there was a slight over-representation of car owners who tend to be negative towards change, and an under-representation of younger people who might be expected to be more supportive.

6.40. Analysis of the full responses, shows a mixture of generic favourable or unfavourable and concerns about individual road proposals. Some concerns, such as displaced traffic, have been found to be less than feared elsewhere (such as on Stoke Newington Church Street) . However other comments raised provide clear examples, based on actual local life experience, of specific journeys which will, inevitably, be more difficult if the scheme goes ahead.

6.41. The overall conclusion is that the scheme can go ahead but that each element of it should be subject to further scrutiny to ensure that the overall impact will be beneficial. Then subject to a period of monitoring to ensure that the predicted benefits materialise.

7. Final Proposals and Impacts

7.1. As a result of the responses to the engagement, a full design review was held in September-October 2025 involving specialist traffic engineers and transport planners. The aim was to confirm the design feasibility, whilst incorporating any suggested changes that might improve the scheme, and to establish the extent to which any further engagement would be necessary. Further analysis of evidence took place in areas highlighted as being of particular importance with the conclusions being summarised in Table 7.1

Location and Issues	Response and Proposed Design
Farleigh and Foulden:	These can proceed, paying attention to the need to avoid anti-social behaviour and ensuring maximum protection for cyclists
School Streets	These were generally well received and can go ahead as proposed
Diagonal Filters	These receive slightly less agreement than the School Streets but can still go ahead.
Shacklewell Road: Although many people agree with the proposal to make	The road can be left as a one-way for now. With careful monitoring to ensure

this two-way, many are concerned. Further analysis has taken place as a result of the comments made, by postcode. This suggests that those who will be affected most are the most negative towards this proposal.	that any problems that arise are dealt with quickly. In response to the need expressed for better access to important locations to the North and East, discussions will be held with TfL about the revocation of the right turn ban.
Montague Road: This raised considerable concern, as the main worry is about its use as a cut-through for traffic going from west to east.	This would be reduced by a ban on the left turn from Dalston Lane into Cecilia Road. If this proves insufficient then an option will kept at a design stage for an additional right turn ban into Cecilia Road which will effectively ban all traffic entering at this point
Ridley Road is of concern and many would prefer no ban on turning out. Many of the comments about Ridley Road are more generic and based on things such as anti-social behaviour.	Access will still be possible for shoppers and visitors to the market if the left-turn ban is introduced. Other detailed discussions will be held with market traders once the scheme has had time to settle. The combination of pedestrians crossing, buses and other conflicting activities on St Marks Rise is sufficient to merit strong action to control through traffic. The left-turn ban will be introduced at the same time as the bus gate, but monitored carefully, especially to see if there is any impact on market viability. To help access, investigation will continue on the best way to improve pedestrian crossing options on St Marks Rise
Table 7.1: Summary of Proposed Amendments in response to Engagement Feedback	

7.2. **Figure 7.1** shows the location of the proposed traffic management proposals in the Dalston SCheme Area.

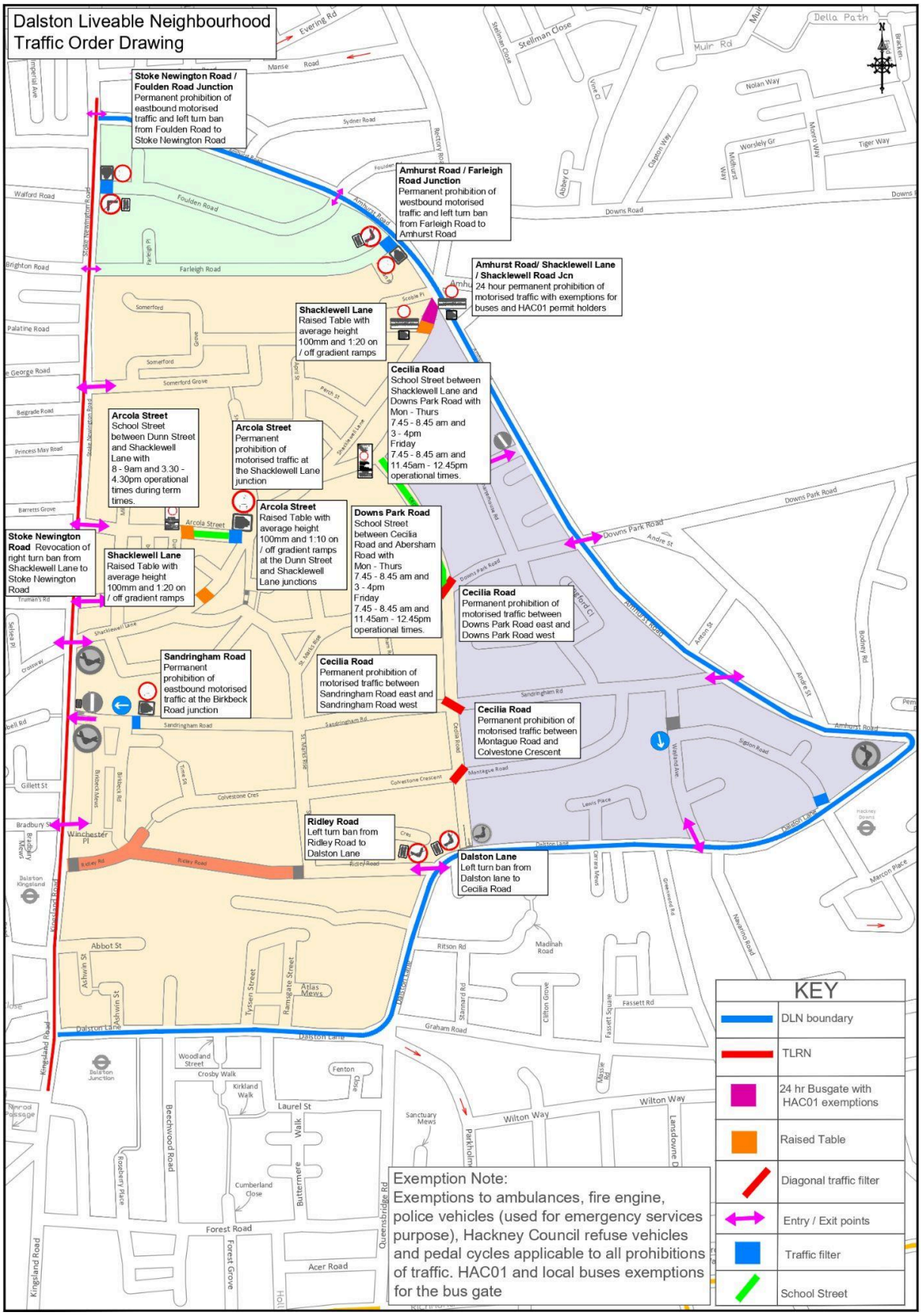


Figure 7.1 showing the location of the traffic calming proposals

7.3. Phased Approach

7.4. The design of the proposals have now been completed and the prediction is that there will be an overall benefit from the simultaneous application of all measures included in the Liveable Neighbourhood Package. There is a lot of activity in the area, however. Also, because of funding availability and the current pressure on the internal design team, there would be benefits in a phased approach. Importantly, this would also help us understand the true impact of neighbouring schemes such as the Mare Street Green Corridor and the Mildmay (Islington) Liveable Neighbourhood.

7.5. It would be possible to implement the project all at once, but this would require the use of temporary planters and an initial design based on the simple basics of restriction points. It is important to see this project as the creation of a Liveable Neighbourhood and not just about the introduction of restrictions.

7.6. Hence a phased approach is proposed, as set out in Table 7.2

Phase	Schemes Involved	Timescale
1	1. School Street and filter at Arcola Street 2. Informal crossing at St Marks Rise / Shacklewell Lane Junction 3. 'No entry' signs for eastbound traffic on Sandringham Road at the Birkbeck Road junction	Start June 26
2	1. School Street at Cecilia Road and Downs Park Road 2. Diagonal Traffic Filters on Cecilia Road	Start September 26
3	1. Bus Gate on Shacklewell Lane 2. Left turn bans on Dalston Lane at Ridley Road Junction and at Cecilia Road junction 3. Farleigh Road 4. Foulden Road 5. Revocation of Right Turn Ban (with TfL)	Start April 27

Table 7.2: Proposed Timeline for the Dalston Liveable Neighbourhood Implementation

7.7. Approval is requested for the advertising of the necessary traffic orders to complete the entire project. This schedule contains a current firm proposal, but in the event of significant changes or variations then a separate decision document will be brought to the Assistant Director of Streetscene for approval.

7.8. Impacts of the Proposed Dalston Liveable Neighbourhood

7.9. The introduction of the DLN as it is now proposed will have both positive and negative impacts on inner roads and boundary roads of DLN.

7.10. The impact on the road network will be assessed by monitoring changes in traffic flows and how long it takes public service vehicles to pass around and through the LN before and after the introduction of the traffic filters.

7.11. Pre implementation data for traffic flows has already been collected as shown in Section 4.

7.12. This data will be compared to post implementation data to be collected during the six months comparison period after the scheme has had time to settle in

7.13. The impact on road users will be assessed by the changes in motor vehicles, pedal cycle flows, road safety, crime and accessibility within the LN.

7.14. Dalston ONE Model Indicative Test[2]

7.15. The Modelling & Visualisation team at TfL has undertaken a high-level modelling exercise to assess the effects of introducing the bus gate, diagonal traffic filters and implementing turn restrictions in the Dalston area of London Borough of Hackney using the Operational Network Evaluator (ONE Model).

7.16. Modelling Assumptions:

7.17. The purpose of an indicative test is to provide a high-level overview of the likely impact of the proposals. Outputs from this test will help to understand the scope and scale of traffic reassignment / high-level queuing information and to understand whether any more detailed modelling exercises are necessary.

