## Appendix C – Weavers Consultation results report

### Executive Summary

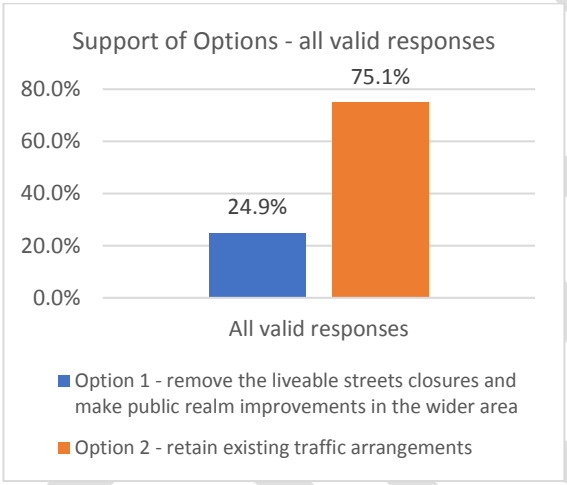
Analysis in this report includes the proportion of respondents who supported the two proposed options, and hereafter called Option 1 and Option 2.

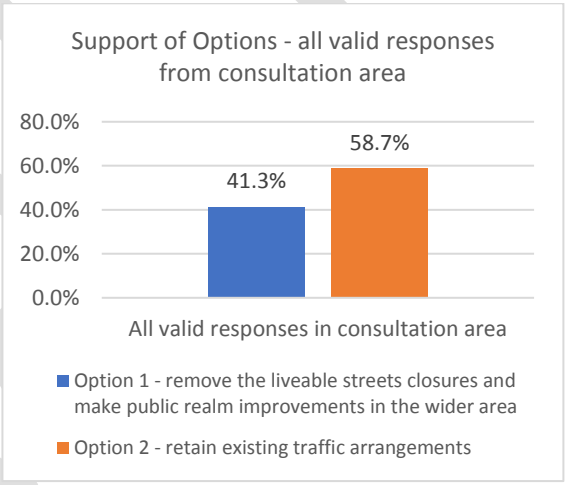
- **I support Option 1 to remove the liveable streets closures and make public realm improvements to the wider area (Option 1)**
- **I support Option 2 to retain the existing traffic arrangements (Option 2)**

Survey responses have been presented in two ways:

- By all Valid respondents and
- By Valid respondents living in the consultation area.

The majority of valid survey responses were in support of Option 2, to retain existing traffic arrangements for both cases.




### Background

The public consultation ran 23rd January 2023 and 12th February 2023 and sought view on options which have been developed for residents to consider. This report analyses the responses to the survey.

Responders were asked about their support for two options arising from the evaluation:

- I support Option 1 to remove the Liveable Streets closures and make public realm improvements to the wider area.
- I support Option 2 to retain the existing traffic arrangements

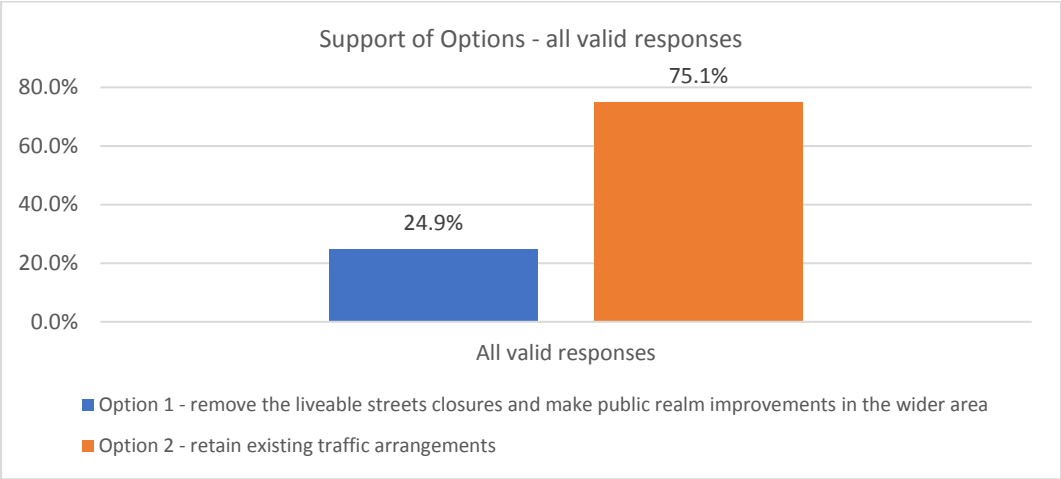
### All responses

1,686 valid survey responses were received.

Of those, 123 were received online, and 1,124 were paper surveys.

Overall,

- Option 1 – to remove the liveable streets closures and make public realm improvements in the wider area received support from 420 survey respondents representing 24.9% of the share, and
- Option 2 – to retain existing traffic arrangements received support from 1,266 survey respondents representing 75.1% of the share.



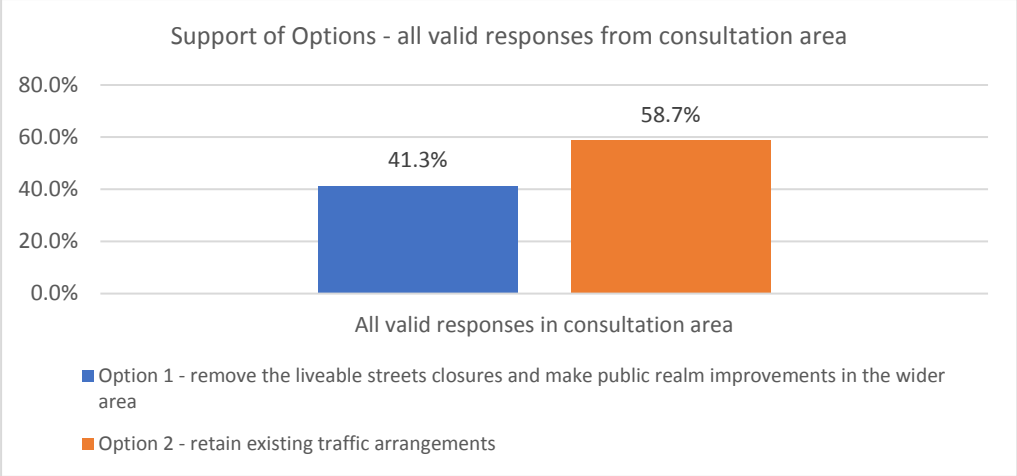

**Responses from the consultation area**

A unique reference number was provided in a letter and sent to all businesses and households within the Liveable Streets scheme area to help distinguish between those responding who may be directly impacted by the proposals.

To further ascertain whether these responses were genuinely received from respondents from within the consultation area, we checked the postcode provided by online survey responders with the postcodes held for the borough. We discounted a small number where the respondent provided a code but provided an address outside of the consultation area. The combination of the use of the resident code and a postcode from within the consultation area is how we have determined which response is from the consultation area.

In total 760 valid survey responses were from responders who used the resident code and provided a postcode that was in the survey area.
Of those,

- 314 supported option 1 – to remove the liveable streets closures and make public realm improvements in the wider area representing 41.3% of responses, and
- 446 supported option 2 – to retain existing traffic arrangements, representing 58.7% of responses.




## Analysis

Analysis in this report includes the proportion of respondents who supported the two proposed options, and hereafter called Option 1 and Option 2.

- **I support Option 1 to remove the liveable streets closures and make public realm improvements to the wider area (Option 1)**
- **I support Option 2 to retain the existing traffic arrangements (Option 2)**

**Survey respondents were asked which of the following best describes you? (please tick all that apply)**

1,537 survey respondents described themselves as a resident and 108 described themselves as a business owner. 32 responses from business owners came from the consultation area. Of those nine supported Option 1 and 23 supported Option 2.

**Residents were asked, to what extent do you agree or disagree with the proposed changes set out in Option 1**

Most residents disagreed with the proposed changes with the exception of improvements to footways and crossing across the Bethnal green Area including dropped kerbs, continuous crossings and new zebra crossings.

| Q5 (To what extent do you agree or disagree with the proposed changes set out in option 1:) Introduction of southbound vehicle access on the junction of Columbia Road and Gosset Street and two new zebra crossings | All valid responses | All valid responses in scheme area |
|---|---|---|
| Did not answer | 2.2% | 3.4% |
| Agree | 24.1% | 40.5% |
| Disagree | 67.9% | 46.8% |
| Neutral | 5.8% | 9.2% |
| Grand Total | 100.0% | 100.0% |

| Q5 (To what extent do you agree or disagree with the proposed changes set out in option 1:) Removal of closures around Jesus Green and new traffic movement changes to Delta Street, Wellington Row, Gosset Street and Barnet Grove. | All valid responses | All valid responses in scheme area |
|---|---|---|
| Did not answer | 2.3% | 2.9% |
| Agree | 23.5% | 39.2% |
| Disagree | 70.7% | 51.4% |
| Neutral | 3.6% | 6.4% |
| Grand Total | 100.0% | 100.0% |

| Q5 (To what extent do you agree or disagree with the proposed changes set out in option 1:) Removal of closures around Arnold Circus and on Old Nichol Street. | All valid responses | All valid responses in scheme area |
|---|---|---|
| Did not answer | 2.0% | 2.6% |
| Agree | 23.7% | 39.6% |
| Disagree | 71.1% | 53.2% |
| Neutral | 3.1% | 4.6% |
| Grand Total | 100.0% | 100.0% |

| Q5 (To what extent do you agree or disagree with the proposed changes set out in option 1:) Improvements to footways and crossing across the Bethnal green Area including dropped kerbs, continuous crossings and new zebra crossings. | All valid responses | All valid responses in scheme area |
|---|---|---|
| Did not answer | 2.0% | 3.3% |
| Agree | 50.8% | 52.5% |
| Disagree | 33.7% | 31.8% |
| Neutral | 13.5% | 12.4% |
| Grand Total | 100.0% | 100.0% |

**Evaluation of existing scheme**

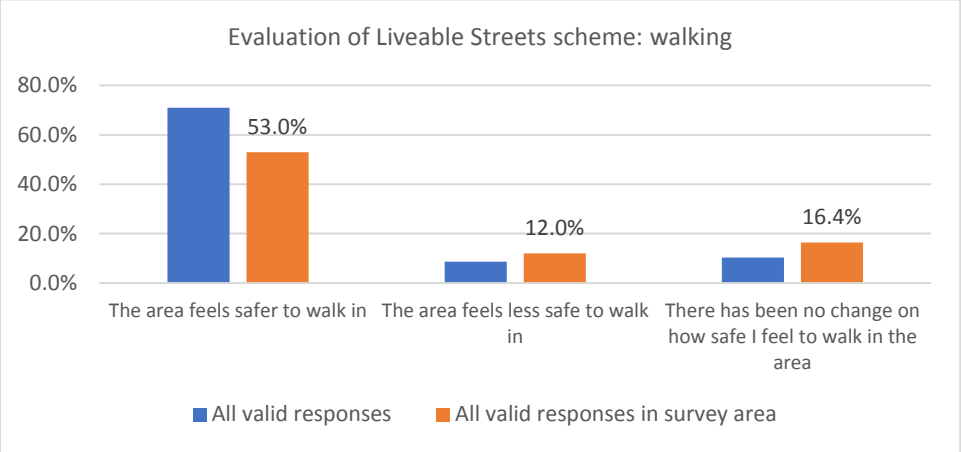
Survey responders were asked to evaluate the existing scheme. Responders were asked their opinion in a range of areas: Since the changes to roads in Bethnal Green were introduced under the Liveable Streets Scheme.

