

REBUILDING A GREENER HACKNEY

Emergency Transport Plan:

responding to the impacts of
Covid-19 on the transport network

September 2020



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Hackney

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Introduction from the Cabinet Member

The coronavirus pandemic has had a significant impact on the lives and health of many Hackney citizens, and continues to present a significant public health threat, both directly and indirectly, through its secondary effects on the transport network.

While the early ‘lockdown’ period demonstrated the potential to deliver major air quality improvements through fewer motor vehicle movements, serious declines in compliance were witnessed throughout this period, which despite increases in the number of motor vehicles on the streets since the ‘relaxation’ of lockdown rules, show little sign of abating¹. Further, Government guidance to avoid public transport whenever possible, to minimise the potential for coronavirus transmission, has the potential to vastly increase the number of motor vehicles on our roads, exacerbating air pollution in a borough that already has sixth highest mortality rate out of 418 UK local authorities² and by one analysis, the largest number of road injuries amongst pedestrians and cyclists per 1000 journeys of any borough in London³.

Although public transport ridership in the capital may return to pre-coronavirus levels in future, it is far from clear how long this recovery will take. In the meantime, If even a small proportion of people who used to travel by public transport switch to using private cars, the public health and road safety implications will be profound for those groups already disproportionately impacted upon by the secondary effects of motor vehicle use, including those on low incomes, people of minority ethnic backgrounds, the elderly, and children. This would be particularly socially unjust in a borough where 70% of households do not own cars.

The Secretary of State for Transport and the Department for Transport (DfT) have been clear that local authorities are expected to undertake emergency structural measures to encourage active travel and discourage non-essential motor-vehicle use, The Government’s statutory guidance on transport network management states:

“The government therefore expects local authorities to make significant changes to their road layouts to give more space to cyclists and pedestrians. Such changes will help embed altered behaviours and demonstrate the positive effects of active travel.”⁴

It should also be noted that, in addition to the urgent public health and road safety necessity of avoiding a car-led post-lockdown era, we are also faced with the even greater task of reducing transport emissions in-line with Hackney Council’s decarbonisation target of a 45% per cent reduction against 2010 levels by 2030 and net zero emission by 2040. As the U.K faces the increasing prospect of global

¹ BBC News, *Huge increase in speeding drivers during London lockdown*, 29.06.20

² Public Health England (2014), *Estimating Local Mortality Burdens associated with Particulate Air Pollution* (accessed 3 July 2020)

³ CPRE London, *London Boroughs Healthy Streets Scorecard*, 13.02.20

⁴ DfT, *Traffic Management Act 2004: network management in response to Covid-19*, 23.05.20

warming-driven, deadly 40C summers⁵, ensuring land transport emissions fall rapidly, let alone stabilise or increase, is a fundamental commitment of the climate emergency motion passed by Hackney Full Council in June 2019⁶.

There can be no question of a return to ‘business as usual’.

Hackney was the first local authority in the country to announce that it would rapidly accelerate both its planned transport schemes and seek opportunities to radically reimagine the streets of the borough in response to the coronavirus pandemic⁷. These measures, which are consistent with both the Hackney Transport Strategy and the 2018 Hackney Labour Manifesto’s commitment to tackle air pollution, support public transport, and create more liveable neighbourhoods. To this end, the following Emergency Transport Plan represents an ambitious leap forward in our plans to tackle the problems associated with motor vehicle use and, in particular, the through-traffic that represents around half the vehicles on our roads at any given time.

This Emergency Transport Plan (ETP) outlines the creation of an entirely new network of liveable Low Traffic Neighbourhoods (LTNs) right across the borough, through the reallocation of road space; new permeable filters that eliminate through-traffic and rat-runs, while maintaining full access to residential areas; further investment in green infrastructure and tree planting; new bus prioritisation and a full review of bus lane hours of operation; and the provision of new cycle parking. This ETP also details plans for the fast-tracking of two new cycle routes on Green Lanes, Queensbridge Road, and brings forward elements of the Cycle Future Route (CFR) 3 between Dalston and Clapton despite suspension of the CFR programme by Transport for London (TfL). Finally, this Plan also provides further details on plans to rapidly deliver School Streets at a further 40 primary schools in September, the largest commitment of its kind in the U.K, covering almost every primary age child in the borough.

In our town centres we will take emergency measures to allow businesses to thrive by widening pavements to allow for improved social distancing at bus stops, train station entrances, parks entrances, and in areas of high footfall, due to demand for socially distanced shops and services. This will allow people to move safely around while minimising the potential for coronavirus transmission. On Stoke Newington Church Street, Broadway Market and in Hackney Central we are also undertaking further work aimed at delivering additional point closures and the implementation of bus gates.

As per Government statutory guidance on transport network management, at this time, larger-scale projects that require traffic orders for their delivery will be delivered under Experimental Traffic Orders (ETOs). The benefits of ETOs is that they allow for the rapid implementation of a transport scheme concurrently with a public

⁵ Damian Carrington, Likelihood of 40C temperatures in UK is ‘rapidly accelerating’, *The Guardian*, 03.07.20

⁶ Motion - Emergency Climate Change, Hackney Full Council, Agenda Item 11, 29.06.19

⁷ Laura Laker, World cities turn their streets over to walkers and cyclists, *The Guardian*, 11.04.20

engagement process, and also provide a mechanism for the permanent implementation, amendment, or reversal of a scheme.

Many of the transport projects contained within the Hackney ETP are very much part of the vision of the existing Transport Strategy. Some of the planned projects have been supported by local residents for many years. The key difference between the two is the significant acceleration in ambition as a direct response to the present coronavirus crisis and its potential to magnify a number of major challenges for the borough in terms of air quality, road safety, and rapid global warming. The decisions we make today will determine our success in tackling those urgent challenges. The prize at stake is a cleaner, safer, and more secure future for our residents and their children. Now is the time to be bold, face the future, and deliver the positive, transformational change that the people of Hackney deserve.

Purpose of this document

This document sets out the Council's immediate response to the lifting of the Covid-19 lockdown and is intended to consolidate a number of proposals, currently being pursued through a variety of funding mechanisms.

It should be seen as a live document that establishes the first and most immediate response to a quickly changing situation.

This plan does not replace the [Hackney Transport Strategy 2015-2025](#); the [Local Implementation Plan 2019-2022](#) (LIP) or the [Local Plan 2033](#) and is consistent with the aims and objectives of those strategies. The context has obviously changed especially in regards to external funding expected. However this document does not seek to replace those, but to supplement and capture the most urgent measures required in the immediate post lockdown period. This document is not comprehensive of all the targets in the Transport Strategy and LIP and is not intended to be. The exclusion of targets or proposals contained within those other documents from this one should not be seen as a cancellation.