7.18. The model tests AM Peak: 08:00-09:00 and PM Peak: 17:00-18:00. With a best estimate of what the network would look like in 2026 as a “Future Base” model.

[2] Dalston One Model Indicative Test

7.19. The scenario called “Do Something” was based on the proposed LN schemes as illustrated in figure 5.1

7.20. Model Outputs

7.21. Flow Difference Plots AM

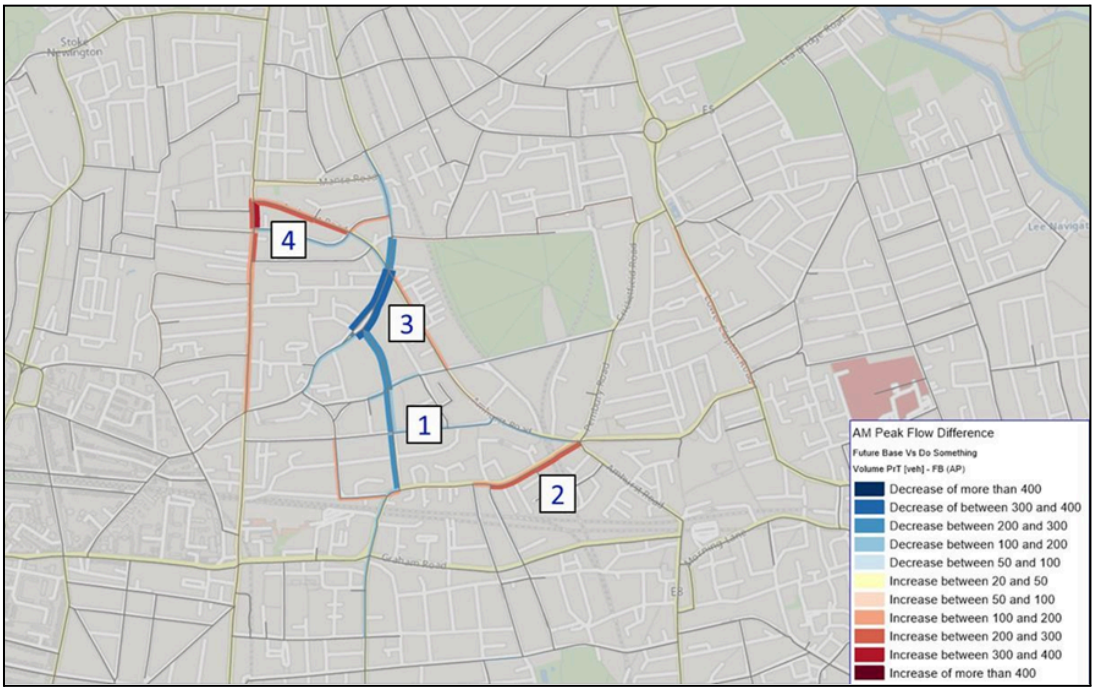
Flow difference plots subtract Future Base flows from Proposed flows for each modelled link to identify locations where there is a likely change in flows as a result of the proposed changes to the network.

7.22. Figure 7.2 shows the Flow difference plot for the AM peak. Flows are predicted to decrease along Cecilia Road in the southbound direction (Location 1) and Shacklewell Lane in both directions (Location 3) as a result of the scheme. Also, an increase in traffic flows is predicted along Amhurst Road in the westbound direction (Location 4) and Dalston Lane in the westbound direction (Location 2).

7.23. The introduction of traffic filters on Foulden Road and Farleigh Road lead to traffic reassigning through Amhurst Road and using the A10/Amhurst Road junction.

7.24. The proposed bus gate on Shacklewell Lane prohibits through traffic joining the A10 and turning left onto Cecilia Road. Southbound traffic instead splits in two streams from the A10 Rectory Rd/Manse Rd junction. One stream turning right onto Manse Road and continuing southbound on the A10, while the other stream continues ahead on to Rectory Road and then to Amhurst Road for southbound journeys.

7.25. On the other hand, the diagonal traffic filters along Cecilia Road which prohibit through movements, reassign the traffic along the A10 and Amhurst Road in the northbound and southbound directions respectively. For eastbound journeys along Downs Park Road and Sandringham Road, vehicles are predicted to use Sandringham Road and Dalston Lane respectively as alternatives. For westbound journeys along Downs Park Road, vehicles are predicted to reroute through the A10/Amhurst Road junction, while for westbound journeys along Sandringham Road, vehicle will reroute through Dalston Lane, Ridley Road and St Mark’s Rise to cross the A10 for westbound journeys.



7.26. **Figure 7.2 Output from TfL Model - Flow Difference Plot - AM Peak**

7.27. Flow Difference Plots PM

7.28. Figure 7.3 shows the Flow difference plot for the PM peak. Similar to the AM peak, flows are predicted to decrease along Cecilia Road in the southbound direction (Location 1) and Shacklewell Lane in both directions (Location 3) as a result of the scheme. Also, an increase in traffic flows is predicted along Amhurst Road in both directions (Location 4) and Dalston Lane in the westbound direction (Location 2).

7.29.

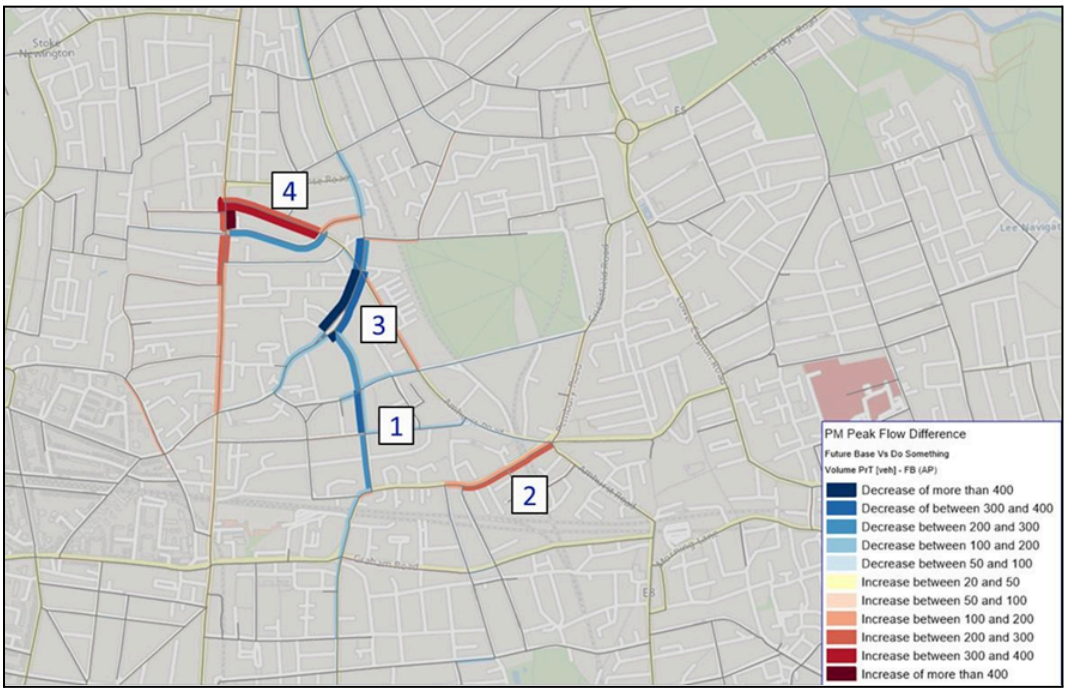


Figure 7.3 Output from TfL Model: Flow Difference Plot - PM Peak

7.30. The predicted traffic reassignment is largely similar to that of the AM peak which is a result of the LN and its diagonal traffic filters.

7.31. When analysing relative queues for the PM peak, the model suggested no significant changes to queues as a result of the proposed network changes.

7.32. Relative Queues

7.33. This analysis compares the queue lengths before and after the scheme implementation. Analysis was done of the relative queues for the Future Base and Do Something model for the AM peak. There were no major changes to queues as a result of the proposed network changes.

7.34. The summary of the TfL modelling experts were as follows:

"The indicative test results indicate that the proposed introduction of LN, diagonal traffic filters in Dalston will result in reasonable reassignment of traffic with vehicles choosing alternate routes to complete their trips. The impacts are similar in the AM and PM peaks with vehicles routing through the A10 in the northbound direction and Amhurst Road in the southbound direction.

There are no changes in queues due to the predicted reassignment of vehicles.

Overall, the proposed network changes lead to reasonable reassignment of traffic"

…

though they did add that we should carefully monitor the impact on the wider network.

7.35. Conclusion of the Modelling

7.36. The current transport modelling approach, exemplified by OneModel, is a valuable tool for predicting traffic impacts and refining designs. However, to manage the trade-off between accuracy and cost, the project will use a combination of initial modelling and real-world trials to address the model's limitations.

7.37. Despite its benefits, the existing model has residual uncertainty due to:

- Incomplete Network: The London-wide model used, of necessity, omits many minor residential roads (like Montague Road).
- Complex Behaviour: It struggles to accurately simulate traffic flow on roads nearing full capacity (such as Graham Road), which exhibit complex local behaviour.
- External Factors: Uncertainty is increased by the proximity of adjacent major scheme areas (Hackney Central and Mildmay, Islington) whose final traffic impacts are unknown.

7.38. While a larger model could increase accuracy, TfL accepts the current output as an acceptable compromise, confirming it currently gives "no cause for concern."

7.39. To gain definitive results and address modelling uncertainty, the proposed staged approach will allow parts of the scheme to be evaluated in real-world conditions. Measurement of actual traffic counts can take place at each stage and can help guide any changes necessary. This approach is more accurate than prediction and was used extensively during the emergency transport plan.