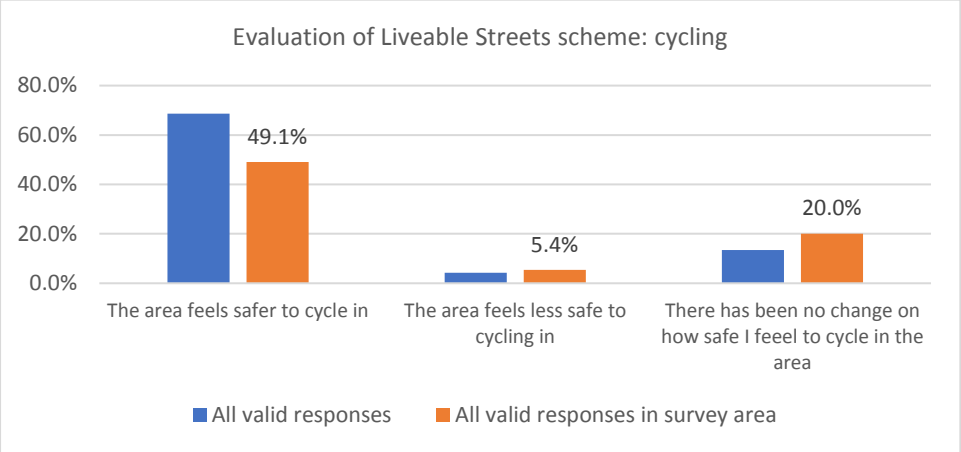
- Walking
- Cycling
- Use of public transport
- Traffic
- Access to shops and local amenities
- Air quality
- Traffic noise
- More pleasant neighbourhood

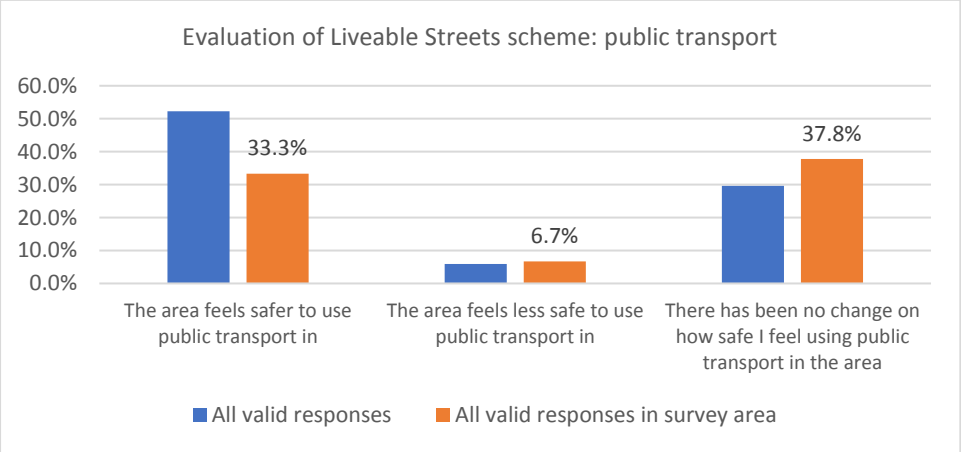
Overall, the majority of survey respondents reported positive effects since the introduction of liveable streets in all areas.

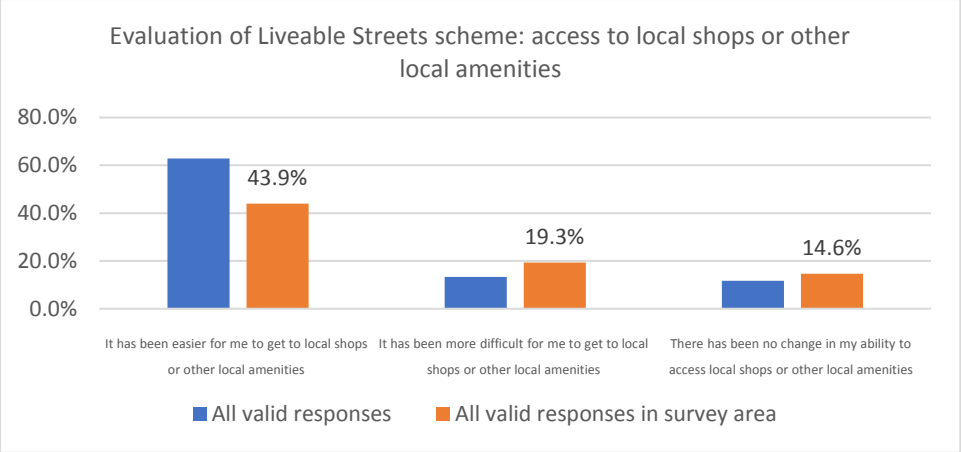
Most positive was around the look and feel of the area with 54.6% of respondents agreeing with this statement, and around the reduction in through traffic with 54.9% of respondents agreeing with this statement. The least positive was around access

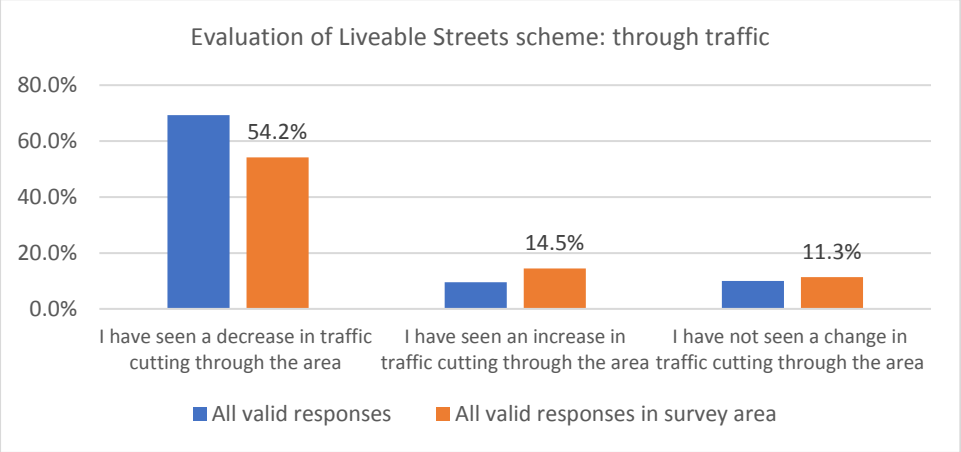
to local shops or other local amenities where 19.3% of respondence stated that it has been more difficult to get to local shops or other local amenities.

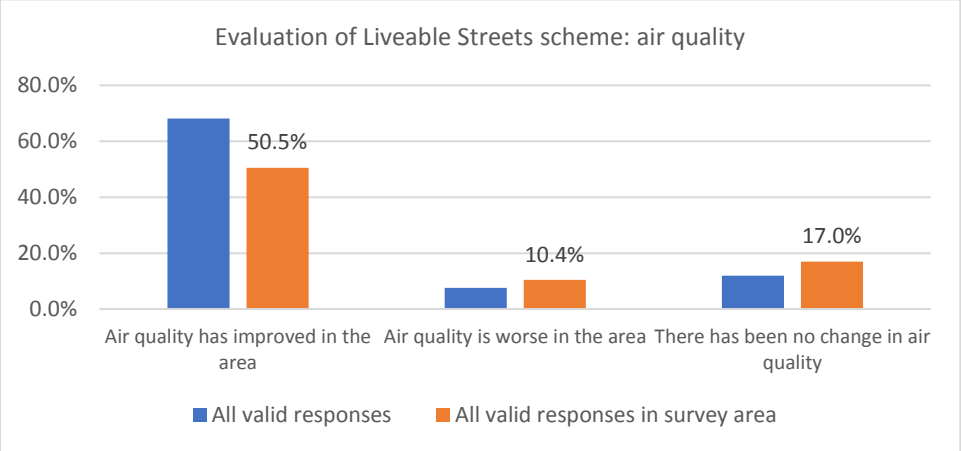


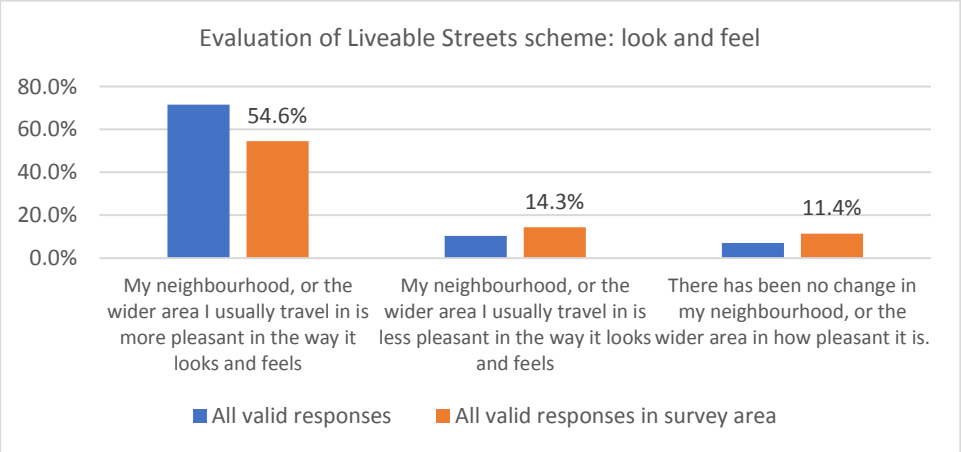




Evaluation of Liveable Streets scheme: access to local shops or other local amenities
80.0%
60.0%
40.0%
20.0%
0.0%
43.9%
19.3%
14.6%
It has been easier for me to get to local shops or other local amenities
It has been more difficult for me to get to local shops or other local amenities
There has been no change in my ability to access local shops or other local amenities
All valid responses
All valid responses in survey area


Evaluation of Liveable Streets scheme: through traffic
80.0%
60.0%
40.0%
20.0%
0.0%
54.2%
14.5%
11.3%
I have seen a decrease in traffic cutting through the area
I have seen an increase in traffic cutting through the area
I have not seen a change in traffic cutting through the area
All valid responses
All valid responses in survey area

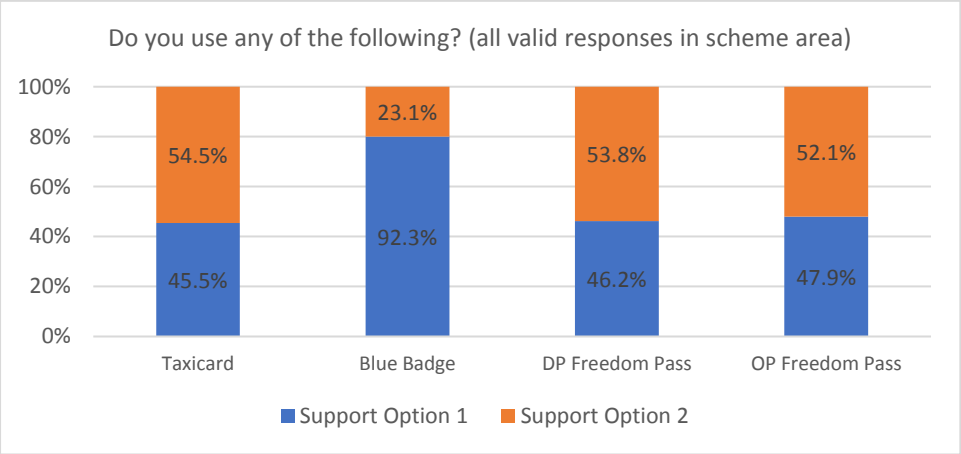

Evaluation of Liveable Streets scheme: air quality
80.0%
60.0%
40.0%
20.0%
0.0%
50.5%
10.4%
17.0%
Air quality has improved in the area
Air quality is worse in the area
There has been no change in air quality
All valid responses
All valid responses in survey area


Evaluation of Liveable Streets scheme: look and feel
80.0%
60.0%
40.0%
20.0%
0.0%
54.6%
14.3%
11.4%
My neighbourhood, or the wider area I usually travel in is more pleasant in the way it looks and feels
My neighbourhood, or the wider area I usually travel in is less pleasant in the way it looks and feels
There has been no change in my neighbourhood, or the wider area in how pleasant it is.
All valid responses
All valid responses in survey area

## Travel Survey

Survey respondents were asked whether they used any of the following travel schemes?

In total 192 survey responders said that they use one or more of the following travel schemes: Taxicard; Blue badge; DP Freedom Pass; OP Freedom Pass and some responders made use of more than one of these schemes. This represents 11.3% of all survey responders.




Over 90% of respondents from the consultation area with a Blue Badge supported Option 1. Conversely, more than half of respondents with a Taxicard, a DP Freedom Pass or an OP Freedom Pass supported Option 2.