This document is organised as follows:

Section 1. Wider Context and Issues: sets out the need for urgent action and the guidance issued by DfT and TfL.

Section 2: Emergency Transport Plan Proposals: details proposals for the initial phases of the response.

Section 3: Complementary workstreams: summarises other complementary programmes running alongside these new proposals.

Section 4: Summary of Bids/Allocations: summarises the bids made by the Council to TfL's Streetspace Programme and the DfT and the money allocated as of the end of June 2020.

Section 5: Equalities Impacts: addresses the way that the proposals affect groups protected by the 2010 Equality Act.

Further sections and appendices include descriptions of how the projects will be monitored and outline the consultation proposals. It should be noted that being a live document, there may be appendices added at short notice if this adds clarity or value

- for example the response to the funding requests from DfT may be added as soon as it arrives.

Most of the proposals in section 2 have a common element - they are measures to restrict motor vehicle traffic in the borough, especially through-traffic. The need for these measures is set out in section 1, however there are a number of common questions about traffic reduction measures that are worth discussing at the start.

Summary of measures contained in ETP

Table 1: Summary of measures contained in ETP

| Measure | Status | Description |
|---|---|--|
| <i>Local Shopping Centres and Town Centres</i> | | |
| Broadway Market temporary closure | Temporary measures implemented. Review required in light of Pritchard's Road/ Cat and Mutton Bridge proposals. | Closure to traffic provides space for social distancing while on essential journeys during lockdown. Proposal for bus gate on Cat and Mutton Bridge removes through-traffic on Broadway Market, as well as east-west from Whiston Road to Andrews Road. |
| Stoke Newington Church St and surrounding streets | DFT funding application submitted - awaiting outcome | Closure to through traffic gives room for shoppers and residents to social distance through the installation of a bus gate and four associated residential road closures, pavement widening and cycle parking. |
| Chatsworth Road | DFT funding application submitted - awaiting outcome | Proposal that seeks to filter Chatsworth Road using a bus gate. This will create a large LTN, bounded by Powerscroft Road, Clifden Road and the boundary with an existing LTN south of Redwald Road. |
| Hackney Central | Proposals under development | Traffic reduction in the area enables socially distanced use of town centre by shoppers and easier cycling conditions. Bus gate on Mare Street/Amhurst Road, widened pavements, supporting road closures at Wayland Avenue, Marcon Place, Navarino Road, Greenwood Road and Fassett Square. Redesign of Pembury Circus junction. |
| <i>Healthy Low Traffic Neighbourhoods</i> | | |
| Barnabas Road | Experimental measures implemented | Road closure installed to enable social distancing on the pavement under railway bridge and around Homerton train station. |
| Ashenden Road | Experimental measures implemented | Includes filters at Glyn Road and Meeson Street creating a LTN north of Homerton High Street. |
| Gore Road | Experimental measures implemented | Closure of Gore Road at junction with Lauriston Road assists with creating low traffic route between Victoria Park and Hackney Centre ("Cycle Future Route 5") |
| Ufton Road | Experimental measures implemented | Closure at junction with Downham Road closes rat run in De Beauvoir LTN |

| | | |
|---|--|--|
| Hackney Downs - Brooke Road/ Evering Road and associated roads | Experimental measures implemented | Road closure at Brooke Road/Evering Road and associated closures at Reighton Road, Narford Road, Maury Road and Benthall Road) and one bus gate on Downs Road creates a new Hackney Downs LTN. |
| London Streetspace Programme (LSP) - tranche 1 | TfL LSP funding allocated, implementation in progress | Ten complete or near complete LTNs will be delivered as a result of tranche 1 of the LSP funding which by preventing through traffic will create new safe spaces for walking and cycling in large areas of the borough. This will enable social distancing for thousands of Hackney residents protecting them from the virus and helping them to avoid the negative air quality, congestion and accidents that would be the result of a car-led exit from lockdown. The following locations are included:: |
| LSP tranche 1: Shepherdess Walk, Nile Street, Ebenezer Street | Experimental measures implemented following approval by Cabinet 29 June | Closure of Shepherdess Walk just south of Murray Grove together with Nile and Ebenezer Street at their junctions with Vestry Road (Hoxton West filters) create new LTN |
| LSP tranche 1: Pritchards Road and associated London Fields filters | LSP funding allocated; implementation approved by Cabinet 29 June, implemented as experimental | Closure of Pritchards Road at Cat and Mutton Bridge together with further filters of Forest Road, Richmond Road, Middleton Road / Haggerston Road, Dunston Street and Lee Street to the east of the A10. These ('London Fields filters') are associated with the new LTN around Broadway Market and ensure that vehicles do not divert through other residential roads. |
| LSP tranche 1: Haggerston - Weymouth Terrace and Cremer Street | LSP funding allocated | Two new road closures in Weymouth Terrace and Cremer Street support the creation of a LTN in Haggerston west of the Queensbridge Road. Specifically helps with social distancing on approach to Hoxton Station. |
| LSP tranche 1: Mount Pleasant Lane and Southwold Road | LSP funding allocated | Road closures at Springfield Garden and Southwold Road close off rat runs and help secure the low traffic neighbourhood east of the Upper Clapton Road. |
| LSP tranche 1: Elsdale Road and Mead Place | LSP funding allocated | Two new road closures at Elsdale Road and Mead Place cut one of the main rat runs in the emerging low traffic neighbourhood south of Morning Lane. |
| LSP tranche 1: Clissold Crescent | LSP funding allocated | The closure of Clissold Crescent cuts off the Albion Road to Stoke Newington Church Street rat run as well as the 'cutting the corner' rat run between Green Lanes and Church Street. It contributes to the emerging LTN between Albion Road and Green Lanes. |
| LSP tranche 1: Marcon Place and Wayland Avenue | LSP funding allocated | The closures of Marcon Place complement measures for Hackney Central town centre. The Wayland Avenue closure also addresses a small amount of "rat running" between Sandringham and Dalston Lane. |