7.40. As discussed in Section 7.3, the project will proceed in stages, combining modelling and an observation of actual impacts. Modelling can fit into this approach in the following way:

- Initial Approval: The existing model supports proceeding with the first phases, including the School Streets implementation.
- During Phase 1, the impact on surrounding streets will be carefully monitored.
- Future Decision Point: Before Phase 2, discussions will be held with TfL about further modelling. This will take into account the adjacent Hackney Central and the Mildmay (Islington) schemes as their impacts "settle". A further delegated powers document would be developed if this modelling reveals the need for any significant changes.

7.41. Approval is sought for the full implementation of a bus gate on Shacklewell Lane.

7.42. Impacts on Cars in the Area

7.43. In order to estimate the extent of the impact on regular car users, a count was made of the number of mailing addresses in the area and this was multiplied by the number of cars per house derived from the Census. This then can be combined with estimates of how often cars are used in London on an average day, and also how many trips in an LN will be affected.

7.44. The estimate for this are in Table 7.3

ITEM	VALUE	Source/Reference
number of households	7441	Count of mailing addresses
average occupancy	2.40	Census Persons per household
Total Population	17858	in the area affected
Number of cars per household	0.38	Census for Dalston East including multiple cars
Total in area	2828	Estimate of number of cars inside the LN area
cars used on a random day	38%	RAC Foundation research "London Driver Survey Results" (2013)" (trending downwards since then)
Every day cars	1074	On a typical/random day how many cars will be on the road
Those affected by LN	37%	30-47% car trips affected: Uni Westminster “Largest ever study of LTNs in London”
affected	398	Number of cars on a regular day affected by the Liveable Neighbourhood

Table 7.3: Estimation of the number of cars regularly adversely affected

7.45. Whilst not a definitive statistical survey, and accepting that some people will be even more inconvenienced, this guided estimation process suggests that around 18,000 people might benefit from the LN but 400 people will have a disbenefit from regular longer car journeys

7.46. Impact on Emergency Access

7.47. Emergency access into the LN will remain unchanged as all emergency service vehicles, as well as Council refuse collection vehicles, are able to pass through the traffic filters. See section 6.6 for the response of the emergency services to the proposals.

7.48. Impacts on access for local residents

7.49. Under these plans, all properties within the LN will remain accessible from one boundary road although it might take longer to get to their properties

7.50. **Figure 7.4** shows the diversion routes available for Farleigh Road and Foulden Road.

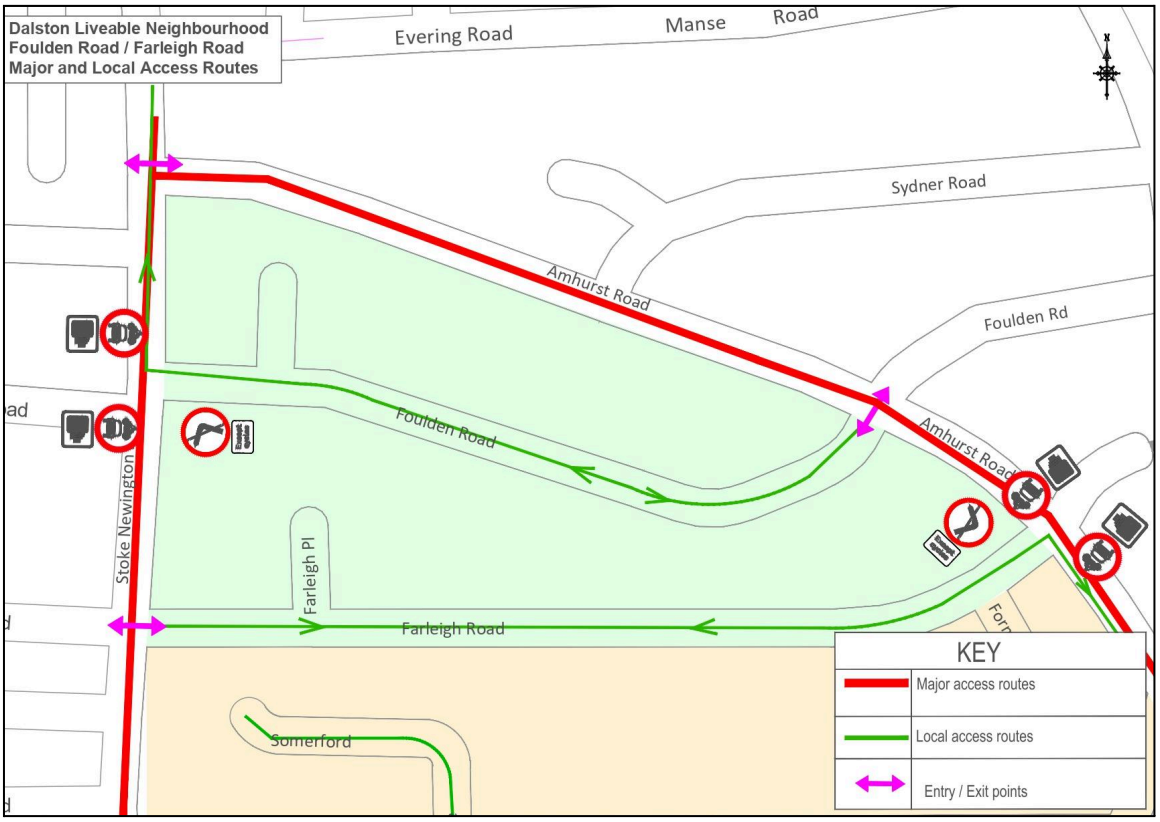


Figure 7.4 showing diversion routes available for Farleigh Road and Foulden Road.

7.51. **Figure 7.5** shows the diversion routes available for the A10 - Dalston Lane - Cecilia Road - Shacklewell Road area

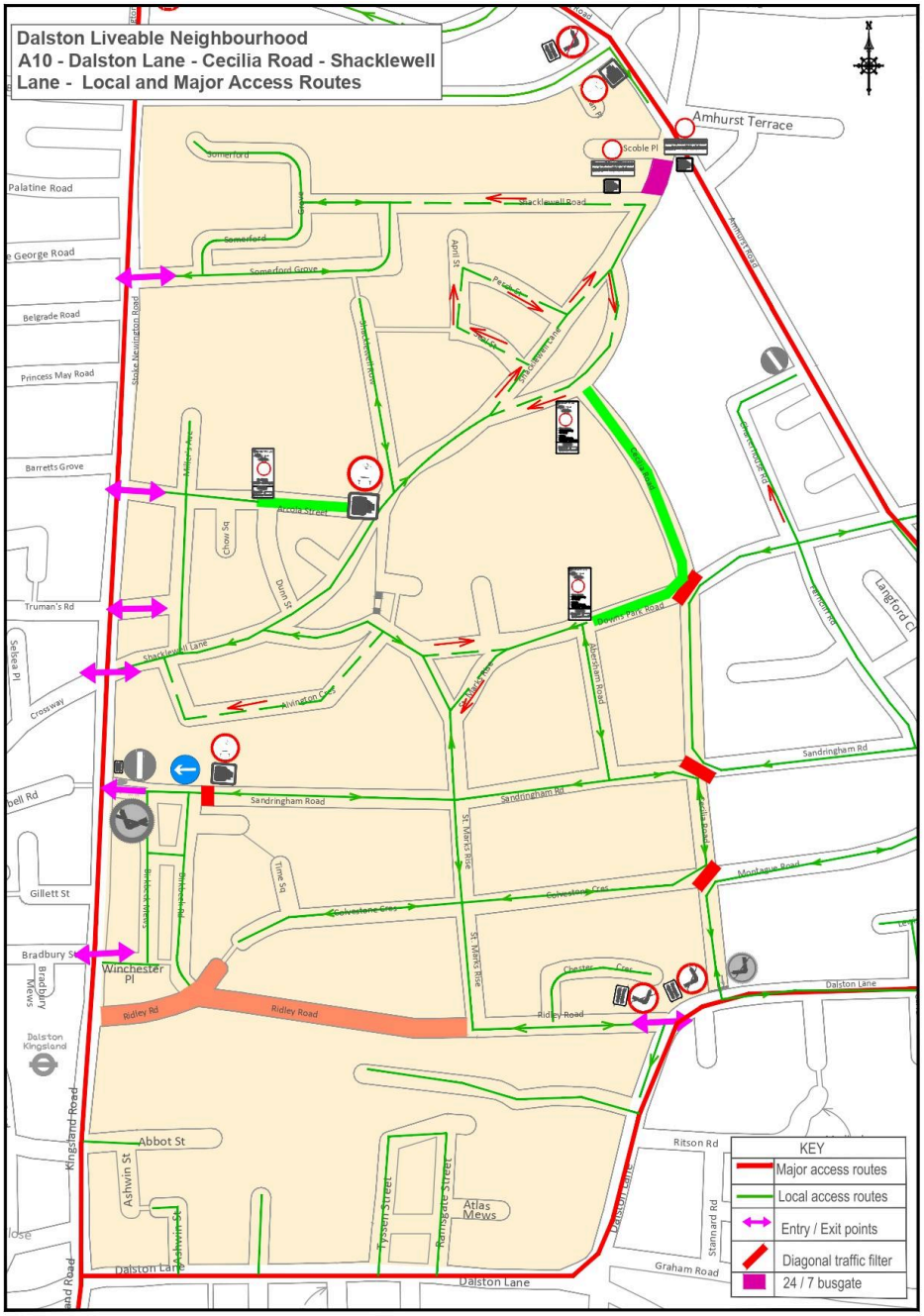


Figure 7.5 showing the diversion routes available for the A10 - Dalston Lane - Cecilia Road - Shacklewell Road area