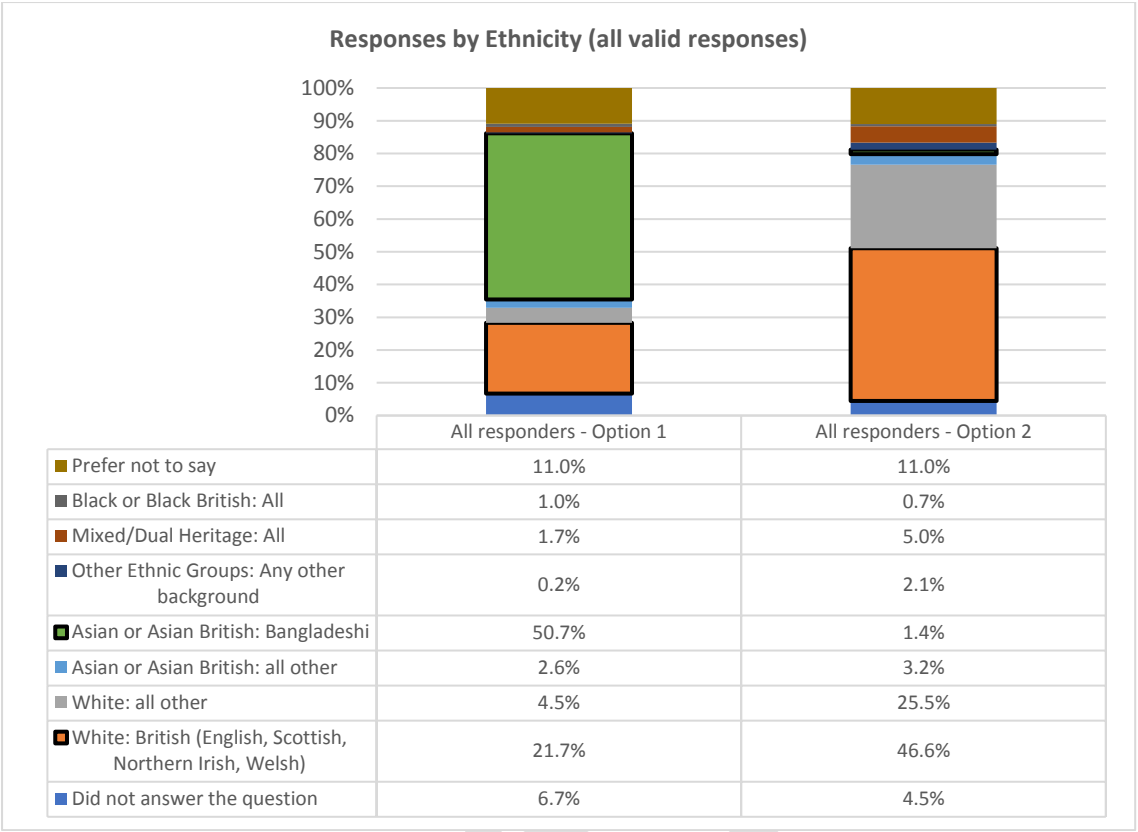
## Equalities Analysis

### Ethnicity

20.3% of all valid responses came from people who described themselves as White British. 13.3% of White British responders voted for Option 1 and 86.7% voted for Option 2. 33.6% of valid responses from within the scheme area were from White British responders and of those 23.9% voted for Option 1 and 76.1% voted for Option 2.

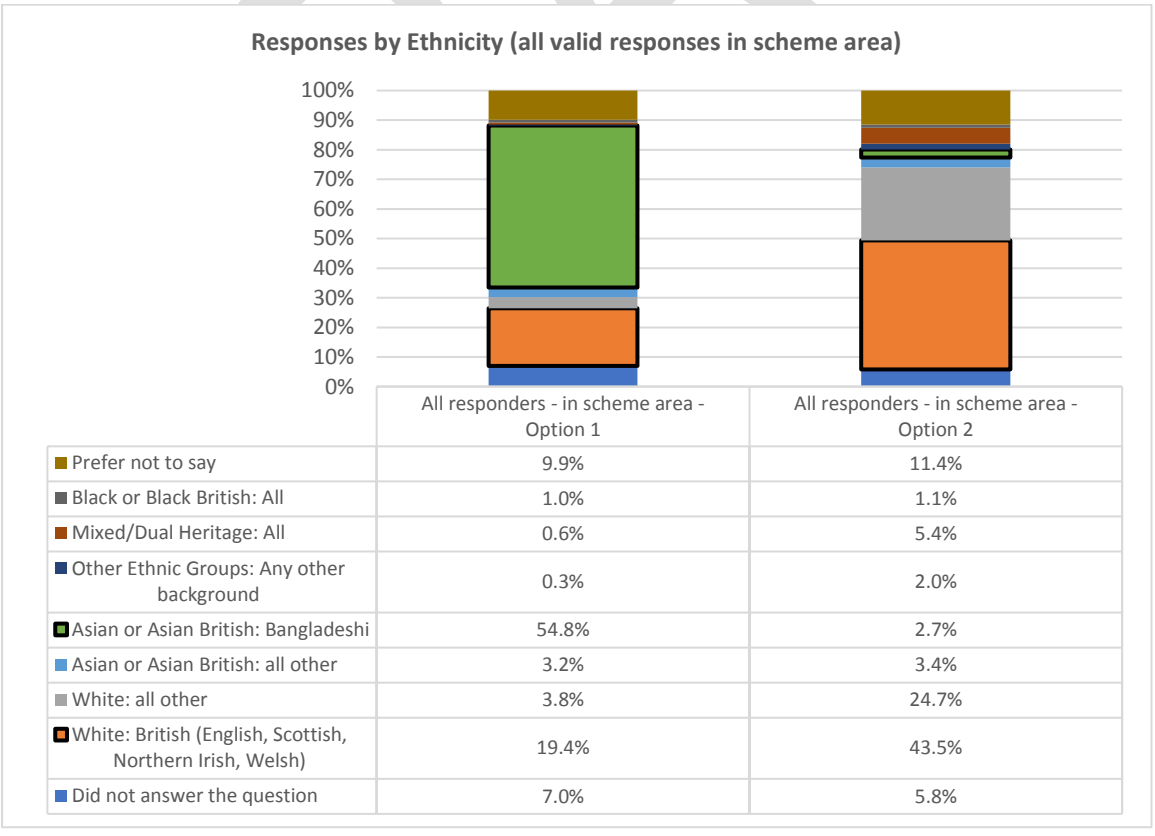
Responders from Asian or Asian British: Bangladeshi backgrounds accounted for 13.7% of all valid responses. 93.4% of Bangladeshi responders voted for Option 1 and 6.6% voted for Option 2. 24.2% of valid responses from within the scheme area were from Bangladeshi responders and of those 93.4% voted for Option 1 and 6.6% voted for Option 2.

The table below show the proportion of total valid responses received by ethnicity and support for each option.




| | All responders - Option 1 | All responders - Option 2 |
|---|---|---|
| Prefer not to say | 11.0% | 11.0% |
| Black or Black British: All | 1.0% | 0.7% |
| Mixed/Dual Heritage: All | 1.7% | 5.0% |
| Other Ethnic Groups: Any other background | 0.2% | 2.1% |
| Asian or Asian British: Bangladeshi | 50.7% | 1.4% |
| Asian or Asian British: all other | 2.6% | 3.2% |
| White: all other | 4.5% | 25.5% |
| White: British (English, Scottish, Northern Irish, Welsh) | 21.7% | 46.6% |
| Did not answer the question | 6.7% | 4.5% |

The table below show the proportion of valid responses received from responders living in the scheme area by ethnicity and support for each option.

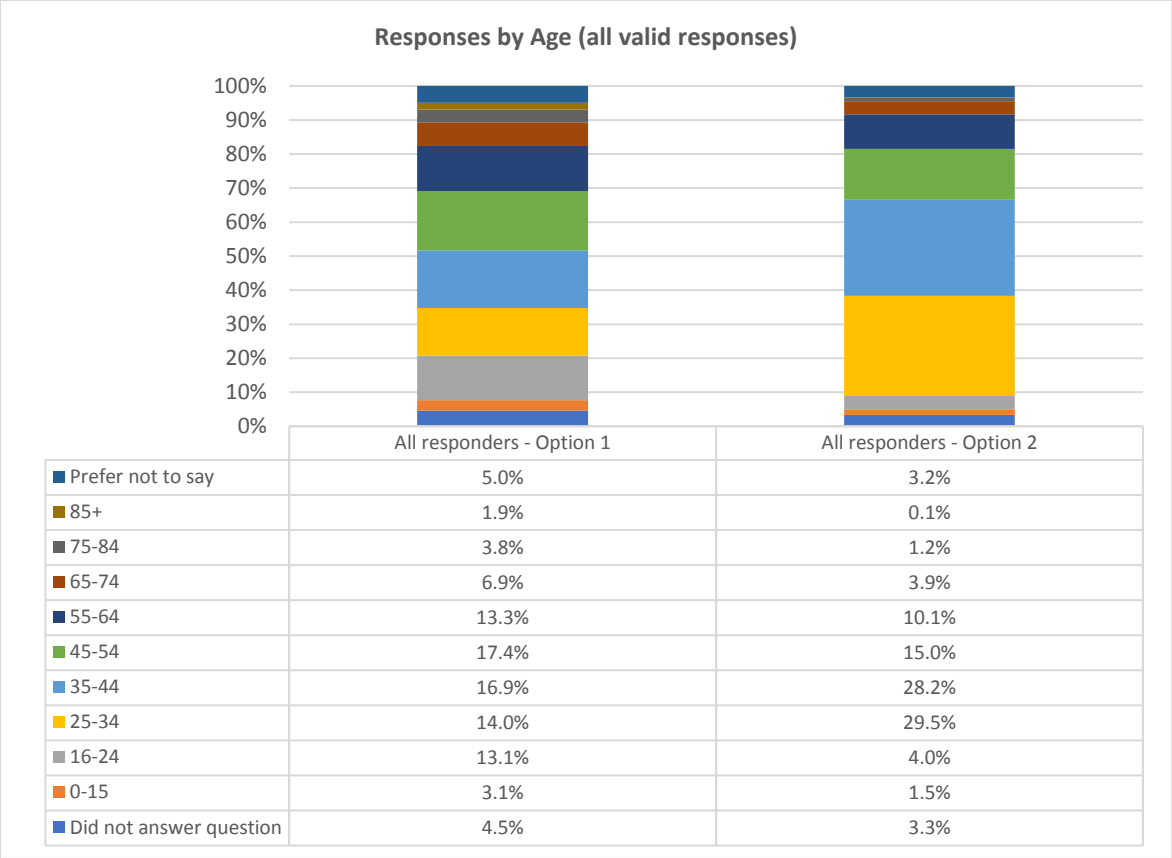



| | All responders - in scheme area - Option 1 | All responders - in scheme area - Option 2 |
|---|---|---|
| Prefer not to say | 9.9% | 11.4% |
| Black or Black British: All | 1.0% | 1.1% |
| Mixed/Dual Heritage: All | 0.6% | 5.4% |
| Other Ethnic Groups: Any other background | 0.3% | 2.0% |
| Asian or Asian British: Bangladeshi | 54.8% | 2.7% |
| Asian or Asian British: all other | 3.2% | 3.4% |
| White: all other | 3.8% | 24.7% |
| White: British (English, Scottish, Northern Irish, Welsh) | 19.4% | 43.5% |
| Did not answer the question | 7.0% | 5.8% |

## Age

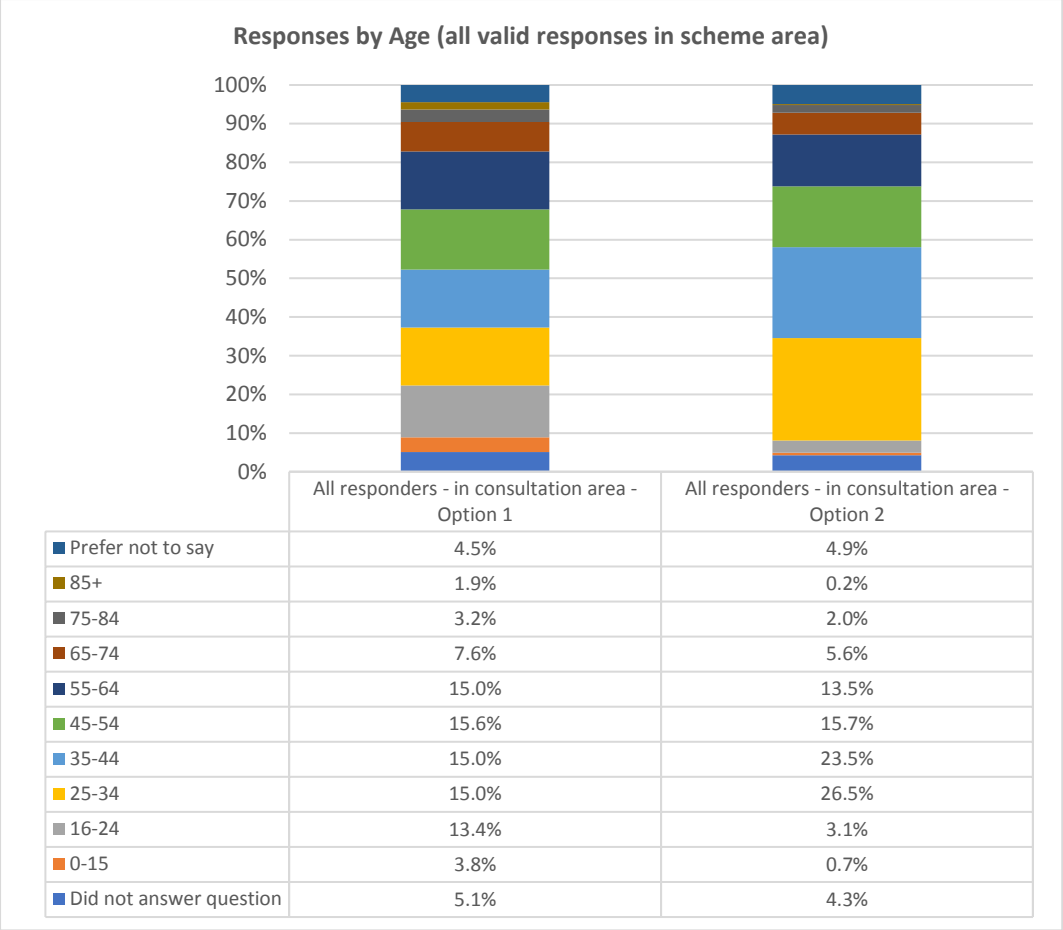
The majority of respondents are of working age. Respondents aged 0-24 years are more supportive of Option 1. Respondents of working age (25-54) are more supportive of Option 2. Respondents who are aged 55 years and over are more likely to support Option 1; this age range is more likely to have a disability or mobility issues than other age ranges.