| | | |
|---|--|--|
| LSP tranche 1: Hertford Road | LSP funding allocated | Hertford Road closure addresses some rat-running between Downham Road and Whitmore Road and complements a planned Sustainable Urban Drainage scheme. Creating a LTN on Hertford Road and De Beauvoir Crescent. |
| LSP tranche 1: Shore Place | LSP funding allocated | The Shore Place road closure completes the King Edward's Road area LTN by removing the last cross-cell movement as well as complementing the Gore Road closure. |
| <i>Strategic Cycle Routes</i> | | |
| Balls Pond Road | LSP funding allocated | This scheme completes a missing link in the CS1 cycle superhighway taking it over the Balls Pond Road. |
| Queensbridge Road (phase 1) | Scheme implemented | To complete the southern portion of the Queensbridge Road Central London Cycle Grid scheme by treating the junction with Hackney Road (liaising with TfL signals). |
| Green Lanes | LSP funding allocated | Installation of light segregated cycle tracks on a 2km stretch of this road which is an important connector route between Hackney and the neighbouring borough of Haringey. |
| Queensbridge Road (phase 2) | LSP funding allocated | Installation of light segregated cycle lanes on a 600-metre stretch of the key north-south Queensbridge Road and to create Advanced Stop Lines (ASLs) at the junction with Richmond Road. |
| Cycle Future Route 3 | LSP funding allocated | Modal filters at Powell Road at Kenninghall Road, and Downs Park Road. |
| Seven Sisters Road | DFT funding application made - awaiting outcome | Light segregation, temporary barriers and traffic restrictions as an essential first stage for creating a world class healthy street boulevard. Covering a 780 metre stretch of Seven Sisters Road and a new permeable filter on the northern side of the road at the junction with Woodberry Grove to create a traffic calmed area in front of the entrances to local Primary School and Secondary School. |
| <i>School Streets</i> | | |
| Further 40 School Streets by September (on top of existing 9) | LSP funding allocated - 29 implemented as experimental | School Streets create timed pedestrian and cycle zones outside of school gates for the school drop off and pick up times. This will encourage active travel to school, which for most pupils in Hackney is a short journey and makes the roads around schools safer and cleaner. This contributes to required modal shift as well as creating space for social distancing. |
| <i>Cycle Parking</i> | | |

| | | |
|---|---|--|
| Increase on-street and off-street cycle parking at key locations | DFT funding application made - awaiting outcome | <p>Proposes circa 820 new cycle parking spaces in areas of high demand.</p> <p>240 temporary, secure spaces in 30 former on-street car parking bays.</p> <p>120 cycle parking spaces at 3 on-street cycle parking bays in Shoreditch</p> <p>160 off-street cycle parking spaces at 20 primary schools</p> <p>300 spaces in a secure cycle parking hub in Shoreditch.</p> |
| <i>Essential Cycling Support Package</i> | | |
| Support for new and returning cyclists and businesses to switch business journeys to bike | TfL £60k funding available DFT funding application made - awaiting outcome | <p>Adult cycle training to 900 participants over the next 3 months, consisting of 600 adults and 300 family and business groups.</p> <p>Cycle loan scheme to be offered to 500 Hackney residents.</p> <p>“Try a bike” loan scheme.</p> <p>Dockless cargo bike rental scheme.</p> <p>Support package for businesses.</p> |

* Note that this is a list primarily of schemes that are new or significantly affected by the Emergency Transport Plan schemes. Other schemes that represent ‘business as usual’ are not included in this list but this does not imply they will not remain a priority

Frequent questions regarding traffic reduction measures

Traffic reduced during lockdown, therefore restrictions are not required to achieve cleaner air, safer roads and more active travel ?

It is becoming increasingly clear that the traffic reduction seen during lockdown was temporary and that levels could increase behind the pre-lockdown levels as people switch from public transport. This is set out in more detail in Section 1. But traffic reduction measures do not just reduce traffic levels, they enable us to take back public space, currently underutilised and create people focussed places, not car focussed places. This concept is described in the Liveable Neighbourhoods section of the Hackney Transport Strategy and has been a guiding policy principle for many years. Failing to act now, would not only lead to short term problems but would also set the Council on a backwards course away from achieving long term and clearly established objectives.

Restricting traffic just moves the problem elsewhere ?

This is a common fear when residential road closures are installed which assumes that trips which used to pass along a road simply divert to other roads in the immediately surrounding area and problems are shifted to those other roads. This ignores the fact that roads are designed for different purposes. Roads in residential areas are not designed to carry through traffic which is better accommodated on main roads. It also ignores the phenomenon of ‘traffic evaporation’ where some short car trips will not divert when the journey becomes slightly less convenient because of road closure. Instead the person making the trip might decide to walk or cycle instead of using a car or they might decide not to make the trip at all. There is strong recent evidence for the reality of traffic evaporation, for instance, from the ‘villages’ created as part of Waltham Forest’s Mini Holland programme.

What is Traffic evaporation ?

The concept of “traffic evaporation” reflects the fact that, when changes such as modal filters and low traffic neighbourhoods are introduced, some drivers change their travel choices to alternative forms of transport, while others (i.e. through-traffic) make diversions further away to avoid the locality altogether. The concept was established in academic research carried out by Sally Cairns, Carmen Hass-Klau, and Phil Goodwin in 1998 and followed up in 2002 and has since been widely observed in scheme evaluations. Cairns et al looked at 70 case studies and found that in half of the case studies examined, where road space for traffic was reduced, there was an 11% reduction in the number of vehicles across the whole area, including on the main roads.

More recently, in neighbouring Waltham Forest, and an overall traffic reduction of 16% was reported following their Mini-Holland scheme.

Therefore, under pre-pandemic, business-as-usual conditions, an estimated traffic reduction of 10-15% for a scheme that reallocates road space from motorised modes to walking and cycling would be consistent with the evidence. However, these are not business-as-usual times and we have observed a huge increase in the uptake of cycling during the lockdown, and a change in people's travel patterns that indicate a potential for higher levels of behaviour change.

Restricting traffic is bad for business?

This is not the case, there are numerous studies highlighting the economic benefits of investing walking and cycling. A number of these have been collated by TfL recently

<https://tfl.gov.uk/corporate/publications-and-reports/economic-benefits-of-walking-and-cycling>

Closing roads to motor traffic creates problems for the emergency services?

Hackney has an excellent working relationship with the emergency services and whenever we do anything to change the road network we always consult with them so that we do not do anything which makes their work more difficult. This is reflected in which roads we choose to close to motor traffic but also in potential mitigations such as fold-down bollards or exemptions-listing of emergency vehicles in the case of camera-enforced closures.

Closing roads to motor traffic is unfair on elderly and disabled people less able to walk or cycle?

The design of low traffic neighbourhoods ensures that nowhere currently accessible by car by local residents or by delivery vehicles will become inaccessible and the reduction in traffic in residential areas is of benefit to those with mobility issues in moving around their local areas in safety and with cleaner air. The timed closures around schools created by School Streets commonly contain measures to exempt residents travelling to and from their own homes. Transport for those with special educational needs and disabilities is also considered carefully. Where cycle lanes are introduced, access to crossing places and bus stops will be protected.