7.52. **Figure 7.6** shows the diversion routes available for the Amhurst Road - Dalston Lane - Cecilia Road 10 - Shacklewell Lane area

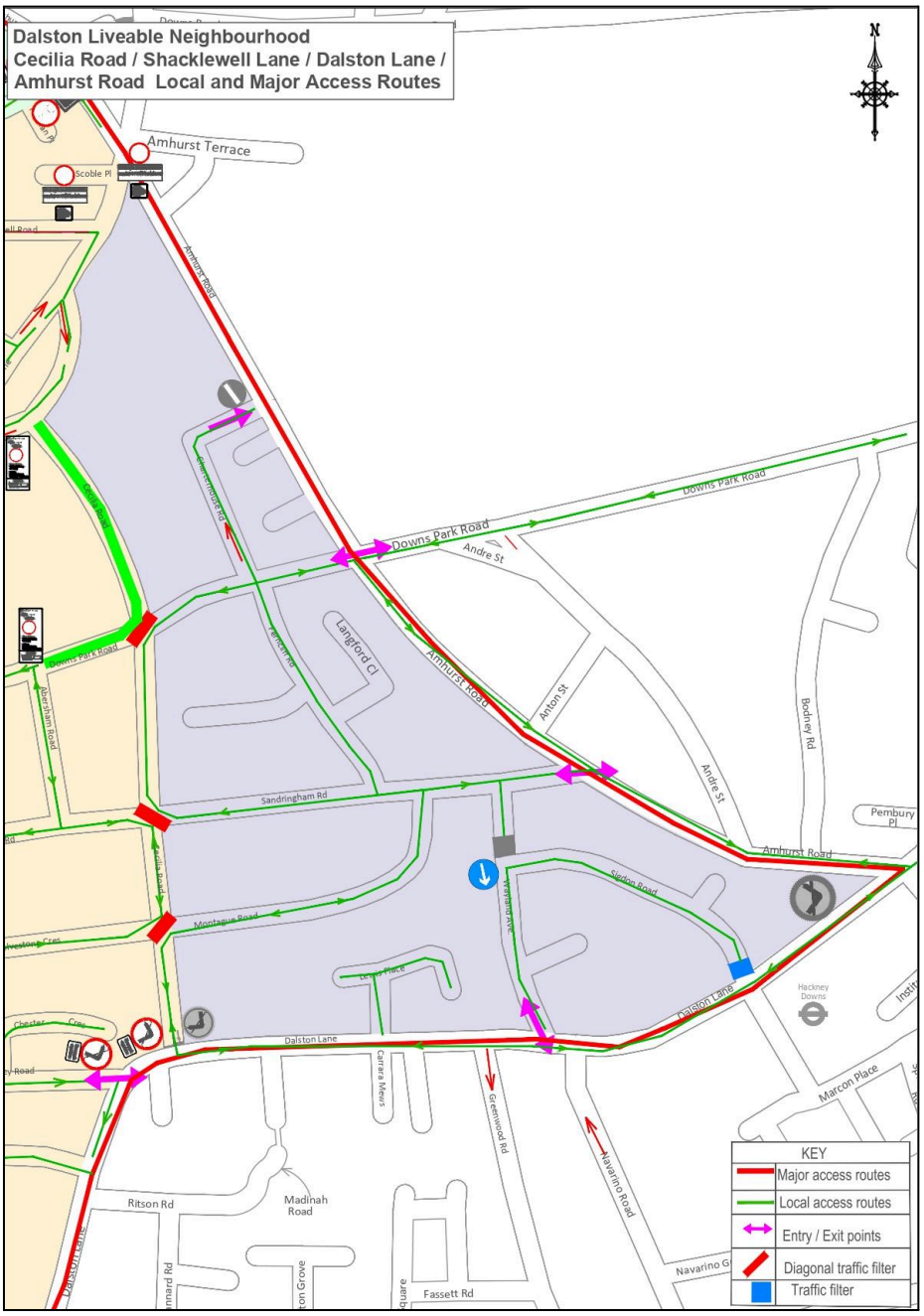


Figure 7.6 showing the diversion routes available for the Amhurst Road - Dalston Lane - Cecilia Road 10 - Shacklewell Lane area

7.53. Figure 7.7 shows the impacts of the proposals in the DLN on major routes in the DLN and Hackney Central area

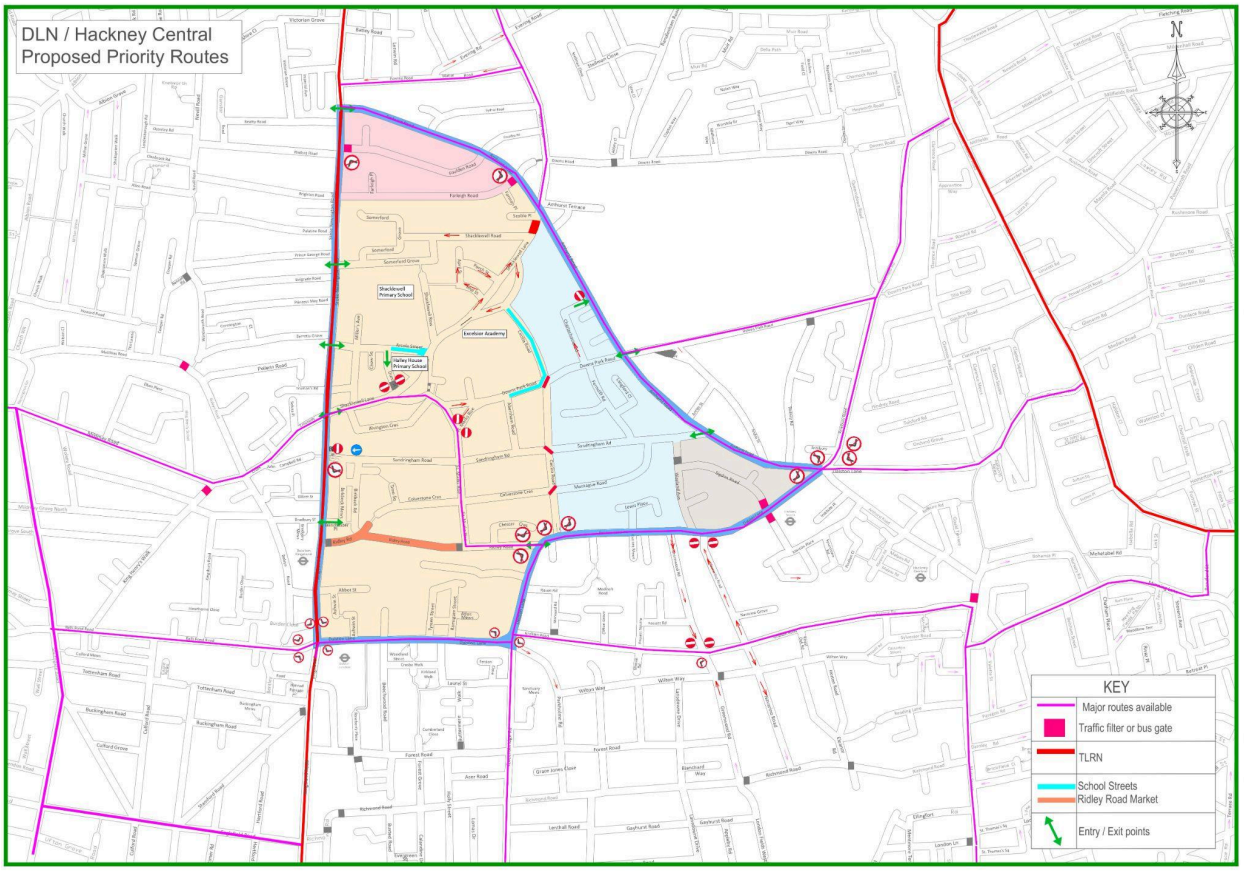


Figure 7.7 showing the impacts of the proposals in the DLN on major routes in the DLN and Hackney Central area

7.54. Impacts on Road Safety

7.55. See section 4 Pre- implementation Road traffic collision data for the period 2020 - 24 which has been recorded from police records and is available for comparison with post implementation data to be collected.

7.56. Collisions are impossible to predict but are heavily influenced by traffic flow. As this reduces, then the impact of the scheme on road safety is expected to be positive. All measures implemented will be subject to a Road Safety Audit before construction.

7.57. Impacts on bus journey times

7.58. Pre- implementation data on bus journey times is shown in section 4.

7.59. London Buses operate within the legal road speed limit, of which the majority of roads within Hackney are 20 miles per hour. Various factors can decrease bus maximum speed including surface conditions, weather, congestion, time of day or night.

7.60. The availability of a bus gate does mean, however, that the impact on bus journey times should be positive.

7.61. Impacts on Walking and cycling

7.62. Although it may not be possible to quantify the changes in pedestrian behaviour, the reduced traffic flows within the LN make it attractive for pedestrians to take up walking without having to face high traffic flows.

7.63. The potential physical and mental health benefits of walking outweigh the potential and perceived dangers of exposure to air pollution while walking or cycling.[3] A switch from driving to cycling and walking can potentially help to reduce air pollution.

7.64. It is therefore important to promote walking and cycling over car use generally, something that is reflected in the hierarchy of modes of travel set out in the Council's Hackney Transport Strategy in 2015.[4]

7.65. Implications for Crime and Disorder

7.66. Under section 17 of the Crime and Disorder Act 1998, the Council is required to have due regard to the likely effect of its decisions, and the need for the Council to do all that it reasonably can, to prevent: crime and disorder in the borough.

7.67. The Scheme has been discussed with the Council's Community Safety and Enforcement Team who work closely with the police to monitor crime statistics and respond to local concerns. The design team is ready to respond to any infrastructure-related issues raised.