The table below show the proportion of total valid responses received by age range and support for each option.




| | All responders - Option 1 | All responders - Option 2 |
|---|---|---|
| Prefer not to say | 5.0% | 3.2% |
| 85+ | 1.9% | 0.1% |
| 75-84 | 3.8% | 1.2% |
| 65-74 | 6.9% | 3.9% |
| 55-64 | 13.3% | 10.1% |
| 45-54 | 17.4% | 15.0% |
| 35-44 | 16.9% | 28.2% |
| 25-34 | 14.0% | 29.5% |
| 16-24 | 13.1% | 4.0% |
| 0-15 | 3.1% | 1.5% |
| Did not answer question | 4.5% | 3.3% |

The table below show the proportion of valid responses received from responders living in the scheme area by age range and support for each option.

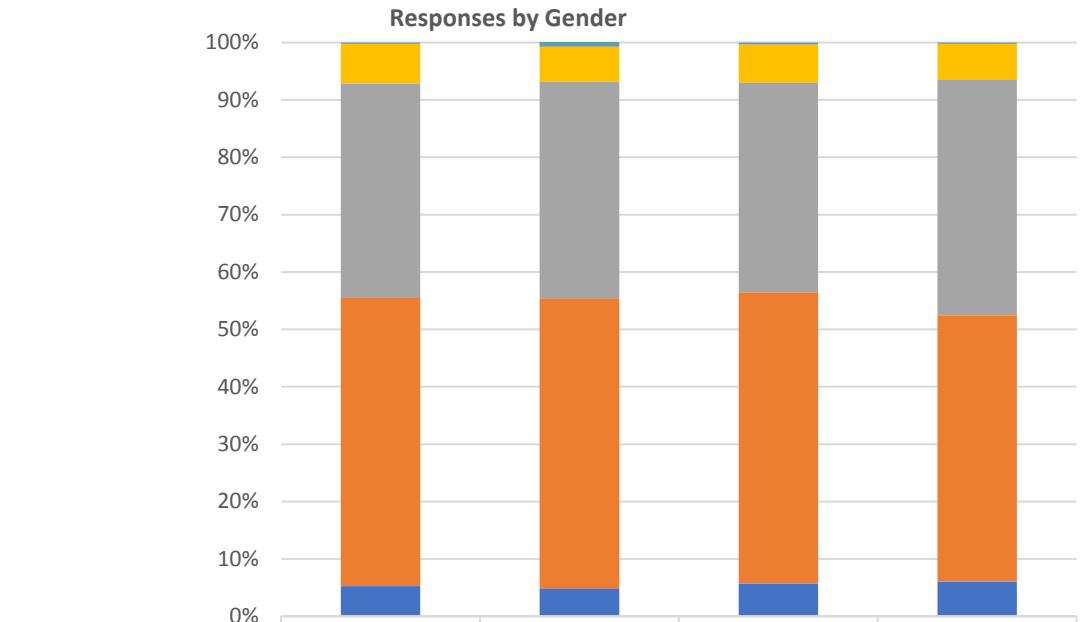



| | All responders - in consultation area - Option 1 | All responders - in consultation area - Option 2 |
|---|---|---|
| Prefer not to say | 4.5% | 4.9% |
| 85+ | 1.9% | 0.2% |
| 75-84 | 3.2% | 2.0% |
| 65-74 | 7.6% | 5.6% |
| 55-64 | 15.0% | 13.5% |
| 45-54 | 15.6% | 15.7% |
| 35-44 | 15.0% | 23.5% |
| 25-34 | 15.0% | 26.5% |
| 16-24 | 13.4% | 3.1% |
| 0-15 | 3.8% | 0.7% |
| Did not answer question | 5.1% | 4.3% |

## Gender

Survey respondents were asked which best describes their gender. There were more male survey responders than female (50.5% compared to 37.7%). Female respondents from the consultation area are slightly more likely to be in favour of Option 2 than males (61.4% female, 38.6% male).

The table below show the proportion of valid responses received from responders living in the scheme area by age range and support for each option.




| | All responders - Option 1 | All responders - Option 2 | All responders - in consultation area - Option 1 | All responders - in consultation area - Option 2 |
|---|---|---|---|---|
| Other (please specify) | 0.0% | 0.1% | 0.0% | 0.0% |
| Non-binary | 0.2% | 0.6% | 0.3% | 0.2% |
| I would prefer not to say | 6.9% | 6.2% | 6.7% | 6.3% |
| Female | 37.4% | 37.8% | 36.6% | 41.0% |
| Male | 50.2% | 50.6% | 50.6% | 46.4% |
| Did not answer the question | 5.2% | 4.7% | 5.7% | 6.1% |

**Gender same as registered at birth**

85.5% of all survey respondents said that their sex was the same as registered at birth and a further 13.9% said either did not answer the question or said they would prefer not to say. Less than 0.5% of survey responders said their sex was not the same as registered at birth; for this group, support for Option 2 was higher than for Option 1.

**Sex registered on birth certificate**

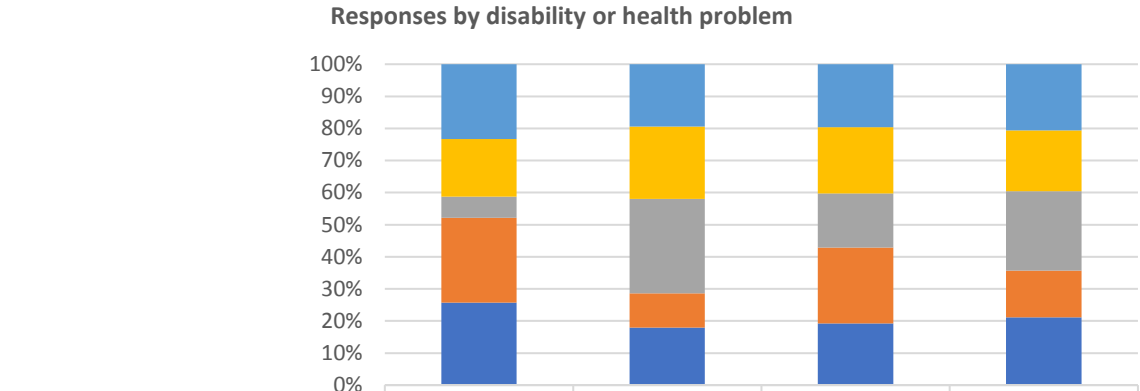
The responses for this protected characteristic for male and female are comparable to the question about gender. Fewer than 0.5% of survey respondents said they were intersex. In this small group, there was more support for Option 2 than for Option 1.

**Disability**

178 (10.5%) of all respondents and 92 (12.1%) respondents in the consultation area said yes when asked are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months (include any problems related to age).

Respondents were asked to state the type of health problem(s) or disability(y/ies) that applied to them. Respondents with a sensory impairment, learning disability,

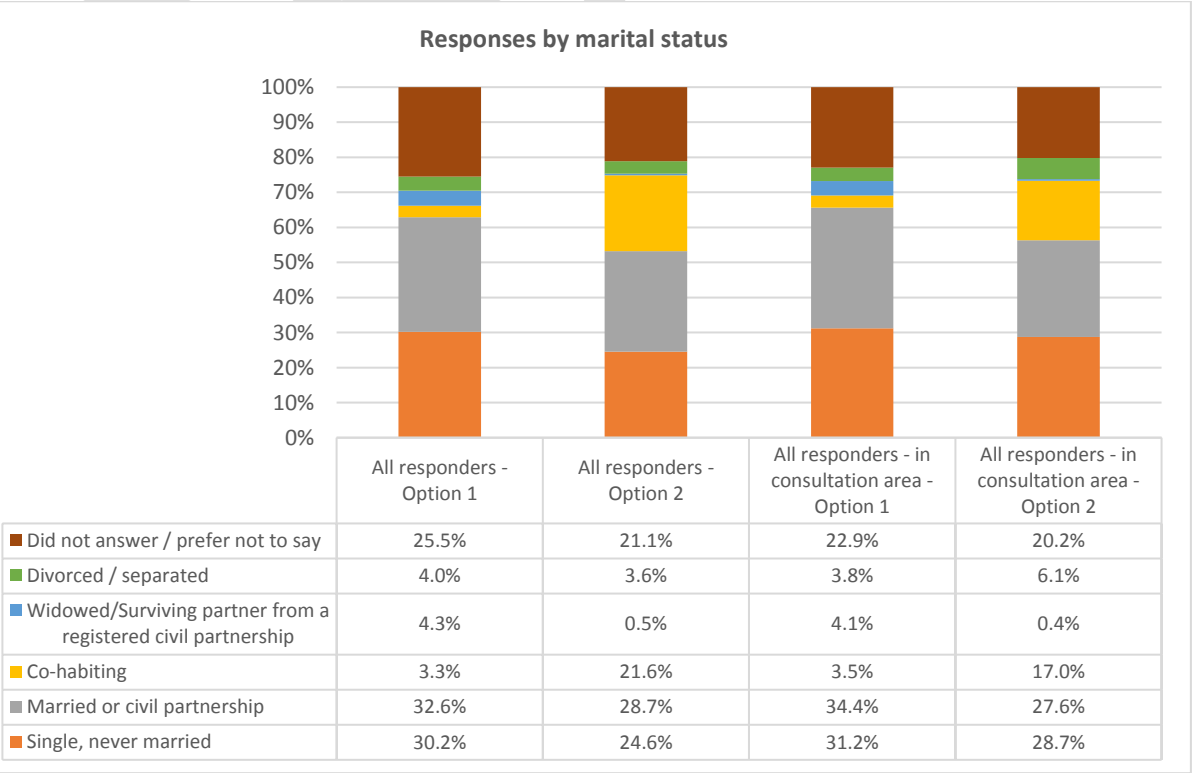
mental health condition or long-term health condition were more in favour of Option 2 than Option 1. However, the proportion of respondents from the consultation area were more supportive of Option 1 than 2.




| | All responders - Option 1 | All responders - Option 2 | All responders - in consultation area - Option 1 | All responders - in consultation area - Option 2 |
|---|---|---|---|---|
| Long-standing illness or health condition | 41.8% | 58.2% | 58.3% | 41.7% |
| Mental health condition | 32.1% | 67.9% | 61.5% | 38.5% |
| Learning disability | 11.8% | 88.2% | 50.0% | 50.0% |
| Physical impairment | 47.5% | 32.2% | 70.6% | 29.4% |
| Sensory impairment | 46.2% | 53.8% | 57.1% | 42.9% |

## Marital Status

Respondents who are widowed / surviving partner from a registered civil partnership were more in favour of Option 1 than Option 2. All groups were more supportive of Option 2.