Road closures can lead to increases in anti-social behaviour?

The Council is committed to liaising with Community Safety Partnerships in Hackney to consider 'crime prevention through environmental design' in developing its transport proposals including further "filtered streets" in residential areas which allow access by cyclists and pedestrians while preventing through traffic. A number of

issues have been discussed recently in this context including the impact of seating and the location of plants and trees in public spaces. Seating, while a key part of creating a Healthy Street, can, if poorly designed or managed, lead to an increase in anti-social behaviour. The type of plants and trees to be used in public realm schemes will take into consideration the potential for creating hiding places and reducing natural surveillance.

Are the proposals geographically balanced? Why isn't my road included?

This document captures the “shovel-ready” schemes as of publication, but does not define the extent of the Council’s ambition which is to cover the entire borough. Some of the apparent focus on the south of the borough reflects the greater population densities and social distancing and air quality challenges in these areas but also the proximity of this part of the borough to the traffic changes planned for the City of London and a more general need to develop a contiguous network of neighbourhoods without too many gaps. Other schemes such as the Dalston to Lea Bridge cycle route have been driven by where TfL analysis sees the greatest potential for rapid increases in cycling levels.

School Streets are being introduced right across the borough and ongoing work will look at expanding ‘low traffic neighbourhoods’ to every part of the borough. Areas where there is a higher diversity of access needs, such as local shopping areas where shops require deliveries and servicing require more time at the design stage.

How will residents have their say?

All of the measures would be implemented under experimental traffic orders for a maximum period of 18 months, giving residents the chance to have their say on how they work in practice before any are made permanent. Letters will be sent to residents in the area around every closure, outlining how they can have their say. A comprehensive engagement study is currently being prepared.

Why have alternative measures such as more road humps or one-way streets not been considered?

These alternatives would all (broadly) contribute to managing the continued flow of traffic through an area but do not reduce the flow of traffic and many attendant problems such as congestion and air pollution.

1. Wider Context and Issues

1.1.1 The coronavirus (Covid-19) crisis has had a terrible impact on the lives and health of many UK citizens, as well as severe economic consequences. But it has also resulted in cleaner air and quieter streets, transforming the environment in many of our towns and cities. For example, Old Street has seen a 36% reduction in NO₂ emissions since anti-virus measures were introduced. Covid-19 has had a dramatic change in the use of the transport network as many people are working from home or not working at all. In London use of the tube and bus has plummeted with TfL estimating 95% reduction in tube use and 85% reduction in bus journeys which has had a consequential catastrophic impact on TfL's finances. About 80% of TfL's operating revenue comes from fares. Nationally rail has seen a 97% reduction in usage.

1.1.2 One of the big challenges for people as they return to work is how to get to work safely while maintaining social distance - a problem which is critical especially when using public transport including trains, tubes and buses. In large cities such as London, where many depend on public transport the problem is particularly acute. However, the ending of the Covid-19 lockdown in London should also be seen as an opportunity to lock-in the big air quality improvements seen in the capital during the pandemic through shifts to cleaner, more active modes of transport such as cycling and walking.

1.1.3 But unless the allocation of space on streets changes radically to support socially distanced walking and cycling there is a risk that people will shift from public transport to private car use. It is unlikely that increases in home-working would be enough to fully offset this. There is evidence that car usage is already significantly higher since the lockdown. DfT national data shows car traffic has almost doubled between the lockdown in March and early June. As of mid-September, Government advice to passengers is to "...help control coronavirus and travel safely by walking and cycling, if you can. Where this is not possible, use public transport or drive". While the current guidance reflects a shift away from earlier (prior to 17 July) stronger messages to "avoid public transport where possible", the guidance remains to minimise the use of public transport.

1.1.4 Critically for the London area where most journeys are made by public transport the requirement for social distancing has had an enormous impact on the capacity of the public transport network. TfL estimates that public transport capacity is about 20% of normal capacity when 2 metre social distancing is in effect, or 25% of normal capacity with 1 metre of social distancing.

1.1.5 During the summer of 2020 as the spread of Covid-19 appeared to level off - an opening up of shops, restaurants and other facilities took place raising hopes that travel might also begin to return to a new normal. However new social distancing restrictions introduced in September 2020 have confirmed, once again, that the effects of Covid-19 are going to be long-term.

1.2 Traffic Impacts of Covid-19

1.2.1 A fundamental issue is how, after lockdown, people will travel to work and for other journeys. If public transport capacity is only increased to 20% of normal capacity then 80% of public transport journeys would need to switch to alternative modes of transport, assuming there is no significant change to the amount of home-working and generally the number of journeys people make does not change significantly. In Hackney public transport trips make up 58% of commuting trips⁸ and 35% of all trips. Given the number of public transport users and the need to maintain a reliable bus service in the context of changing conditions the Council will need to review bus lane hours of operation and to see if these can be extended at times of the day.

1.2.2 TfL has produced data showing that for Hackney there would be an increase of between 80-90% in private car trips by car owning households if all trips currently made by public transport switched to private car use⁹. Whilst this data is only a rough estimate of the potential impact on traffic levels (for example, it is only for Hackney residents and excludes through traffic which accounts for about 40% of traffic on Hackney's roads) it does give an indication of the potential impact on our road network.

1.2.3 The potential risk of a car-led recovery can also be illustrated by the fact that a third of all non-car households in Hackney do have somebody with a valid driving licence with such households making up 23% of all the households in the borough. Islington, Camden, Westminster and Tower Hamlets (Hackney's neighbours or near

⁸ Census 2011

⁹ TfL. LSP. Interim Borough Guidance.