7.68. Summary data for crime and public disorder in DLN is shown in **Table 7.4.** This data is for the four wards which represent the area surrounding the DLN.

[3] Air Quality: A Briefing for Directors of Public Health, DEFRA and Public Health England, 2017
[4] https://hackney.gov.uk/transport-strategy

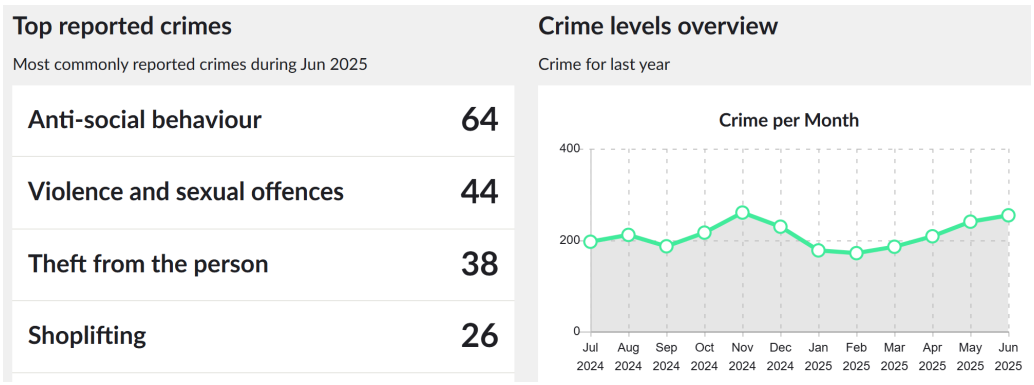


Table 7.4: Local Crime Statistics (from Police.uk)

7.69. Data collected during the trial period will be compared to this baseline data to establish the impact of the traffic filters on crime and antisocial behaviour.

7.70. The impact of Low Traffic Neighborhoods (LTNs) on crime and safety is likely to be overall positive. While some people worry that fewer cars might make streets more dangerous at night, research by Goodman and Aldred (2021) found that the introduction of LTNs was associated with a 10% decrease in street crime, an effect that increased over time, likely because more pedestrians and cyclists create "more eyes on the street."

7.71. Impacts on Human Rights

7.72. Under the Human Rights Act 1998, the Council is under a duty not to act in a way that is incompatible with any person's Convention rights. Such rights include, under Article 8(1), a right to respect for (amongst other things) private and family life. Accordingly, the order may not be made if it would give rise to a breach of a person's human rights unless it is both lawful and necessary in the interests of (amongst other things) public safety, the economic well-being of the country, for the prevention of disorder or crime, for the protection of health, or for the protection of the rights and freedoms of others.

7.73. The Council believes that any violation of Article 8(1) caused by implementing the Dalston Liveable Neighbourhood would be justified since it creates a quieter, safer, cleaner and less noisy environment for people to live and work in.

7.74. Impacts on children

7.75. Under section 11 of the Children and Families Act 2004, the Council also has a duty to make arrangements for ensuring that its functions are discharged having regard to the need to safeguard and promote the welfare of children.

7.76. There are 5 learning centres and 5 nurseries in the DLN and three of them are located near Shacklewell Lane with traffic flows of over 9000 vehicles / day.

7.77. All educational institutions in the DLN area will be positively affected by the proposed DLN. Figure 4.1 shows the location of the learning centres in the DLN area.

7.78. Impacts on vehicle-related noise

7.79. The introduction of the DLN is expected to bring about reductions in traffic flows. This will in turn bring about further reductions in noise and air pollution particularly around schools and nurseries. Reduced vehicle noise is one of TfL's indicators of "Healthy Streets".

7.80. Impacts on people with disabilities and within other protected groups

7.81. In order to give this the necessary attention, a full equality impact assessment has been carried out and is available in section 8

7.82. Key points are that there is a permit HAC01 which will allow registered Blue Badge holders to gain exemption from the main bus gate. Suitably registered TaxiCard holders are also to be exempt.

7.83. Although some routes, for example to Homerton hospital, may have to change, there will still be full access available to all properties.

8. Dalston Liveable Neighbourhood Equality Impact Assessment (EQIA)

8.1. This section provides a comprehensive Equality Impact Assessment (EQIA) for the Dalston Liveable Neighbourhood (DLN) scheme. As part of its legal obligations under Section 149 of the Equality Act 2010, Hackney Council is required to comply with and demonstrate due regard for the Public Sector Equality Duty. This duty involves actively working to eliminate discrimination, advance equality of opportunity, and foster good relations across all protected characteristics.

8.2. The DLN scheme, like other similar projects across the borough, aims to reduce motor vehicle traffic on residential streets, improve air quality, and create safer, more accessible environments for walking and cycling. This EQIA scrutinises the proposal to ensure that its impacts—both positive and negative—are fully understood and mitigated for all residents, with a particular focus on those with protected characteristics.

8.3. Methodology and Evidence Base

8.4. The assessment process is not a static one-off task but an evolving, continuous process. It is informed by a robust and multi-faceted evidence base to ensure a holistic understanding of community needs. This includes:

- **Quantitative Data:** Drawing on detailed statistics from sources such as the London Travel Demand Survey (LTDS) and census data to analyse travel habits, demographics, and health outcomes.
- **Qualitative Insights:** Incorporating direct feedback from community consultations, representative groups, and local charities. This ensures that the council's understanding is informed by real-world experiences.
- **Best-Practice Research:** Referencing external reports, such as the "Pave the Way" report from Transport for All, to inform the design and implementation of the scheme and its exemptions.

8.5. This EQIA for this decision is guided by local investigations but is also guided by a full evidence base for this and other schemes is publicly available on the Hackney Council website's Low Traffic Neighbourhood pages, with a dedicated section for EQIA documentation. https://docs.google.com/document/d/1I2MlH319h4kVwY3lRJ6f9BgtemKr9ZO8BKbCHilEEaQ/edit?usp=sharing

8.6. Impact on Protected Characteristics

8.7. Disability

8.8. The analysis recognises that disabled people, as defined by the Equality Act, are a diverse group with varied mobility needs. While some may rely on private vehicles, a significant proportion are active pedestrians (using mobility aids) and bus users.

8.9. Demographic and Travel Patterns

8.10. Hackney's demographic profile for disability is unique. While the borough has a slightly lower-than-average rate of residents who identify as having a disability (14.6% in the 2011 census, compared to 17.9% for England and Wales), it is a

high priority for the council. The EQIA for the DLN found that disability prevalence in the area's wards is varied, with Hackney Central at **16.4%** and Dalston at **12.5%**, compared to the overall borough average of **14.3%**.

8.11. The main modes of transport for disabled Londoners are walking (**78%**), bus (**55%**), and car (**44%** as a passenger and **24%** as a driver). These figures highlight that a large number of disabled people are not car-dependent. It is also important to consider those with "invisible" disabilities, who may not be immediately recognisable, and those who are caring for a disabled person, who are also protected under the Equality Act.

8.12. Potential Positive Impacts:

- **Improved Safety and Air Quality:** The primary aim of the DLN is to reduce vehicle volume, which directly benefits disabled people who are disproportionately affected by poor air quality and road danger.
- **Enhanced Walking and Cycling:** Reduced traffic makes it easier and safer to navigate streets on foot, with a wheelchair, or by bicycle. The "Pave the Way" report highlights that for many, cycling can be easier than walking.
- **Accessibility of Public Transport:** By reducing traffic on bus routes, the scheme supports the reliability of bus services, a mode of transport heavily relied upon by disabled Londoners.

8.13. Potential Negative Impacts and Mitigations:

- **Increased Journey Times:** For those who rely on private vehicles, including those for whom taxis or carers are a necessity, some journeys may become longer. This can lead to increased costs, stress, and physical discomfort.
- **Exemptions:** To mitigate this, Hackney has implemented the **HAC01 permit** system, which grants exemptions to registered vehicles used by disabled residents and those with companion e-badges. Furthermore, a recent pilot program was introduced in late 2024 to provide an **automatic exemption for licensed taxis** transporting Taxicard holders, addressing concerns raised by this community and their reliance on on-demand transport.

8.14. Engagement with the Disability Community

8.15. The council has an ongoing engagement process. While direct feedback on this specific scheme was not received from local disability groups, lessons learned from consultations on other schemes and policy positions from organisations like Age UK and Disability Backup have been used to inform the proposals.

8.16. Age

8.17. The scheme's impacts on age are considered with particular attention to the very young (0-15) and older residents (65+).

8.18. Demographic and Travel Patterns

8.19. Hackney is a relatively young borough, with 50% of the population aged 20-44. However, the DLN area has a higher proportion of mature people (25-64) at **66.3%** compared to the Hackney average of **61.5%**. The proportion of young people (under 25) in the DLN is **26.1%**, and older residents (over 65) is **7.7%**, both slightly lower than the Hackney and London averages.

8.20. The London Travel Demand Survey (LTDS) highlights the specific travel modes of different age groups in Hackney:

- **Ages 0-15:** Have much higher walking and bus use than average, and a higher reliance on cars as passengers, with **15%** of their trips being by car.
- **Ages 16-19:** Show much higher usage of buses and walking than average and the lowest car use of any age group.
- **Ages 65+:** Are particularly dependent on bus use (**40%** of trips). However, walking still accounts for a slightly higher mode share (**43%**).

8.21. Potential Positive Impacts:

- **Health and Safety:** Both younger and older people are more vulnerable to the effects of poor air quality and are at greater risk of injury from vehicle traffic. The scheme's objectives align with improving health outcomes and road safety for these groups.
- **Improved Walking Environment:** Older residents benefit from a reduction in traffic as it makes crossing roads and navigating streets less daunting. The scheme aims to create more space and a less intimidating environment for pedestrians.