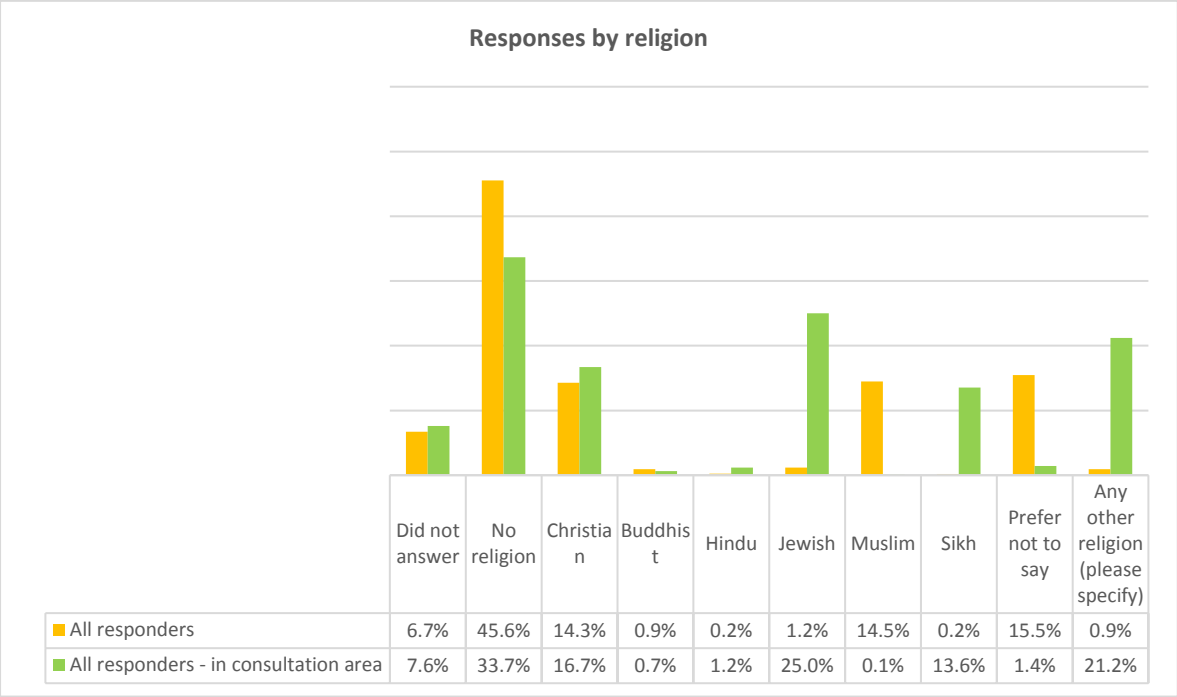



| | All responders - Option 1 | All responders - Option 2 | All responders - in consultation area - Option 1 | All responders - in consultation area - Option 2 |
|---|---|---|---|---|
| Did not answer / prefer not to say | 25.5% | 21.1% | 22.9% | 20.2% |
| Divorced / separated | 4.0% | 3.6% | 3.8% | 6.1% |
| Widowed/Surviving partner from a registered civil partnership | 4.3% | 0.5% | 4.1% | 0.4% |
| Co-habiting | 3.3% | 21.6% | 3.5% | 17.0% |
| Married or civil partnership | 32.6% | 28.7% | 34.4% | 27.6% |
| Single, never married | 30.2% | 24.6% | 31.2% | 28.7% |

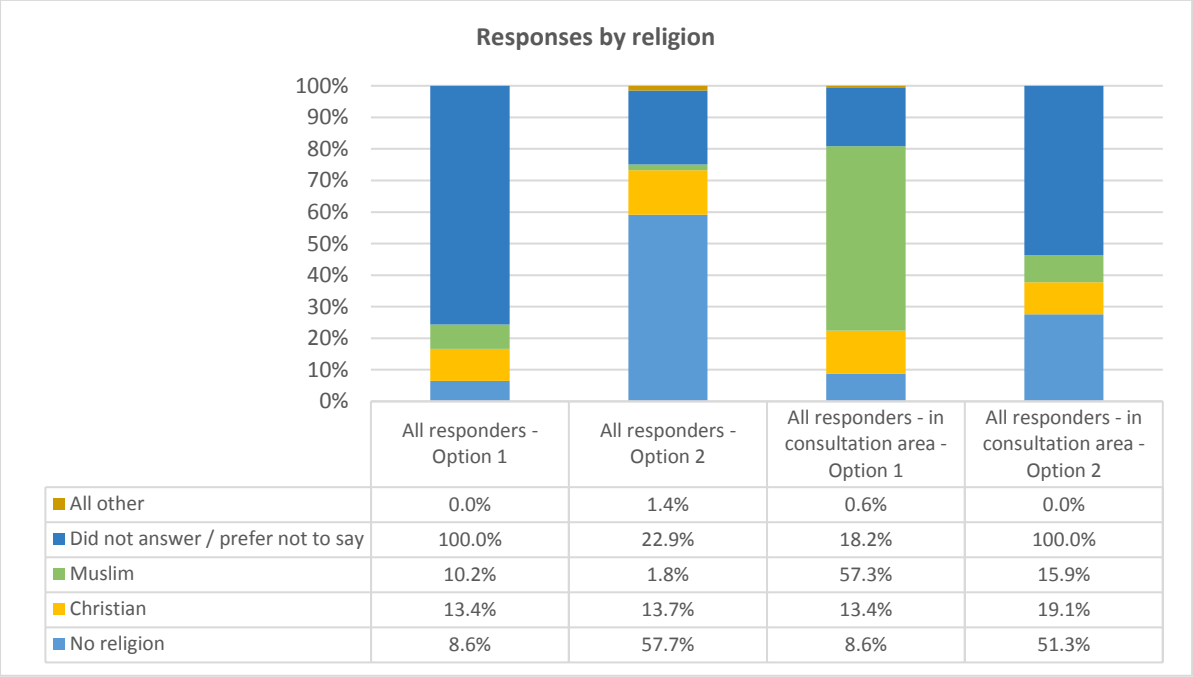
## Religion

1,142 respondents stated they had no religion, or preferred not to say, or did not answer this survey question, equating to 22.2% of all responses received. The majority of these responders supported Option 2.

The next highest group was from respondents who said they were Muslim. Muslim respondents were much more likely to support Option 1 than Option 2. The third highest group was from residents who said they were Christian. Overall, Christian respondents were more likely to support Option 2.



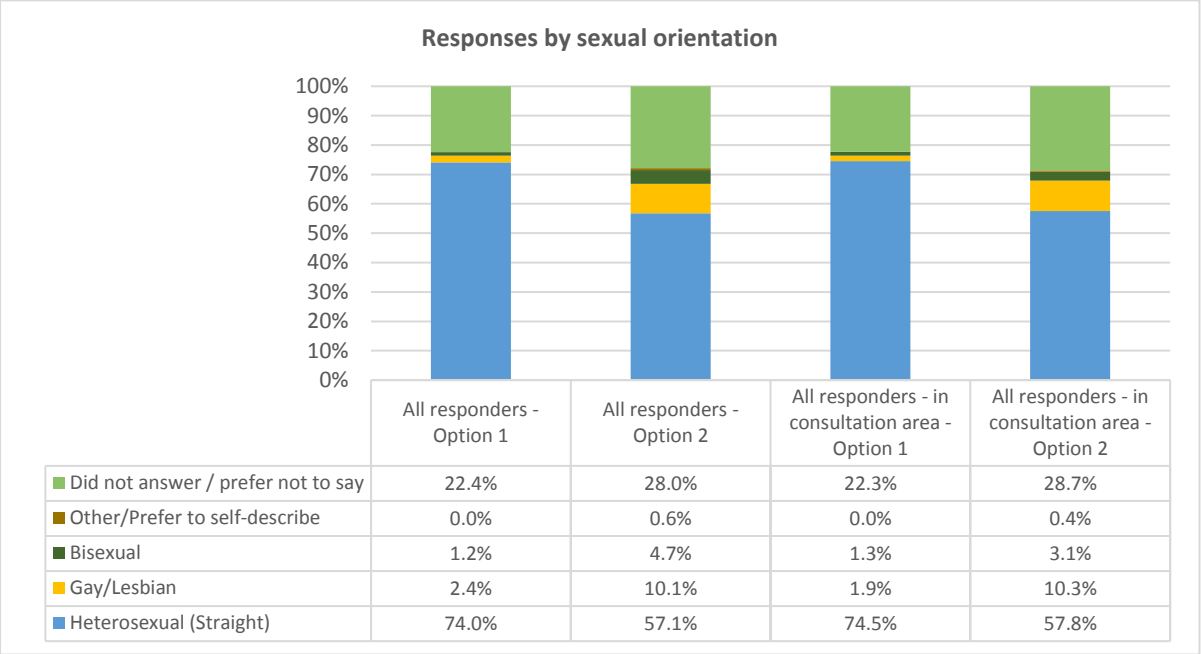

| | Did not answer | No religion | Christian | Buddhist | Hindu | Jewish | Muslim | Sikh | Prefer not to say | Any other religion (please specify) |
|---|---|---|---|---|---|---|---|---|---|---|
| All responders | 6.7% | 45.6% | 14.3% | 0.9% | 0.2% | 1.2% | 14.5% | 0.2% | 15.5% | 0.9% |
| All responders - in consultation area | 7.6% | 33.7% | 16.7% | 0.7% | 1.2% | 25.0% | 0.1% | 13.6% | 1.4% | 21.2% |




| | All responders - Option 1 | All responders - Option 2 | All responders - in consultation area - Option 1 | All responders - in consultation area - Option 2 |
|---|---|---|---|---|
| All other | 0.0% | 1.4% | 0.6% | 0.0% |
| Did not answer / prefer not to say | 100.0% | 22.9% | 18.2% | 100.0% |
| Muslim | 10.2% | 1.8% | 57.3% | 15.9% |
| Christian | 13.4% | 13.7% | 13.4% | 19.1% |
| No religion | 8.6% | 57.7% | 8.6% | 51.3% |

## Sexual Orientation

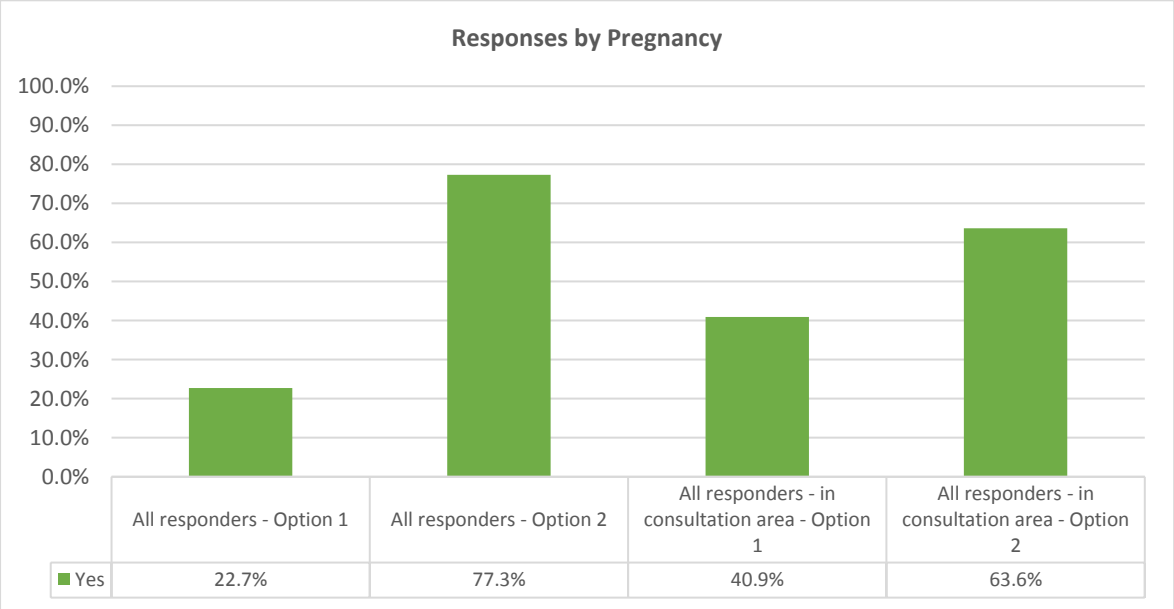
26.6% of respondents either did not answer this question or preferred not to comment on their sexual orientation. Of the remainder, 83.6% of all survey respondents identified as heterosexual / straight and that rose slightly to 87.5% of survey respondents in the consultation area. A higher proportion of LGBT survey responders supported Option 2 than those identifying as heterosexual / straight.




| | All responders - Option 1 | All responders - Option 2 | All responders - in consultation area - Option 1 | All responders - in consultation area - Option 2 |
|---|---|---|---|---|
| Did not answer / prefer not to say | 22.4% | 28.0% | 22.3% | 28.7% |
| Other/Prefer to self-describe | 0.0% | 0.6% | 0.0% | 0.4% |
| Bisexual | 1.2% | 4.7% | 1.3% | 3.1% |
| Gay/Lesbian | 2.4% | 10.1% | 1.9% | 10.3% |
| Heterosexual (Straight) | 74.0% | 57.1% | 74.5% | 57.8% |

## Pregnancy and Maternity

44 or 2.6% of overall survey respondents said they were currently pregnant or had been in the past year. Of those the majority were more supportive of Option 2 than Option 1.




| | All responders - Option 1 | All responders - Option 2 | All responders - in consultation area - Option 1 | All responders - in consultation area - Option 2 |
|---|---|---|---|---|
| Yes | 22.7% | 77.3% | 40.9% | 63.6% |

**Free text comments**

Survey responders were given the opportunity to provide detail to supplement their survey responses. 954 comments were received – 208 from respondents who supported Option 1 and 746 from respondents who supported Option 2.