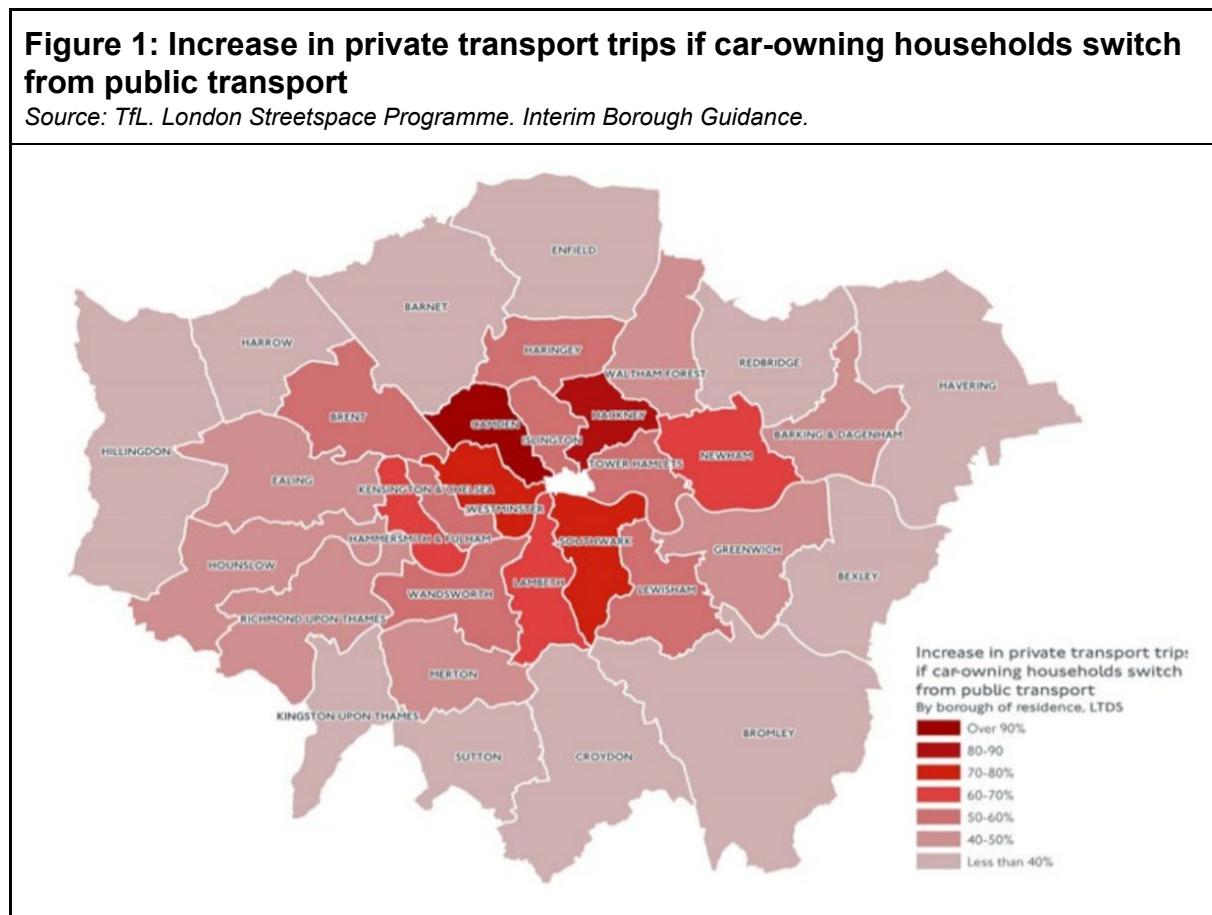
<http://content.tfl.gov.uk/lsp-interim-borough-guidance-main-doc.pdf>

neighbours) all have more than 20% of such households. By contrast only about 4% of the households in Outer London fall into this category.

1.2.4 A recent YouGov poll quoted in TfL's Streetspace guidance, see below, found that 41% of Londoners stated they planned to drive instead of using public transport once lockdown measures are relaxed.

Figure 1: Increase in private transport trips if car-owning households switch from public transport

Source: TfL. London Streetspace Programme. Interim Borough Guidance.



1.2.5 Hackney's own analysis using data from a 2019 borough-wide traffic study shows there were an average of 641,121 daily car and motorcycle trips, so the switch from public transport could result in a 23% increase in car traffic in the borough which would cause so much congestion that essential journeys by road, such as food, medicine and emergency services would struggle to move.

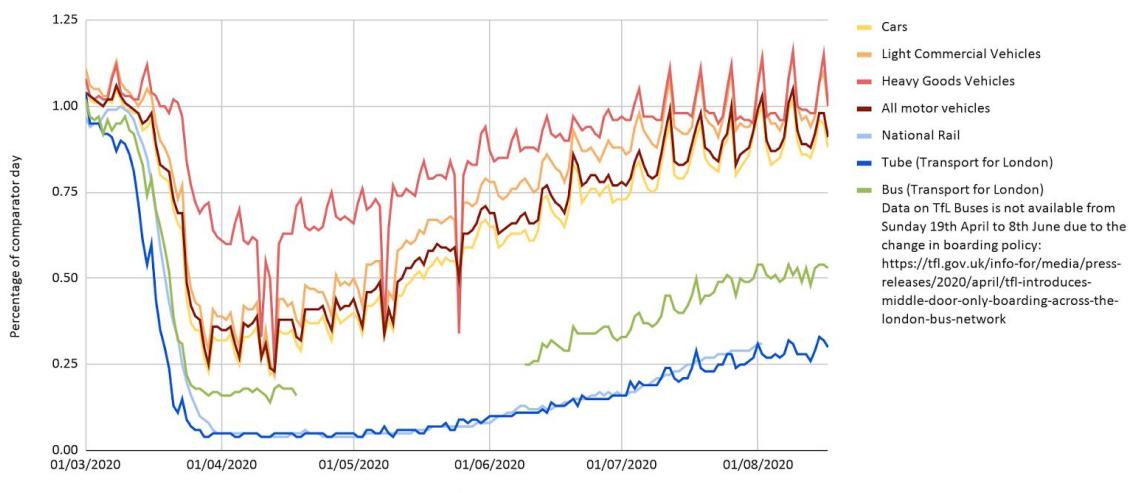
1.2.6 Predicting future travel trends following an unprecedented event is difficult. However, there are indications that support the predictions that car use could exceed pre-lockdown levels. Separate data sources confirm that there is a steep upwards trend in motor traffic, approaching (as of late June) 100% of pre-lockdown levels with an upwards trend that would appear on track to exceed the baseline. Best use will be

made of all available transport data to keep an updated overview of the situation in Hackney.

1.2.7 The DfT is releasing national traffic estimates using traffic count data from 275 automated traffic count sites across the country, which show that on a national level, motor traffic is increasing to pre-lockdown levels. **Figure 2** below shows DfT traffic count data alongside public transport modes for London from 1 March to late August. The national trend clearly shows that use of cars and commercial vehicles has returned to pre-lockdown levels, however, London public transport use remains very low.