8.22. Potential Negative Impacts and Mitigations:

- **Travel Dependency:** The bus gate may make certain private vehicle journeys more indirect. The council continues to monitor bus journey times and has ensured that exemptions for emergency and other key services are in place.

8.23. Race and Ethnicity

8.24. The EQIA acknowledges the diverse ethnic profile of Hackney's population and their specific travel behaviors. The 2011 Census estimates that about **45%** of Hackney's population are black and minority ethnic groups, with the largest being the Black or Black British group at **23%**.

8.25. Travel Patterns by Ethnicity

- **Bus Use:** People from ethnic minority backgrounds, particularly Black and Black British residents, are disproportionately reliant on bus services. **39%** of trips by Black or Black British people are by bus, compared to the borough-wide average of **21%**.
- **Car Use:** Asian people in Hackney show a slightly higher dependency on car trips, though this is still not their primary mode (**19%** of their trips are by car).
- **Walking and Cycling:** Black and global majority groups are less likely to walk and cycle than their white counterparts, with a low cycling mode share for Asian people (**1%**) and Black or Black British people (**4%**).

8.26. The scheme is designed to encourage active travel and improve bus services, which will benefit the ethnic groups who rely on these modes the most.

8.27. Religion or Belief

8.28. The proposed Dalston Liveable Neighbourhood (DLN) has been assessed for its potential impact on people with a religion or belief, as a protected characteristic under the Equality Act. While no specific travel data is collected for different religious groups in Hackney, the council's analysis considers how the scheme may affect their ability to access places of worship and community hubs.

8.29. Hackney is home to a diverse range of religious communities, and places of worship—such as mosques, synagogues, and churches—are vital for both worship and social activities.

8.30. Potential Impacts and Mitigations

8.31. The primary potential impacts on religious groups relate to **access to places of worship and community activities**. For many, particularly the Orthodox Jewish community, walking is the primary mode of transport on the Sabbath and on religious holidays, as driving is not permitted. The scheme's focus on creating safer, quieter streets for pedestrians and cyclists is therefore a direct benefit to those for whom walking is a religious necessity.

8.32. Conversely, for other communities, car travel may be essential for attending places of worship or carrying out community duties. While the DLN's modal filters may make some car journeys more indirect, all streets remain accessible to vehicles, including buses, taxis, and private cars. The council is committed to ongoing engagement with faith leaders to address specific concerns about access, such as for large events or for those with mobility issues. The scheme’s overall aim to create a more pedestrian-friendly environment aligns with the needs of many religious groups while striving to minimise negative impacts on others.

8.33. Sex, Gender Reassignment, and Sexual Orientation

8.34. The scheme aims to create safer, more comfortable public spaces for all. Research shows that women and LGBTQ+ people can be more vulnerable to crime and feel less safe in certain environments.

8.35. Potential Impacts:

- **Safety and Perception:** While reduced traffic can decrease the number of "eyes on the street," it also creates a more pleasant environment for walking and cycling. The council will monitor the impact on crime and the perception of safety in collaboration with the Community Safety Team.
- **Cycling Uptake:** Enhanced cycling conditions are expected to benefit women in particular, who often express greater concerns about cycle safety than men.

8.36. Pregnancy and Maternity, and Marriage and Civil Partnership

8.37. The scheme's reduced traffic benefits pregnant women and new mothers, making streets safer and healthier for walking and using buggies. This also improves air quality for both mother and child. While increased walking may be a challenge for those with reduced mobility, the overall goal is safety. The scheme is not considered to have a differentiated impact on people based on their marriage or civil partnership status, as this protected characteristic is not directly linked to travel behaviour or needs.

8.38. Poverty and Socio-Economic Status

8.39. While not a protected characteristic, people experiencing or at risk of poverty are a strong priority for the council. Hackney Council has proactively committed to considering and addressing socioeconomic inequality in its policy and strategic decisions, going beyond its legal requirements. The EQIA notes that a majority of Hackney households (**70%**) do not own a car. The map of Hackney Housing estates shows a significant proportion of social housing in the DLN, indicating that a majority of residents in the scheme area are low-income and do not rely on a car.

8.40. Potential Impacts:

- **Positive Behavioral Change:** The scheme prioritises walking, cycling, and public transport, which are the main modes of travel for residents on lower incomes. This helps reduce travel costs and improve health outcomes.
- **Potential Disadvantage:** A minority of low-income households do own cars and may be negatively impacted by longer journey times. However, the overall benefits to the majority of residents are considered to outweigh these localised negative impacts.

8.41. Community Cohesion and Care Experience

8.42. The proposed Dalston Liveable Neighbourhood (DLN) aims to have a positive impact on community cohesion by fostering a safer and more people-friendly environment. By reducing through-traffic, the scheme reclaims residential streets as shared public spaces, encouraging social interaction among neighbours and creating a more pleasant area for walking, cycling, and children's play.

8.43. However, the council acknowledges that the introduction of schemes like the DLN can cause community division and is committed to an open dialogue to ensure the scheme ultimately strengthens local bonds.

8.44. The scheme also has an indirect impact on individuals with care experience. By improving the quality of the local environment—making it safer, quieter, and less polluted—the DLN contributes to the overall well-being and sense of belonging for these residents. These improvements are crucial for creating a stable and supportive community, helping to improve life chances and outcomes.

8.45. Action Plan for Accessibility

8.46. In recognition of the need to ensure good access for all road users Closely related to the DLN project, but not dependent on it, an accessibility exercise took place in summer 2025. Hackney Council commissioned Sustrans, the Sustainable Transport Charity, to lead on engagement events with residents to ensure that the Healthy Streets improvements reflect local experiences, priorities, and preferences. The routes selected were between the junction of Shacklewell Lane and Arcola Street and the junction of St Marks Rise and Ridley Road.

8.47. Multiple events took place including a door knocking exercise, a walking workshop and an invite only accessibility audit. This work has been reported on and will be implemented separately, but is an example of how the attention to equalities in this area is ongoing.

8.48. EQIA Conclusion and Recommended Actions

8.49. The assessment concludes that the Dalston Liveable Neighbourhood scheme has a range of positive impacts on people with protected characteristics, particularly in the areas of health, safety, and air quality. It is recognised that there are also potential negative impacts, primarily for those who rely on private vehicles for their journeys.

8.50. To address these concerns, the council has a number of recommended actions, including:

- Continuing to monitor traffic, air quality, and safety data.
- Keeping the EQIA under review and updating it as new evidence or feedback

emerges.

- Exploring further exemptions where necessary, as demonstrated by the recent Taxicard exemption pilot.

8.51. By using a data-driven approach and engaging with the community, Hackney Council is committed to ensuring that its transport schemes are not only effective but also fair and equitable for all residents.

8.52. The Equality Impact Assessment is a living document that is continuously monitored and updated based on new data, public feedback, and ongoing analysis to ensure the scheme's impacts on all protected groups are fully understood and addressed. This iterative process allows us to identify any unintended consequences and implement necessary mitigations, ensuring our commitment to equality and fairness remains at the core of the project's long-term success. The council will specifically track key metrics such as traffic volumes, air quality data, public transport use, and reported community feedback to inform regular updates and any future adjustments to the scheme.

8.53. See Table 8.1 for an EQIA summary table.

Key: P - Positive Impact, N - Neutral Impact, A- Adverse Impact

<table>
<tr><td colspan="7">Protected Characteristic</td></tr>
<tr><td>Disability</td><td>Pregnancy & Maternity</td><td>Age</td><td>Religion & Belief</td><td>Race & Ethnicity</td><td>Sex, gender reassignment, sexual orientation, and marriage and civil partnership</td><td>Poverty</td></tr>
<tr><td>Overall P</td><td>Overall P</td><td>Overall P</td><td>Overall P</td><td>Overall P</td><td>Overall P</td><td>Overall P</td></tr>
<tr><td colspan="2">Positive</td><td colspan="5">The Dalston LN will have the overall effect of reducing traffic inside the area.

A reduction in traffic has corresponding benefits in terms of air quality, walking and cycling conditions, bus services and road safety. These benefits are relevant to all categories.

Road safety improvements are especially beneficial for disabled people to support them making local journeys. They are also particularly beneficial for older people and young children, who are overrepresented in road collision accidents

Improvements to walking and cycling conditions are relevant to all protected groups, as all require access to the same amenities.

In particular, women and people in Culturally and Ethnically Diverse communities have currently low levels and therefore higher potential for</td></tr>
</table>

	cycling, and thus benefit more from improvements to local cycling conditions. Air quality improvements in the Dalston area will be beneficial to all protected groups. In particular, air quality improvements outside local primary schools and nurseries are particularly beneficial to young children and people in the maternity/pregnancy group to some extent. Several estates will also benefit from improved air quality, which is especially beneficial for people that fall into the poverty category.
Negative	Especially in the short term, traffic displacement due to the proposals may result in a negative impact on those who live close to the bus gate traffic filter and on surrounding main roads. Over time, phenomena such as model shifts and traffic evaporation can take place, however in the short term traffic can be displaced and drivers might need to grow accustomed to the new restrictions. To mitigate against the negative impacts identified, the Council has or will take the following actions: ● Extend the exemptions to the bus gate restrictions to e - companion HAC - 01 permit holders on Shacklewell Lane. ● Continue to investigate and implement the best way to extend the exemptions to the bus gate restrictions to taxicard holders. ● Continue to have a robust and equitable process for investigating appeals against penalty charge notices where evidence can be provided of genuine emergency need. All destinations remain accessible by all modes, but the scheme has required that some journeys be rerouted. There are no exemptions proposed for residents, so users that are more reliant on cars/vehicles have been disadvantaged and need to make longer journeys. Subgroups of the group of car dependent people will include members of protected groups including older people and people with disabilities.
Comments	Impacts on certain groups cannot be fully evaluated, or contrasting impacts identified. This includes the impact of the scheme on community safety and thus on protected groups such as women or people with a non-straight sexual orientation. The impact will need to be evaluated by project officers together with the Met police and Hackney's Enforcement team.