**Comments from respondents with a disability or long-term health condition**

104 comments were provided by survey responders with a disability or long-term health condition.

43 comments were provided by respondents with a disability or long-term health condition who supported Option 1. Their comments referred to the following themes.

- More crime / ASB since scheme was put in place. Easier for criminals to escape on smaller modes of transport. Creates space for young people to hang around.
- More difficult to get to where I want to go. More difficult for people to get to me, including hospital and other appointments.
- Created congestion, particularly just outside of the scheme area.
- Feel less safe if there is an emergency and I can't be reached easily.
- Not safe for children who are playing in the roads.
- Emergency services and large vehicles are getting stuck – three point turns etc.
- Carers refusing to do pick up and drop off because of traffic.
- I'm confused about how I can get around the area.
- Difficulty getting taxis.

61 comments were provided by respondents with a disability or long-term health condition who supported Option 2. Their comments referred to the following themes:

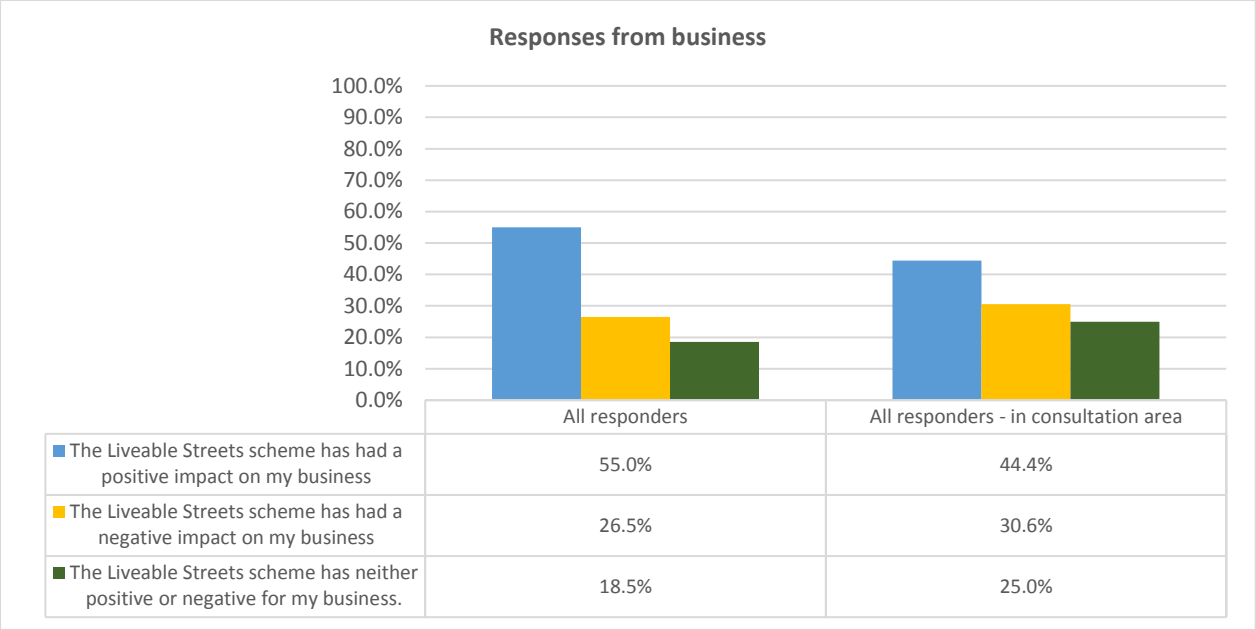
- More pleasant
- The area feels safer to travel around.
- Less traffic pollution.
- Less traffic noise and night-time noise.
- Better for my Asthma
- Much easier to walk around the area.
- Much easier to cycle around the area.
- Children are enjoying a calm, healthier and safer walk to school.
- Do not waste money changing the scheme.

**Comments from business respondents**

The consultation asked respondents whether they were responding as a business or owner of a business in the area. 151 of all survey respondents said they are a business owner, representing 8.9% of overall respondents. 72 respondents from the consultation area said they were a business owner (9.4% of all respondents in the consultation area). Overall 55%businesses said that the Liveable Streets scheme had had a positive impact on their business (or 73.5% when combined with those

who said there had been neither a positive nor negative impact on the business). The percentage of businesses responding from within the consultation area who said that the Liveable Street scheme had had a positive impact on their business was lower at 44.4% (or 69.4% when combined with those who said there had been neither a positive nor negative impact on the business).

The majority of business responders who felt that the scheme had a positive impact on their business were supportive of Option 2. The Majority of business responders who felt that the scheme had a negative impact on their business were supportive of Option 1.




| | All responders | All responders - in consultation area |
|---|---|---|
| The Liveable Streets scheme has had a positive impact on my business | 55.0% | 44.4% |
| The Liveable Streets scheme has had a negative impact on my business | 26.5% | 30.6% |
| The Liveable Streets scheme has neither positive or negative for my business. | 18.5% | 25.0% |

Business responders supporting Option 1 provided comments on issues around increased time getting in, out and around the area; increase in journey times; more thefts and ASB; more complaints from customers; interrupts deliveries from suppliers and some suppliers won't deliver anymore.

Business responders supporting Option 2 provided comments on issues around being easier to travel around by foot and cycling; being more peaceful and enjoyable; less pollution and noise; larger footfall; less traffic cutting through; most people don't own a car; no scientific fact for removing scheme; and waste of taxpayers' money.

**Comments from respondents with a disability or long-term health condition - all**

Option 1

- I feel less safe if emergency vehicles cannot reach and it is really dreadful to read the constant complaints from residents on social media
- My sister lives in Wimbolt Street and I sometimes have to be her carer, e.g. getting shopping. I also run a small business and deliver goods to a shop in Columbia Road. The measures have made it extremely difficult to access the areas. In addition, it has doubled my journey and increased the traffic on the main roads and I often having to reverse and do three point turns to navigate the few roads that can be used.
- Hackney Road is one big traffic jam. I have family in Wellington Row and have to take a much longer journey tp viit them. They have complained about ermergency vehicles getting access and an increase in drup dealing and antisocial behaviour
- I am a resident and a business owner on Columbia Rd. Although there is less traffic in the immediate streets where liveable streets has been implemented I know that this has impacted massively on the surrounding streets with traffic always at a standstill on hackney road causing more pollution for the whole area in general. More people have been impacted negatively because of traffic clogged polluted streets than the few who live in expensive houses, now on quieter streets.It has very much segregated a community. Delivery companies now hate delivering to my business on columbia road because of the surrounding gridlock. We have to pay extra transit costs, costing my business extra expenses. This has been a very poorly executed and expensive exercise.
- More pollution with trucks reversing and doing 3 point turns. Taxis won't come to my area. Deliveries won't come to my area. emergency services take longer. main roads far more congested. More noise with cars and trucks reversing and doing 3 point turns
- More pollution on main roads.. Difficulty when booking taxis. Deliveries unable to navigate closures. Large trucks getting stuck and blocking all roads. Emergency services experiencing difficult accessing. Sundays are impossible to get in and out of area due to market. Visitors abandoning cars as can’t navigate the closures. Traffic doing 3 point turns and reversing both dangerous and adding to pollution.
- Incredible increase in drug dealing, car break ins. Streets unsafe for women.
- Children are playing on the roads. its not safe for children. Children should be paying in the parks not on the roads. Roads are for Motor Vehicles and cyclists.
- I don’t like the look and feel of the liveable streets in my area. There is more pollution.
- Access is impossible
- Difficulties for emergency services & public transport access. MASSIVE increase in anti-social behaviour and DRUG DEALING. These people know the authorities have no quick access to their criminal activities.
- The access to the area has become impossible: deliveries, taxis are funding it difficult to access the area. I do not drive but I have to use taxis occasionally. Those planters you use to block the roads off are ugly and ridiculous
- The road closures has not helped in any way, emergency services and large vehicles get stuck at the end of wellington row and many cars have been damaged. We are having to drive more due to the closures and warner place has terrible congestion
- Each closure or reinstatement requires individual consideration.

- Since this change, I found it confused at finding a way to get to my usual destinations due to blocked roads and one-way roads. The journeys took longer become all cars have been diverted to either Bethnal Green Rd or Hackney Rd.
  I even got fined twice for passing a road with no blockade but a cctv camera
- For me it has become more difficult to get to my destination with, ie, shopping, school run, friends and family visiting, it is generally more time consuming, more difficult and stressful not having the access we had before.
- The closures are causing additional traffic on certain roads, including the road in which I live. It is making it harder to get to hospital appointments on time. Main roads are heavily congested. I am finding it more difficult to organise disability transport as a result of the closures as many carers are refusing to collect me for my hospital appointments due to the closures. Please remove them they are making my life impossible to be a part of the local community.
- Please don't remove the Bollards in Pelter street. They was put there for the druggies that you used to hang alert and come racing around
- There has been more congestion and more pollution. More noise as traffic is held up and have seen many people get out of cars and fight as tempers fray. There is continuance noise of honking where traffic has increased on Virginia road and Swanfield street, it is dangerous to cross the road specifically at school times.
  Please reopen old bethnal green road. Please allow access to Gosset street. It's not fair to residents to make an open air extension to the birdcage pub at public expense.
- The reduction in traffic and associated police patrols has resulted in an increase in street-side anti-social behaviour
- There is an 80% increase in traffic on swanfield st as you state. it is more dangerous to cross the road, it is noisier
  my bus journeys along Hackney Rd now take much longer
  The frequency of buses from Hackney Rd to Old St and Shoreditch High St is poor now as buses are congested on Hackney Rd
- It's just made it more difficult to set in and out of the area, especially for deliveries and taxis who don't understand the system
- More traffic jams, more cars, ambulances, Police and the brigade have difficulty getting through from the road closures, absolutely appalling more dangerous to public and motorists.
  Just return and make our streets easy to walk, drive and have access too. These new closed roads are more dangeous.
- Too much traffic on squirrels street difficulty in crossing the road to much noise and air pollution
- I feel traffic is more congested and as a carer for my grandchild who I have to pick up and take to school - it take me much longer even if i lose public transport
- Why is part of columbia road 'one way' and the rest 'two way'? It's impossible to drive to Bethnal green because of these road blocks and the one way system of columbia road (I am trapped in my area and cannot drive to the shops on bethnal green. It's one way in and one way out because of these ridiculous entrapments to our area.
- Increase in anti social behaviour and concentration of drug dealing particularly in the area by the Birdcage pub at the junction of Columbia Road/Gosset Street.
  There has been an increase in e-scooters and e-bikes making it more unsafe for pedestrians.
  Access to the Jesus Hospital Estate would be improved if Ropley Street was mad one-way southbound.
- More traffic on hackney road and more congestion on hackney road. More pollution on hackney road.
- The surrounding area is more congested, cars used more as it take longer to reach Destinations