Figure 2: Use of motorised transport modes (Great Britain): 1 March 2020 to 17 August

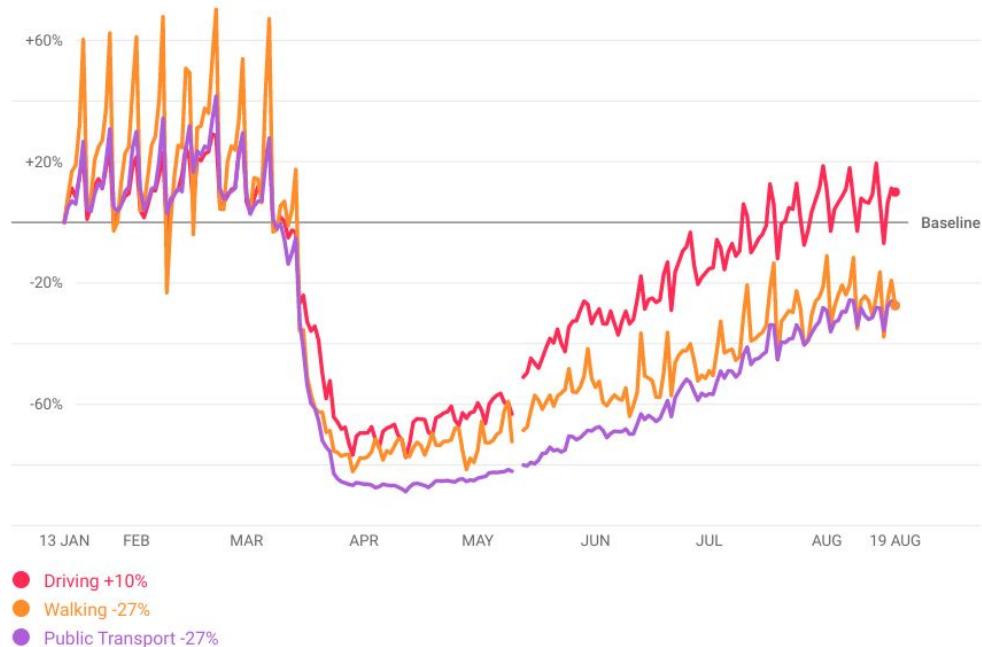
Source: <https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic> (accessed 21 August 2020)



1.2.8 The national-level DfT figures are consistent with data released by Apple that shows how their users are requesting trip routing information. This is a useful secondary data source as a proxy for how people are travelling, however it is noted that this is a sample only of Apple Maps users and their routing requests and should be viewed as a secondary rather than primary data source. **Figure 3** below shows - at a London-level - how Apple Maps users have changed their routing requests since January 2020 and shows a similar trend to the DfT data above.

Figure 3: London Apple Maps users, change in routing requests from 13 January 2020 to 19 August 2020

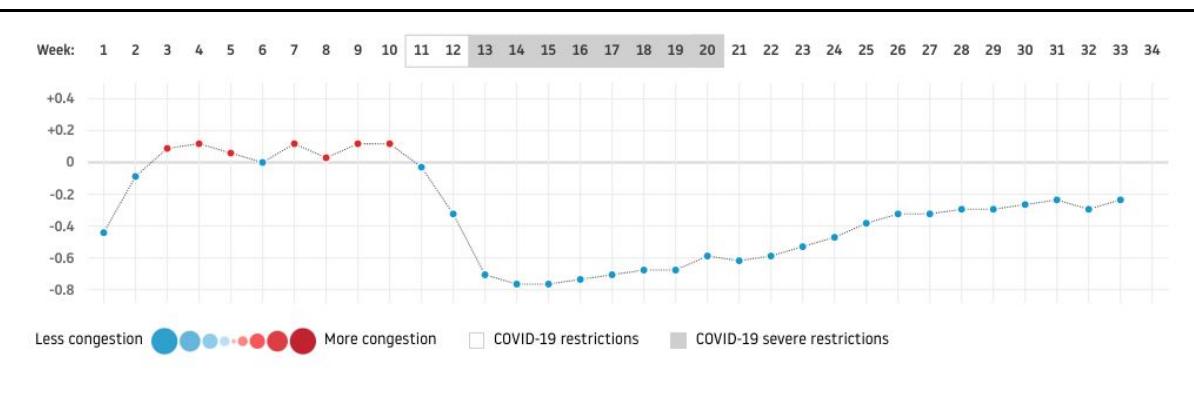
Source: <https://www.apple.com/covid19/mobility> (accessed 21 August 2020)



1.2.9 A third data source, from TomTom using data from their in-vehicle (Global Positioning System (GPS) devices, shows a similar trend, although using a different methodology, to the DfT and Apple Maps data. **Figure 4** below shows the “relative difference of average congestion levels in 2020 from standard congestion levels in 2019. Daily and weekly differences are based on weighted averages derived from hourly data. Each week starts on Monday and ends on Sunday. The daily standard congestion level for each weekday represents the daily average for that weekday over 2019. The weekly standard congestion level represents the mean of average weekly congestion levels in 2019.” **Figure 4** below shows that in London, congestion levels for the first 11 weeks of the year were on average the same or slightly higher than for the same week in 2019, then dropped dramatically during lockdown and have increased rapidly and approach 2019 levels.

Figure 4: Weekly London congestion levels in 2020, compared to the same week in 2019, as reported by TomTom

Source: https://www.tomtom.com/en_gb/traffic-index/london-traffic/ (accessed 21 August 2020)



1.3 Dangers of a car-led recovery

1.3.1 In Hackney where 70% of households do not have access to a car¹⁰, on many roads pedestrians would be squeezed together onto sometimes narrow pavements greatly increasing their risks of infection from the virus as well as suffering the proven lethal effects of air pollution from the traffic gridlock that would result. Cyclists would suffer similarly from NO2 and particulates emissions with the traffic proving intimidating to all but the bravest.

1.3.2 Beyond the aggregate picture there are, of course, many different types of streets in Hackney and reasons why people do essential travel, whether it be to get to school, to get to work or to go shopping. Each type of trip creates a slightly different challenge in a slightly different location and perhaps at a slightly different time of day. So a variety of solutions will be required. As well as space the Council will need to address whether access to bikes can be improved and whether increases in cycle parking will be required.

1.3.3 In addition women, older people, Black, Asian and other non-White British communities, lower income groups and those with existing health conditions are already much less active than average. A recent Sport England survey suggests those who are already less active are doing less exercise as a result of the lockdown.¹¹ A car led recovery risks exacerbating these inequalities further. Additionally, Black,

¹⁰ LTDS 2019

¹¹ Exploring Attitudes and Behaviours in England during the Covid-19 Pandemic, Sport England 2020 <https://www.sportengland.org/know-your-audience/demographic-knowledge/coronavirus?section=research>

Asian and other non-White British communities are disproportionately impacted by road danger, with children in this group being on average 1.5 times as likely to be killed or seriously injured on the roads (London-wide)¹².