	Certain groups are estimated to experience both positives and negatives due to the scheme. This can be due to a difference in terms of chosen transport mode, i.e. benefits when being a bus user, pedestrians, cyclists but disbenefits to the same person when in a car. Overall, data and research show that groups with protected characteristics, e.g. ethnicity or disability, are more frequently pedestrians or bus users than car passengers or drivers. Balancing these positives and negatives and the impact on different locations, overall it is believed that the scheme will be beneficial in terms of equalities. Walking, cycling and bus services enhancements and road safety and air quality improvements will be especially relevant. Certain measures have been incorporated into the proposals to mitigate against negative impacts. These include: ● The retention of all doctor, disabled and ambulance bays ● Taking into account emergency services feedback and ensuring that all traffic filters are navigable for emergency vehicles ● Feedback from other organisations including disability stakeholder groups has been taken into consideration ● All properties, shops and residences alike, are still accessible by vehicle

Table 8.1: Equality Impacts Summary Table

9. Legal implications

9.1. Before making a permanent traffic order, an authority must consider all the objections that are made in response to the notice of making, published in respect of the relevant traffic order.

9.2. Any person may within 6 weeks apply to the High Court to question the validity of a traffic order but an order may not otherwise be questioned in any legal proceedings whatsoever.

9.3. The network management duty in s.16 of the Traffic Management Act (TMA) 2004 is a continuing duty and the authority is obliged pursuant to s.17 TMA 2004 to keep its performance of the network management duty under review.

9.4. Within the scheme of delegation for Housing, Climate and Economy, delegation (authority) for making permanent orders under Section 6 of the

Road Traffic Regulation Act (RTRA 1984) Making “permanent” orders for prescribed routes, waiting and loading restrictions, bus stop and school clearways, disabled persons’ parking places, doctors’ parking places, free parking places, loading bays, bus and cycle lanes, pedestrian zones, weight, height and length restrictions, is delegated to Head of Streetscene (now titled Assistant Director, Streetscene).

9.5. A Key Decision is a decision which is defined in the Local Authorities (Executive Arrangements) (Meetings and Access to Information) Regulations 2012 as an executive decision which is likely to:

(a) Result in the Council incurring expenditure which is, or the making of savings which are, significant having regard to the Council’s budget for the service or function to which the decision relates; or

(b) Be significant in terms of its effects on communities living or working in an area comprising two or more wards in the area of the Council. This decision is a key decision as it is significant in terms of its effects on communities living or working in an area comprising two or more wards.

9.6. The Council's Constitution allows for Key decisions to be made by relevant officers with relevant delegated authority. Key decisions must be published in the Executive Meetings and Key decision notice in accordance with the Access to Information Procedure Rules contained in the Council’s Constitution.

9.7. The Assistant Director, Streetscene is authorised to approve the recommendations set out in this report.

10. COMMENTS OF THE GROUP DIRECTOR OF FINANCE

10.1. This report seeks approval to proceed with the statutory process of advertising the necessary Traffic Management Orders to implement the proposed designs of the Dalston Liveable Neighbourhood. The costs associated with issuing the orders will

need to be met from the existing resources of the Streetscene budgets within Housing, Climate and Economy.

10.2. The report also then seeks approval to begin the implementation of the schemes subject to satisfactory statutory consultation. The intention is that the scheme will be funded by TfL's Safer Streets programme budget. There is £148k budget confirmed by TfL for 2025/26. The 3 year Local Implementation Plan submitted to TfL included requests for funding of £525k for 26/27 and a further £1,490k for 27/28 related to the Dalston Liveable Neighbourhood. Implementation of the schemes will need to remain within the confirmed funding allocations and the service will need to review the plans if the requested amounts for 26/27 and 27/28 are not confirmed by TfL.

10.3. The maintenance of the road markings, greening and signs will be incorporated into the Council's routine maintenance and will need to be managed within existing Streetscene revenue budgets.

11. Summary Authority to make decisions

11.1. Within the scheme of delegation for Housing, Climate and Economy, delegation (authority) for making permanent orders under Section 6 of the Road Traffic Regulation Act (RTRA 1984) it states that - Making "permanent" orders for prescribed routes, waiting and loading restrictions, bus stop and school clearways, disabled persons' parking places, doctors' parking places, free parking places, loading bays, bus and cycle lanes, pedestrian zones, weight, height and length restrictions, is delegated to Director, Public Realm and Assistant Director, Streetscene. The Assistant Director, Streetscene is able to approve the recommendations set out in this report.

12. Conclusions

12.1. This Delegated Powers Report recommends that the Council authorises the Assistant Director, Streetscene to enact the actions as set out in Section 1 Recommendations and Section 2 Reasons for Decision.

13. **Approval**

EXEMPT

Not applicable

CONFIDENTIAL

None

BACKGROUND PAPERS

In accordance with The Local Authorities (Executive Arrangements) (Meetings and Access to Information) England Regulations 2012 publication of Background Papers used in the preparation of reports is required

None

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I have noted the contents of this summary and the associated documents and agree with the recommendations contained therein.

Signed

Dated :

Tyler Linton - Assistant Director, Streetscene

cc Sarah Young Cabinet Member for Energy, Waste, Transport and Public Realm

cc Maryann Allen - Group Engineer - Design & Engineering

List of Appendices

APPENDIX 1: Public Engagement Document

Help shape plans for Dalston Liveable Neighbourhood

have your say

Hackney

This booklet outlines proposals to introduce a new Liveable Neighbourhood in Dalston and includes a survey for you to share your feedback. Your views will be taken into account as part of the detailed design stage.

Have your say

Please return the questionnaire in the FREEPOST envelope provided or complete it online at:

consultation.hackney.gov.uk

The survey closes on **24 August 2025**.

Paper copies are also available at Dalston Library.

Find out more

Come along to one of our drop-in events at Dalston CLR James Library to ask questions and learn more:

- **Wednesday 23 July, 9.30am–12.30pm**
- **Tuesday 29 July, 4–7pm**
- **Wednesday 6 August, 1–4pm**
- **Saturday 16 August, 1–4pm**

For further information, including answers to frequently asked questions (FAQs), visit:

bit.ly/DalstonLN

Accessibility statement

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- ☐ (Urdu) اگر آپ یہ جاننا چاہتے ہیں کہ دستاویز میں کیا لکھا ہے تو براہ کرم مناسب باکس میں صحیح کا نشان لگائیے اور اپنا نام، پتہ اور فون نمبر اس صفحہ کے نیچے لکھئے اور اسے نیچے دیئے گئے پتہ پر واپس بھیج دیجئے۔
- ☐ Nếu bạn muốn biết tài liệu này nói gì hãy đánh dấu vào hộp thích hợp, điền tên, địa chỉ và số điện thoại của bạn vào cuối trang này và gửi lại theo địa chỉ dưới đây. (Vietnamese)
- ☐ (Yiddish) אויב ווילט איר וויסן וואָס דער דאָקומענט זאגט, ביטע טיק די פאסיגע קעסטל, שרייב דיין נאָמען, אַדרעס און טעלעפאָן נומער און שיק עס צוריק צו די אַדרעס אונטן.

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Return using the FREEPOST envelope enclosed

Help shape plans for Dalston Liveable Neighbourhood

We are committed to creating a fairer, greener, healthier Hackney. Our vision is a borough where people can walk, wheel and shop locally, enjoy welcoming public spaces, and travel on safer, healthier streets.

As part of this mission, we have secured nearly £3 million from Transport for London (TfL) to improve traffic and transport in the Dalston area. This funding will help us make roads safer, enhance the local environment, and support better bus services.

We're proposing improvements in the Dalston area which would support active, healthy lifestyles, reduce air pollution, and create a more welcoming, people-friendly neighbourhood for the community.

Why are these changes being proposed?

Dalston East is a thriving neighbourhood, but it currently suffers from high levels of through-traffic and unsafe road conditions:

- Over 10,000 vehicles pass through Shacklewell Lane each day
- More than 9,000 vehicles use St Mark's Rise daily, and 40 % of them don't stop in the area, using it as a shortcut
- The neighbourhood is surrounded by busy through roads, leading to a high number of collisions, especially at junctions
- Ridley Road Market visitors have to negotiate fast-moving, noisy and polluting traffic
- Car ownership is low – only around 30 % of households own a car, one of the lowest rates in the UK
- Walking is by far the most common way people get around, and we want to make it safer, easier and more enjoyable
- Cycling is also popular, but current conditions need improvement

Dalston travel survey

In 2023, we asked residents and businesses in the area to complete a travel survey to help us understand local people's travel habits and views. More than 700 people responded, and here's what we learned:

- 70 % of residents support improving walking, cycling and air quality, even if it might lengthen motor vehicle journeys by a few minutes
- Almost 90 % of non-car owners would support these improvements, and 57 % of car owners would also support this
- Walking is by far the most common way people travel in the local area
- Nearly two-thirds of respondents walk, cycle or use a manual wheelchair for at least 20 minutes a day