- More through traffic and noise on the street I live in. More congestion on main roads. Difficult to access London Hospital for appointments. Added travel times on public transport.
- The surrounding area is congested
- I cannot get from places I go to quickly, as roads are closed/blocked. This is terrible as my y self and sons need urgent medical care at times and there's no quick route to get home in these times as blocked roads and you end up sitting waiting I. Traffic build ups. Cars are left running so fumes get out making the air worse. Also I don't feel safe walking on roads where there are no cars as I feel vulnerable to being attacked or robbed.
  At least if cars where about you actually feel safer.
  It unfair for the disabled who cannot walk far due to Ill health
  In getting around. You have widened pavements in Bethnal Green road and the shops have extended their wares matching the road congested at busy times.
  This is terrible for mobility scooters and wheelchairs
  I do not see why you have to change anything, if you live in a city that's how it is.
- As a disabled driver it had made it worse for me with all these liveable street scheme as it is now taking me longer to get to appointments or shopping as most of the roads are closed off. I would really like it to go back to how it was before these closed road were put in place and traffic flowed easily
- Closing of roads has made travelling really difficult, it has made us feel less safe walking as well, and doing things like shopping. An adjacent road now requires a 10-15 minutes drive, more petrol being used up.
- Area has increased ASBO and drug use
- Forcing us to go in the opposite direction, onto Hackney Road to get to Bethnal Green is total MADNESS.
  Extra time and extra petrol being used, as well as all of the extra traffic causing chaos on Hackney Road.
- PLEASE PLEASE PLEASE
  Get rid of this stupid scheme.You just made this 100 times worse, I need my car daily for my work amount of traffic you guys caused is ridiculous. Do us all a favour leave us alone and return all our roads ip again. If you wona live car free, clean air no noise more friendly environment then please then get lost of tower hamlets and move out to a country side
- When visiting relatives in the area I have noticed an increase in ASB and the litter they leave behind
- The area is now divided
  The changes have made most working class people's lives intolerable
- Traffic is just pushed to surrounding areas creating more disruption and pollution and not a nice experience
- Getting about and getting access difficult
- The area feels less safe. There is less police presence. More dirty as well
- Journeys that used to take 2 minutes before now take 10 minutes. Get rid of liveable streets.
- It's difficult for disabled people like myself who have mobility issues and who rely on a car for transport. Journey times have significantly increased. Coming in and out of Ropley St is absolutely ridiculous.
- Anti social behaviour has risen/ drug dealing/use is more common and openly doing this in public view of children
- The liveable streets scheme has made it considerably more difficult to travel around the local area and into tower hamlets. I have a child with a blue badge and have mobility issues myself so using the car is our only option for certain journeys. It has made accessing appointments a lot harder and I have been late or had to cancel appointments due to not being able to access because of the traffic I am faced with

on Hackney Road, which is gridlocked most of the time due to the closures. I have to go round in a huge circle to access my own borough, meaning I'm driving more and idling in traffic more, defeating the purpose of the liveable streets scheme.

- I have a blue badge and can't use public transport. Its hard for me being stuck in traffic a lot and I can't get to my appointments on time.
- The number of cyclists makes it difficult to cross the road, alot of on pavement cycling. Electric bikes are fast and silent. Nearly been knocked over a few times when on foot.
- The Ltn has caused a major disruption to my daily life it has become more harder to get to places on time often delays has made no significant changes delivery drivers have had nightmares to get around. It was a waste money that could been well spent elsewhere
- Too much traffic. Problem going to hospital and see GP and dentist. It take long time to travel because of road closed. Hackney Road is very very busy. It take 30 to 40 minutes to travel.
- It now takes at least 20 minutes to get to doctors surgery. used to be less than 3 or 4 minutes. My daughter has to drive into Hackney Road which is often solid traffic (causing more bad air) before going back on ourselves through warner place (poor people living there!) to head towards Bethnal Green.
- The congestion and traffic fumes have increased in other areas (which are also residential) It is ridiculous that emergency services and people who are less able bodied have to go all round the houses to get from A to B
- Emergency services must be listened to. Vulnerable residents are suffering.
- Please open our streets, this is london not amsterdam.
- Traffic increased. Hassle making small commutes
- The closures are causing additional traffic on certain roads, including the road in which I live. It is making it harder to get to hospital appointments on time. Main roads are heavily congested. I am finding it more difficult to organise disability transport as a result of the closures as many carers are refusing to collect me for my hospital appointments due to the closures. Please remove them they are making my life impossible to be a part of the local community.
- More cycle lanes have been introduced in Columbia Road. Two way cycle lanes. It is difficult to walk or cross the road because of cyclist zooming past fast both ways. Cyclists can hit or injure pedestrians if there are no restrictions on them. Being injured by cyclist can be fata. There should not be two lanes for cyclist on Columbia Road.
- I am disabled
  No one considered our needs
  they just went ahead
- there is a lot more traffic. Parking spaces are much harder to find.
- More drug dealers and drug abuse as roads are easier for them to escape police. Air pollution pushed to other areas.
- Because of road closures you have to drive all the way round in order to get to our home, Thus this causes more traffic and more pollution. So spending more money on fuel and because of energy crisis, we have no cut back.
- There is far too much traffic and just feel congested. A lot more difficult to get to places and alternative routes just leads to traffic jams which stuck in forever
- Change have made cars having to go to Hackney Rd on Bethnal Green Rd where traffic is so busy at all times now what journey would 10 mins takes 20-30 mins
- Licensed taxis (black cabs/hackney carriages) based on their legal status are a form of public transport, and as such licensed taxis and their drivers are subject to a different legislative scheme from private hire vehicles, which are not a form of public transport, and not authorised to ply for hire. Within the Regulatory Framework, licensed taxis provide a service which supplements the existing modes of public

transportation and which, in some ways, can arguably be assimilated to a universal public service. Being able to hail a taxi from the street or to pick one up from a cab rank is an essential alternative to other methods of transportation available. The requirement to be able to hail safely and conveniently is of particular significance for disabled persons, who may find it more difficult than non-disabled persons to spot taxis and to attract their attention. It is also of particular relevance given the stringent accessibility requirements to which taxis are subject – including the requirement to be able to accommodate a standard-sized wheelchair. We would urge you to ensure that the role of publicly hired taxis is recognised in the Traffic Management Orders (TMOs) and essential access for taxis is maintained. The TMOs should be clear and unambiguous in setting out the circumstances under which taxi access will be permitted, to ensure that taxi drivers are clear on what taxis can and cannot do and drivers do not encounter problems. This should also be made clear with appropriate signage and any enforcement measures in place must account for taxis requiring access. Licensed taxis (hackney carriages) are recognised as a safe and quick way of making door-to-door journeys, and the 100 per cent accessible fleet is essential for disabled people at times when other public transport is scarce, does not result in a door-to-door journey or ceases to run at full capacity. Southwark, Hammersmith & Fulham, Kensington & Chelsea, Wandsworth and Greenwich all give unrestricted access to taxis (black cabs) in their schemes and we encourage Tower Hamlets to do the same. You also have omitted from the list of travel modes Licensed Taxis/Black Cabs which are public transport and not cars so this should have been included as the monitoring is supposed to be separated.

- Very difficult to as well as four public services classed as ambulances found it very difficult to access all areas. Same for elderly people in wheelchairs have been very difficult for them to get access.

Option 2

- I truly believe we all have to make some sacrifices for the better good - if we can reduce car dependency by making streets the best they can be for cycling and pedestrians people will change their habits.
- Traffic and parking has increased on Columbia Road. Ropley Street should be closed as this is just used as cut-through my drivers passing through.
- Arnold Circus in particular has become a much more pleasant place to walk or cycle through: it would be a backward step to restore it as a roundabout
- It is much safer and friendlier for children walking and cycling to school
- I think the Liveable Streets proposals have improved the environment by reducing traffic volume, noise and pollution. These improvements have benefitted residents rather than rat-running drivers who do not live in the neighbourhood or Tower Hamlets.
- Safer for children
- Generally feels safer and more pleasant to walk around the Old Bethnal Green Road area
- It has made it better to live in and visit.
- There improved vibe to the area now that pedestrians and cyclists are being prioritised. There has been a big increase in children cycling in the area/to school which is a positive life change we want to encourage in terms of improved health outcomes for individuals and improved air quality which is better for everyone. The local resource of Arnold Circus open space is much more accessible for children to play without the need to cross a road being used by buses and cars. In an area such as Bethnal Green where access to open space is at a premium this is a benefit that should not be lost.
- The precedence given to cars has been reversed in favour of people.

- Just a nicer place to live, we don't need more traffic clogging up this part of the city.
- The changes have been great. Please don't remove them.
- It has been good to see some modest attempts to improve walking and cycling in a borough which is dominated by motor traffic and quite resistant to limiting this. I don't understand why further improvements can only be made by ripping out the new works. The Borough must know that active transport needs to be encouraged in order to improve the safety of those outside cars. Air quality needs to be improved, as does the health of residents in a place where the majority do not have access to a car. This can be partly achieved by making it easier to cycle and walk.
- Liveable Streets is a great and important scheme to improve the area and planet for us all, please keep it and add to it.
- Much more enjoyable to be on those streets now, cleaner air, more sociable.
- Worried that motor traffic will return as previously. A bad mistake.
- The improvement to Arnold Circus for residents has been absolutely dramatic. Please don't remove this successful new infrastructure. Please engage and improve where there are problems.
- The area has improved dramatically especially for visitors to Arnold Circus and Columbia Road. The non implementation of the closure of Virginia Road has resulted in a rat run along Swanfield Street. It is not easy or safe to cross at the junction with Chambord Street and a crossing is needed.
- The area feels cleaner, calmer, safer. There is clearly less traffic leading to less pollution. This is great, especially when considering where Tower Hamlets ranks in amongst London boroughs for cleanness and healthiness.
- Much less drug dealing evident in our local area
- What has been done around Arnold Cicus is all good. The area is more like when I first knew it, when kids played in the streets and neigbours met there. The imprvements need to be extended to Redchurch Street and Chance Street which still suffer from excess vehicle traffic, noise, pollution and danger to pedestrians.
- As an elderly resident with asthma I fully support the liveable streets scheme and the improvements to streets and air quality in an around Arnold Circus.
- Greener, more pleasing to look at, less litter, fewer people hanging around
- More chaotic
- I have increased how often I visit the area and its shops thanks to the much improved environment.
- It's more of a community
- There has been little impact in my immediate postcode area but safety for schoolchildren has improved in all areas and this takes precedence over any ease of traffic issues.
- Nothing more to add, it's just better and healthier in my assessment.
- much more pleasant to walk/cycle in the wider area
- its a pleasure to walk in the area, to visit local shops, in safety, things I would never have done before!
- The area has improved enormously. I have lived on the corner of old Nicole Street and club Road for 22 years. And until the restriction of traffic around Arnold Circus, the streets have become a traffic through run, very noisy and polluted, especially with the growth of the nighttime economy. The restriction of traffic around Arnold Circus has been of enormous benefit to the area in so many ways noise, environmentally, a reduction of antisocial behaviour. It would be a hugely regressive state to open it up. I cannot believe the council would sanction that.
- The liveable street programme is the best thing that has happened in the area for many years. It puts people back at the forefront rather than cars. We are not able to meet and interact with neighbours in the street, it is much safer for children to play and for an older person such as myself with mobility issues it is much easier and

safer for me to get about. Prior to liveable street its often used to take me up to 5 minutes to get the chance to get across the Gossett St rat run because of the non-stop stream of traffic. Liveable street should be retained and extended to keep through traffic out of residential streets and to reduce car usage and ownership within the borough street are for the people

- There are more children playing in the green spaces, and more children cycling. The planters give the area a more pleasant appearance.
- The air feels less polluted also surrounding much brighter.
- There is no longer visible drug dealing from cars on Chambord Street / Virginia Road. It is a quieter area - sirens have diminished. There is less aggression in the area as there are fewer cars. The area feels so much safer for walking around day and night. There is a much happier atmosphere - even although the crowds shopping and socialising on Columbia Road are much bigger.
- I really like the current road layout. There are things that could still be improved eg finishing off the original plan but to return to all the through traffic would be a big mistake
- The night time noise, traffic and pollution greatly reduced since the implementation of the liveable streets in my area.
  The fact that arnold circus is no longer a traffic zone has made an enormous improvement to air pollution and general well being for residents especially for the school and now the children can enjoy the space and garden without danger from cars.
- I live on Columbia road at the Shoreditch end. There has been a huge improvement in the way the area feels. It is so much easier crossing the road and I cycle for more than I used to. It's quieter and less dusty. The birdcage crossing is the closure that has affected me the most and i'm really against removing it! it just makes the area feel better. I also use OBG road and that's much better. Arnold Circus is also far better now and has cut ASB.
- The traffic that does come through moves more slowly. The streets I walk to get to shops and other facilities are quieter, greener and more pleasant. I have a car which I use occasionally and do not mind the minor inconvenience of having fewer route as to choose from.
- The only problem is more drug user in the area in the Green and Area. Collect and Deliver their drugs and no-one to see what they do. It there is more offensive from people hanging around the streets. No car or people to see whats happening or what they are doing. If Barnet Grove is one way - this will become a rat run for traffic coming through from Hackney Road. The new changes do not make it any easier to use a car in this area. A one way system on Barnet Grove will not move
- The lovable streets scheme has. Made the area much quieter and safer for my grandchildren and many other children in our area
- I've been resident with my family here for 32 years. Liveable streets has greatly reduced the traffic dirt, noise and the toxic fumes which were entering our houses, as front doors open directly to the streets. our health and stress levels have greatly benefited and the area as a whole feels safer for children and safer to socialise in the open air.
- My street Baxendalg is quieter and safer. Before the changes cars used to drive at 40mph plus along it endangering residents. Now children play on the streets and the streets are more safer. The streets are less noisy.
  My decision on the scheme was made more difficult because:
  1) Poor quality of maps in this document
  2) Maps don't clearly show my street
  3) Maps and text don't show what is happening in the surroundings eg. Old Bethnal Green road
  4) There's no subtlety in the proposal eg. traffic calming and cameras etc.