1.4 National and London approach to post Covid-19 transport planning

National guidance

1.4.1 The crisis has prompted national and strategic governments to seek an urgent response from local authorities to the need for social distancing on public transport and to support reallocation of road space to enable more walking and cycling.

Issued on 9 May, the DfT wants local authorities: *to deliver a range of measures to reallocate road space to enable more walking and cycling and to support social distancing on public transport:*

- *Installing ‘pop-up’ cycle facilities with a minimum level of physical separation from volume traffic*
- *Using cones and barriers to widen footways particularly outside shops and transport hubs; to provide more space at bus stops; to widen pedestrian refuges and crossings*
- *Encouraging more walking and cycling to school for example through the introduction of school streets*
- *Reducing speed limits: 20 speed limits can support more walking and cycling when combined with other measures*
- *Introducing pedestrian and cycle zones: restricting access for motor vehicles to specific streets or networks of streets, particularly town centres and high streets*
- *Modal filters (filtered permeability): closing roads to motor traffic for example by using planters or large barriers, to create low traffic neighbourhoods*
- *Providing additional cycle parking at key locations such as outside stations and in high streets*
- *Changes to junction design to accommodate more cyclists, for example extending Advanced Stop Lines (ASLs) at traffic lights to the maximum permitted depth of 7.5 metres*
- *“Whole route” approaches to create corridors for buses, cycles and access only on key routes into town and city centres*

¹² TfL. Vision Zero Action Plan. p15.

- Identifying and bringing forward permanent schemes already planned, for example under Local Cycling and Walking Infrastructure Plans

DfT Emergency Active Travel Fund

1.4.2 The DfT initially allocated funding of £100,000 for each London borough to apply for an Emergency Active Travel Fund. Tranche 1 of this fund was to be focused primarily on supporting road closures particularly to deter through traffic but allowing for permeability for cyclists. The criterion used by the DfT is that schemes should be delivered within 12 weeks of receiving a funding allocation. We were successful in our submission with £100,000 allocated to deliver point closures in the Upper Clapton area which will prevent rat running traffic between Upper Clapton Road and the A10.

Tranche 2 of the DfT fund was announced in July 2020. Bids have been submitted for this as described below, but as of September 2020 there has been no announcement from DfT regarding the outcome of the tranche 2 bids.

London guidance

1.4.3 To complement the national guidance, the Mayor has published the London Streetspace Programme (LSP). The programme aims to make it easy and safe for Londoners to choose to walk and cycle as an alternative to public transport use. To support the programme, TfL issued guidance for boroughs to deliver the London Streetspace Programme on 15 May. The Programme has three main objectives:

- Reallocation of road space - where pedestrian crowding and social distancing is an issue such as town centres and key hubs
- Delivery of strategic cycle routes - using temporary materials such as light segregation, temporary barriers and traffic restrictions
- Low traffic neighbourhoods (LTNs) - on borough roads to give space and security for local walking and cycling and an enhanced ability to maintain social distancing

1.4.4 The LSP is very much focused on the delivery of projects that meet these objectives in the short term. However, there is also a recognition that longer term projects would be needed to support the Covid-19 recovery period. The LSP also recognises the need to enable London's economic regeneration whilst also supporting local businesses by maintaining freight access and encouraging clean 'last-mile' freight solutions.

London Streetspace Funding

1.4.5 The massive drop in fares revenue has led to TfL suspending projects. This has had a corresponding impact on the funding allocated annually to boroughs through the Local Implementation Plan (LIP). TfL has suspended funding for boroughs for 2020/21 with the London Streetspace Programme used as a mechanism for boroughs to bid for funding to lock in the benefits of the current much reduced volume of traffic, whilst supporting more walking and cycling and maintaining social distancing through reallocation of road space. Spend already incurred or committed in 2020/21 by boroughs is regarded as sunk costs by TfL, for which boroughs would be reimbursed. The pausing of LIP funding for the 2020/21 programme has effectively curtailed development and delivery of the Council's LIP programme. The Council's proposed programme to deliver against the LSP objectives is detailed below.

1.4.6 TfL's LSP guidance provides some clear pointers on where and how funding is to be allocated to the boroughs. Guidance emphasises the speed of delivery of projects against the three objectives. TfL is to allocate funding according to three main criteria:

- Deliverability - this considers the complexity of the proposed project, the level of political support, the level of support from the community and public engagement, the dependencies with other projects. TfL will take into account past delivery record
- Location and borough - this considers the needs and issues for the location and borough mode share targets to get an understanding of the opportunities to deliver the outcomes. This will focus on locations where social distancing is an issue from overcrowding and where transport, economic and social datasets show a need to intervene
- Value - this considers the outcomes and benefit against the immediate short term public health benefits but also longer term ambitions on walking, cycling and public transport. TfL will use this to prioritise funding.

1.5 Behaviour Change

1.5.1 The transport challenges of maintaining social distancing with the easing of the Covid-19 lockdown are huge but London has a proven record in coping with the travel demands of unusual surges in travel demand such as the widely praised travel demand management around the 2012 Olympics. The latter coped, with the help of retiming, rerouting and remodeling of trips as well as home working, with an

additional 20 million trips on an already congested transport network. There are already some positive signs that something similarly successful could be feasible, with a recent AA survey finding that 11% of motorists planned to continue increased levels of working from home even after the ending of the Covid-19 lockdown.

1.5.2 We know that 72% of Hackney's train commuters and 84% of bus commuters travel less than 10km, so potentially 55,000 out of Hackney's public transport commuters travel distances which for many could easily be cycled.¹³

1.5.3 The LSP guidance focuses very much on physical measures to encourage more walking and cycling. However, there is a clear role for behaviour change measures to reduce pressure on the public transport and road networks and to complement physical measures such as cycle routes, footway widening and pedestrian crossing enhancements.

1.5.4 The improvements in active health infrastructure such as filtered permeability and cycle lanes will be of little value if people do not change their travel behaviour. Hackney has a history of delivering an extensive programme of 'smarter travel' programmes. Many are based around school, workplace and residential travel planning. We have an extensive programme of working with schools to deliver school travel plans. Prior to lockdown 90% of pupils walked, cycled or travelled by public transport to primary and secondary schools. This means that only 10% of pupils were driven to school, although 30% of households have access to a car. This suggests that there is potential for growth in the number of children driven to school, which would result in negative consequences in terms of traffic congestion, physical activity levels (and associated health impacts), increase in air pollution and greenhouse gases, and increased road danger.