Our aims

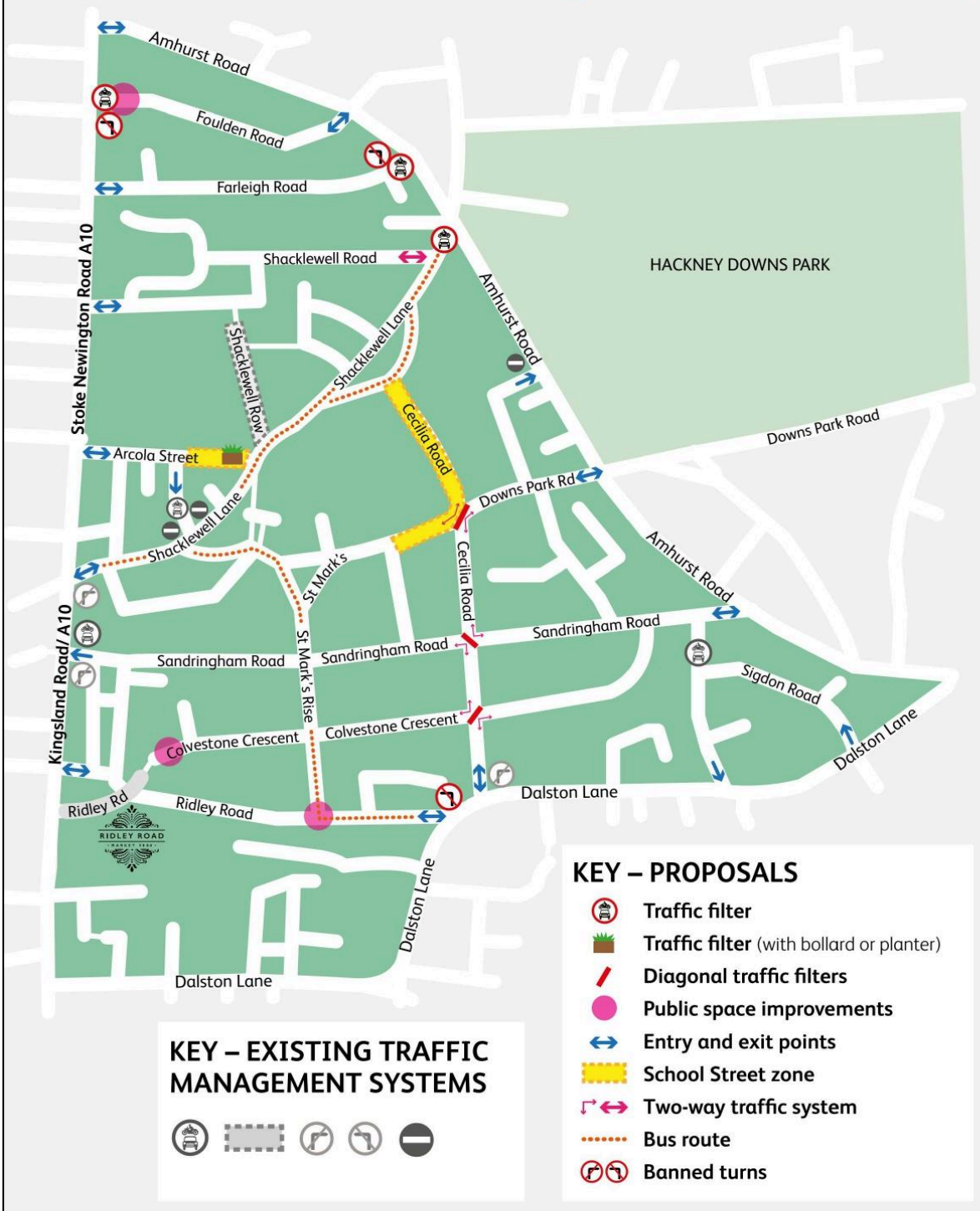
Make cycling and walking safer and easier in Dalston and the surrounding area

Reduce traffic in the area

Improve journey times for buses and ambulances

Improve the area as a place to visit and shop, including on market day

Dalston Liveable Neighbourhood Map



The proposals explained

1. 'Bus gate' on Shacklewell Lane

To reduce the number of vehicles using Shacklewell Lane as a shortcut between Kingsland High Street and Amhurst Road, we're proposing a bus gate between Shacklewell Road and Amhurst Road.

This would prioritise passage for buses and emergency vehicles, and improve conditions for walking and cycling. Other (non-exempt) vehicles would not be able to pass through the bus gate on Shacklewell Lane to and from Amhurst Road.

Vehicles would still be able to enter Shacklewell Lane from Kingsland High Street.

At the bus gate, we would add more greenery and public space improvements, such as widening the footpath with high-quality surfacing.

A camera would be used to enforce the bus gate and allow easy passage for buses, emergency services, cyclists and pedestrians. Other exemptions would include council refuse vehicles and HAC01 permits, including eligible blue badge and Taxicard holders. An appeals process would apply for other emergency situations.

2. Traffic management measures on residential streets

To prevent through-traffic from cutting through other parts of this area, we would introduce new traffic management measures on the following streets:

- **Cecilia Road:** Diagonal traffic diverters at the junctions of Downs Park Road, Sandringham Road, and Colvestone Crescent. These would allow vehicles to turn left or right at these junctions, but not continue straight through. Buses and emergency services would be exempt.

Example of a diagonal traffic filter.

- **Foulden Road:** Traffic filters to prevent vehicles turning in from and turning left out onto the A10 (Stoke Newington Road).
- **Farleigh Road:** Similar traffic filters to prevent vehicles from entering from or turning left out onto Amhurst Road.

These changes would help prevent through traffic from taking shortcuts through the area, reduce speeds on local roads, and create more space for improvements such as greenery or wider footpaths. Emergency vehicles and council refuse vehicles would be exempt.

- **Ridley Road:** To prevent a shortcut developing between the A10 and Pembury Circus, which would make pedestrian access to Ridley Road Market more difficult, we propose a left turn ban for vehicles exiting Ridley Road onto Dalston Lane. All existing access points to the market would remain, as well as all existing parking spaces.
- **Shacklewell Road:** To help local access, it would be made two-way.

3. School Streets

To make the area outside local schools safer at pick-up and drop-off times, we're proposing new School Streets in the following locations:

- Outside Halley House School (Arcola Street)
- Adjacent to the Excelsior Academy (Cecilia Road)

This would mean that most motor traffic would not be permitted to enter during school drop-off and pick-up hours on school days during term times.

Emergency services, council refuse vehicles and cyclists would be exempt. Permits would be introduced for people who live within the zone or have a special need to be there.

School Streets are already in place at over 50 schools in Hackney, helping over 20,000 pupils get to school safely and sustainably.

As part of this programme, we want to provide more outdoor space for children and young people, and encourage more walking, wheeling and cycling to school. We propose restricting a short section of road at the Shacklewell Lane end of Arcola Street to support this. Access to Arcola Street would be available only from the A10 direction, with a closure at the Shacklewell Lane end.

An example of a School Street in Hackney.

4. Help us map street improvements in Dalston

We have secured an additional £350,000 Healthy Streets funding from TfL to make Dalston's streets more accessible, sustainable and attractive.

To help us determine how to best use this additional funding, we want to hear your views on what other improvements you'd like to see.

Improvements might include play features for children, seating, trees for shade, cycle hire or parking bays, flood prevention measures, and green spaces.

Based on feedback from the Dalston Plan, a major planning and regeneration project shaped by the local community, we've identified two focus areas for potential investment:

- Arcola Street and Shacklewell Lane junction
- St Mark's Rise and Ridley Road junction

Have your say

Share your ideas for improvements in question 7 in the questionnaire.

All suggestions will be assessed and prioritised for feasibility and benefits.

There will be more opportunities to help shape the designs, including in-person workshops. For updates, visit the consultation page:

consultation.hackney.gov.uk

To read more about the Dalston Plan, visit:

hackney.gov.uk/dalston-spd

Colvestone Crescent – public space improvements

We are also seeking feedback on proposals to improve Colvestone Crescent, from house number 2 up to Time Square, as part of a smaller local scheme. Proposals include introducing a pedestrian and cycle zone, cycle stands, and a play area, as well as rain gardens to help reduce flooding risk and filter pollution.

To find out more and have your say on the proposals, visit:

bit.ly/colvestone

Pembury Circus works

Following consultation in 2024, works to transform Amhurst Road and Pembury Circus began in February 2025. Some of the changes will affect areas within the Dalston Liveable Neighbourhood, including Sigdon Road and Dalston Lane. We are considering any cumulative impacts from both projects in these areas.

For more information, visit:

hackney.gov.uk/amhurst-road-pembury-circus

Hackney Downs Station proposals

There's also a consultation happening just to the north around Hackney Downs Station.

Take a look and have your say at

bit.ly/HackneyDownsStreets

Frequently asked questions

Would I still be able to drive to my home or business if the proposals are implemented?

While some routes will be different, this proposal has been designed to maintain existing access to all properties at all times. The aim is to encourage active and sustainable travel where possible for short local journeys, and to maintain full access for emergency services, council refuse vehicles, and people with disabilities using the free HAC01 permit.

What measures would be in place to monitor the impact of the changes on traffic and air quality?

We would monitor the impact on air quality if the proposal is implemented. Our modelling suggests that there would be less traffic on Shacklewell Lane and Cecilia Road, a very small increase in traffic on Amhurst Road in the westbound direction, and Dalston Lane in the westbound direction.

We would work with TfL to improve bus services on routes 236 and 488, following the introduction of the bus gate on Shacklewell Lane, which is designed to improve bus journey times.

For more information on air quality monitoring locations and results, visit:

hackney.gov.uk/air-quality

What happens next?

The survey is open until 24 August 2025 to gather feedback on the proposals.

Your views will be taken into account as part of the detailed design process.

We will publish the consultation results as well as the decisions made at:

consultation.hackney.gov.uk

Subject to this consultation and statutory processes, we would aim to begin implementation of the proposals in autumn 2025.

For further information on this proposal, please contact the Hackney Service Centre by calling **020 8356 2897** or by emailing: **streetscene.consultations@hackney.gov.uk**