- It is so much more peaceful now there is no constant drug run down the street
- It's put residents and visitors before commercial traffic.
- It has made living on the Boundary estate much better- quieter and less of the associated and anti social behaviour of weekends with cars at night. It feels safer to walk and is more family friendly.
  I would strongly object to Arnold Circus re-opening.
- It would make more sense if there were emergency gates instead of planters blocking roads, like we already had on same roads.
  There is no point in extending the pavement if it still gets blocked by pub customers
- Traffic noise, pollution and night time economy criminal activity have decreased considerably since the road closures on Arnold circus. The noise levels have decreased to such an extent that we can now hear birdsong! The environment has greatly improved.
- The area feels more pedestrian friendly
- Better to walk around the area people are more friendly I find
- It means that in these narrow streets, we can at least have a decent nights sleep without rat running cars and motorbikes speedings noisily through our streets 24 hours a day. liveable streets at last gave us peace, quiet and clean air and well deserved sleep. With liveable streets, at least the youngsters and school kids have a chance of surviving beyond their 20's by being able to breathe clean air in their formative years.
  Removal of liveable streets can only be done by spending millions on its removal, not to mention the millions it costs to implement.
- Although side streets are easier to cross due to less cars/vans speeding through constantly, we still get cars/vans/lorries sitting iddling their engines in wellington row and gosset street at all hours, which does nothing for pollution or the environment. so air quality has not improved
- One major benefit - especially around the Jesus Green/Quilter has been a marked reduction in drug dealing.  Quilter Street cannot be used as a quick getaway for the dealers.  Thus area feels MUCH safer for families, old people & children.  Also, a reduction in gangs parking up on the street late at night (ASB) & shouting & fighting.  This was very threatening.  The area is MUCH quieter, air pollution is better as the gangs no longer leave their engines running all night & early hours of the morning.
- As a local resident with long term heath issues the Liveable Streets scheme has improved my ability to feel safe to get out into my local area. I am disappointed the council want to remove these improvements and waste our council tax money on repeated surveys. Residents have already taken part in consultations on these schemes and are in support of retaining them.
- Improving air quality and reducing through traffic literally saves lives. Why on earth would you want to do away with that? I understand that disabled residents have specific needs (I am disabled myself), and there are ways of meeting those needs without doing away with the benefits of the current scheme. The new proposal is utterly backwards.
- I have felt compelled to walk more
  Less rat runs, especially around Barnet Grove, Old bethnal green rd. Harder for drug dealers in cars to make drop offs. As an autistic person, I feel safer crossing roads
  There is less noise from motor vehicles
- My mental health improved significantly because i no longer hear loud car noises and the air is pleasant to breathe in.. it is also quiet which is very important to me . I feel safer and more confident. I started walking more and i do not worry about a car hitting me. It is so important for me to retain the existing scheme.
- More crowds of people. Due to closure of roads more traffic. Hassle during school hours

- The area is more for the people who live and work there.
- I cycle to Whitechapel sport centre and go through the area
- Please retain the Liveable Streets scheme. It is far far better than it was before - safe and less intimidating for me as a disabled person to both walk and to drive my car.
- My answers are as above, it is safer, easier to move about and air quality is better with exisiting closures. It is vital for children that the air quality is maintained and improved around schools. Also with the amount of building work that is occurring in Tower Hamlets, and the loss of even small green space and trees it is imperative that we reduced pollution by controlling traffic circulation/ways. I do appreciate that access does need to be given for key works/disability, as until recently I was carer for my mother who had these issues. But Plan 2 does not address pavement issues etc. Plan 2 puts commerce before health and really this needs to be more environmentally balanced given the massive increase of people that are coming into the borough due to new buildings works.
- Considerable improvement in street scape for the local area and 'community feel'. I would advocate strongly the completion of the liveable streets scheme to complete all proposals as per the original consultation. Particularly on Roman Road which is now heavily congested due to the closure of residential cut throughs, without implementing the planned measures for Roman Road and the wider area.
- Heightened level of safety for children going to school due to reduced traffic. Heighten number of locals walking to cars improving health of those who are fit to do so.

**Comments from business respondents – all**

Business responders who supported Option 1 provided the following comments.

- Clients arrive late more often.
- I haven't noticed a difference.
- When needed to do delivery if took longer and many times not been found by UBER the way, going into circles.
- remove these barriers.
- My customers do not come to Columbia Road because it is difficult for them to commute here from outside of London. They cannot navigate the closed street and are often stuck with the confusing road closure.
- At the time from start the scheme delay my journey to visit patient around the area because I have to see more time in traffic jam.
- I now spend 50% more time travelling to clients due to the increased traffic delays. Thereby reducing the number of clients I can meet each day, negatively affecting turnover.
- Heavy traffic on Hackney Road has increased journey times by car and bus from 6 minutes to 1 hour or more. Every afternoon, traffic is at a standstill increasing journey times, fuel consumption and pollution, so what improvement has been made- none!
- Two key suppliers will no longer make stock deliveries as congestion in the surrounding roads is making delivery times impossible and once on Columbia road, it is too difficult to exit. I would recommend that the short one way on Ravenscourt Road and Ezra Street is retained. It was something that should have been implemented long before LTN scheme.
- Quiet street leads to violence and organised crime. Our shop windows are being smashed on Columbia road and shops are broken into. More thieves targeting our shops.

- There should be an option for local people to use the inner roads.
- Customers are not comfortable with the many road closures along Columbia Rd and Arnold Circus Area
- My clients complain about getting to us for consults and finding places to park.

Business responders who supported Option 2 provided the following comments.

- Easier to run my business as cycling access is more fluid, customers are more likely to come.
- Since the installation of the planters and traffic-free area around Arnold Circus, the overall area has become much more peaceful and enjoyable. The anti-social drag racing of cars has stopped, which has a two-fold effect: no more extremely loud revving of engines, and a more pleasant experience when walking, cycling or taking time to sit and relax in the circus around the band stand.
- I work from home and my business is registered at my personal residence. I am not trading commercially in the area.
- My customers feel safer and less pollution and noise.
- Life is better without so many noisy, polluting cars and angry car drivers honking their horns all day long.
- We opened our business in December 2022
- Much larger footfall
- Much more foot traffic
- I work from home and the neighbourhood is more quieter and easier to use for meetings and public events.
- Many people around here are working from home more. No traffic and noise free make us walk around and shop around more helping bad business. As we run our business from our homes, the quiet neighbourhood without drunk people boosting music from their cars and drug selling on the streets, it is more better to live and work. Stop messing with the neighbourhood using ridiculous reasons. These changes have been great on all of us. Spend your time and resources for more beneficial developments.
- The quieter roads make it easier to safely support residents at the supported accommodation. It minimizes the risk from visitors or people outside the service and has been positive for addressing antisocial behaviour in the neighbourhood.
- I run my business from the area and value immensely my local environment and a feeling of community and connectedness in the area. Happy relaxed people who can walk in a leisurely fashion in an attractive desirable environment are more likely to spend money in the shops, surely!
- Extraordinarily upset that Tower Hamlets is wasting taxpayer money on this survey and on proposals changes that have no basis in scientific fact or in the economic well-being of its constituents. We need less traffic in our neighbourhood and more extensive green investment.
  That you are proposing option one is an ignorant and reactionary steps.
- Since the closure of Gosset Street junction, we get a lot more people happy to walk and cycle in Columbia road. There is a much nicer atmosphere and less air pollution.
- Positive impact from new layout of Columbia Road Flower Market which feels much safer and better spaced out. We have had significant feedback from customers that they prefer the market in this layout and find the visitor experience much improved and safer. Footfall has increased at our part of the street. I would not want this to be impacted negatively by changes to Liveable Streets
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- The loss of parking has meant loss of regular customers who need to use cars. However, we do not miss the traffic that used to cut through the estate. A single access to the estate on Calvert Avenue and leaving Arnold Circus open would be preferable - with parking bays - free, and for a limited time - 20 or 30 minutes would be ideal.
- The vast majority of LBTH residents don't own a car. Most journeys are being made by people using the borough to drive through.
- Please don't waste millions on reversing something that already cost the community millions and has made a significant improvement to the quality of life for this community. Learning to live without less cars is tough for some but will soon become a better healthier and safer life for all.
- The area is calmer and nicer.
- Most people access our premises by public transport, cycling or walking - the latter 2 improved by liveable streets.
- The mental health benefits and reduced air pollution has meant that I can continue to work in Tower Hamlets.
- The changes in parking restrictions have had a negative impact. We need more pay by meter spaces ad daytime parking. I understand the need for night-time parking restrictions to control noise.
- Our leaseholders are less concerned about local crime and anti-social behaviour, such as peddling class A drugs in full public view.
- easier to move around.
- I tried to drive after 9 am until 3 pm. But if I expand my business it will cause a negative impact. It is impossible to set out or come back at peak time. However, I prefer option to you because I feel air outside of my window is fresher now, very important for us. I have read in your option one that in CCTV camera installation around Arnold Circus. I believe this must be installed despite only available option there are huge impact on residence life. My window facing Calvert Avenue. I don't sleep four days a week there are constant car parties and nights are harsh for us. I recently had an anxiety disorder and I am taking medication for that. It is difficult to have a quality rest if most of the night I am experiencing disruptive sleep. CCTV cameras may help to improve it.
- I work from home on boundary Street and the area is more peaceful and safe for since the scheme was introduced.
- I am a singer and songwriter and I travel from home to give lessons to the children and adults in the neighbourhood. Some of the young students walk to my house for lessons and it has been a lot safer knowing the liveable streets scheme has been in place. So, it has impacted my business positively and the children's safety.
  The existing scheme also allows the community of residents to walk and cycle more safely. There are multiple schools in the area, so keeping the routes to schools safe is essential. The pollution in Bethnal Green was reduced by 20.13% within the liveable streets scheme. It is so important to keep our streets more green and safe. My partner who is the 3rd person living in my house is cycling every day to work and has noticed a huge difference in the safety of the road. In the previous scheme without the road closures there were repeated incidents of drug dealing cars speeding on the roads with no care on who was on them which was very dangerous.
- Huge increase in foot-traffic and people cycling. The area feels safer.
- The street closures have eliminated the all-night traffic jams on weekends. The 24/7 cut through of non-residents coming through the Boundary Estate to shorten their journeys via google maps and waze. The TFL buses on diversion using Arnold Circus to turn around. The street closures must remain in place!

- The traffic of people walking in the area has a positive outcome with the reduced cars. Red church street should become a traffic free area too.
- Much of our trade is passing customers-improved pedestrian access and safety has improved this.
- Customers find journey here improved workplace environment less antisocial place behaviour and on street drug dealing so feels safer.
- GUESTS ENJOY WALKING THROUGH THE NEIGHBOURHOOD AND ENJOY ARNOLD CIRCUS. PLEASE IMPROVE NOT REMOVE.
- The street is safer and nicer for walking for customers. More customers came to the shop on their bicycles. For customers with children and pets the street feels much safer and more appealing
- I don't own a business. I work in one. and it is clear that instead of watching for speeding cars, people have time to say hello. The knock-on effect in business is that residents are more readily open to meeting other residents in the area.
- Unless my business provides 'drive in service', otherwise no changes made to the customers flow. Wider pedestrian path around Columbia flower market is indeed a great change to the neighbourhood and feels a good elevation in quality of living.
- Change is never that much fun and my commute to work has become a few minutes longer but I have built that into my schedule and am happy to pay the price for a more civilised environment to live
  in.
- I am involved with the environment and so it resonates with my thinking, and the mission of the company, and also it's good to use as an example for clients. it's a better place in general to do my kind of business.