1.5.5 We are supporting local businesses to mitigate the impact of the pandemic on their operation. The Zero Emissions Network (ZEN) project is currently working with 2,500 businesses and residents to increase sustainable travel. The ZEN exists as a mechanism to support businesses and residents to transition to sustainable travel modes. The initiative has been running in Hackney for 8 years and has achieved substantial success, including a 14% increase in cycling among businesses who received grant support and an annual NOx saving of over 315kg.

¹³ Public transport users based on census numbers scaled up to take account of 14% population growth in the borough. Public transport commute distances from LTDS 2019.

2. Emergency Transport Plan Proposals

2.1.1 Hackney's Emergency Transport Plan is a response to the National and London guidance and the pressing need to prevent a car-led post Covid-19 recovery. The Plan sets out how we will address the Covid-19 pandemic in the short to medium term. Not all of these interventions are likely to be funded by TfL through the LSP. But all are supportive of the Hackney Transport Strategy 2015-2025.

The Emergency Transport Plan projects are grouped under the following headings:

- Space for Public Transport Users
- Healthy Town Centres - Stoke Newington Church Street, Hackney Central, Broadway Market, Chatsworth Road
- Healthy Low Traffic Neighbourhoods (LTNs)
- Strategic Cycle Routes
- School Streets

2.1.2 This Plan needs to be considered as part of a wider strategy to address the global climate emergency. The Council declared a climate emergency in June 2019 when Hackney committed to doing everything within its power to deliver net zero emissions across Council functions by 2040. A key element of this is a focus on a roll out of electric vehicle charging points.

2.1.3 Hackney was the eleventh most deprived local authority overall in England in the 2015 Index of Multiple Deprivation, whilst in 2010 it was ranked second. Hackney has become less deprived compared with other local authorities in relation to income, employment, housing and services, living/environment and deprivation affecting children compared with 2010, but relatively more deprived in relation to crime. But we want to do more to tackle inequalities in the Borough.

2.1.4 Covid-19 has disproportionately affected vulnerable populations, including those living in more deprived areas. Londoners living in more deprived areas are already more likely to be impacted by exposure to higher levels of air pollution and road danger.¹⁴ Low-income Londoners are also more likely to work in frontline

¹⁴ For the link between deprivation and air pollution see 'Updated Analysis of Air Pollution Exposure in London', Report to GLA, February 2017. For the link between exposure to Road Danger and deprivation in London see 'Deprivation and Road Safety in London', London Road Safety Unit, by Phil

key-worker roles, which means they cannot work from home and are less likely to be car-owners, so will be most affected by the reduced capacity on public transport.

2.1.5 All proposed measures will be introduced using an experimental traffic order for a maximum period of 18 months, which means residents and businesses can see how the closures work in practice before having their say. The views of residents and businesses, including any suggested changes to how schemes operate, will be taken into account before any decision on whether or not to make the measures permanent. This process is in line with specific guidance from TfL, and the DfT, whose guidance states that: '*authorities should monitor and evaluate any temporary measures they install, with a view to making them permanent, and embedding a long-term shift to active travel as we move from restart to recovery*'. Residents can have their say up until six months after measures have been implemented. Letters will be sent to all residents and businesses in the local area prior to implementation, outlining how they can have their say.

2.1.6 This report should be viewed alongside wider workstreams as detailed below in section 3 that are part of the Council's wider Transport Strategy.

2.2 Space for Public Transport Users

2.2.1 While capacity on the rail network is decreased there will need to be extra space around stations for passengers queueing. Where this is not possible due to the physical design of stations then partial closures may be required in the peaks to maintain social distancing. On London Overground and TfL rail stations with narrow staircases such as Clapton, Dalston Kingsland and Stamford Hill, crowd control measures may be needed to control access and egress. This may require the provision of additional staff at peak times.

2.2.2 At Hackney Central social distancing may be difficult to achieve owing to the capacity constraints in the existing ticket hall and the width of the ramp. The station suffers from congestion particularly at peak times in pre Covid-19 times. TfL has developed contingency plans for Hackney Central which allows people to exit using the staircase leading to the car park and entry via the ramp to Mare Street. Currently usage of the station is not at a sufficient level to make this necessary. In the medium term a new southern entrance to the station is planned. Our plans for Hackney

Edwards, Judith Green, Ian Roberts, Chris Grundy and Kate Lachowycz from the London School of Hygiene and Tropical Medicine, 2007

Central town centre (see below) would strongly support social distancing at both station entrances on Amhurst Road.

2.2.3 The Council is currently working with TfL to enable the provision of this entrance on a site owned by the Council. A planning application has now been submitted. As well as granting a lease for the use of the land, maximum benefit of the entrance would be achieved by a new signalised pedestrian crossing on Graham Road as well as a cycle hub in order to provide a good interchange. The crossing would link to the busy bus stop on Graham Road by Marvin Street. It is envisaged that the new entrance could be operational within a year. Funding is currently committed from the DfT through Network Rail and the Council may be able to fast track the application. We would be seeking LSP funding for the pedestrian crossing as part of a future Town Centre bid for Hackney Central (see below).

2.2.4 Hackney is fortunate in having a number of relatively new stations constructed under the East London Line extension project with large circulating areas at Dalston Junction and Hoxton, together with a new station at Hackney Wick, which should help alleviate any problems.

2.2.5 On the Underground the current closure of Manor House station to enable TfL to allow key stations to remain open has had an impact on the local community there. When the station is re-opened a queuing system may be required at surface level to manage crowds. As Seven Sisters Road falls on the TfL Road Network (as does the nearby junction) the Council will expect TfL to put in any necessary measures to manage any queues there.

2.2.6 With the social distancing measures on bus services and the general requirement to avoid using public transport there is a risk that queues would form at busier bus stops and these would need to be managed. TfL has identified a stop on Dalston Lane which serves Hackney Downs station as being a risk. However, we are looking at identifying other locations where crowding could be an issue.

2.2.7 With the growth in vehicular traffic witnessed since the gradual ending of the lockdown, interventions to maintain bus reliability will be required. Buses will benefit from measures such as the planned introduction of bus gates and the opportunity will be taken to urgently review hours of operation of the borough's bus lanes especially on primary routes.

2.3 Healthy Town Centres

2.3.1 Town centres are important social and economic hubs that attract high numbers of people for working, shopping, socialising and public transport users.

2.3.2 They also often host a concentration of essential shops and services and as such were an early focus during lockdown for where measures were taken to provide space for pedestrians to ensure people could get to essential shops while socially distancing. There are a number of challenges to enable Town Centres to thrive post-lockdown. Maintaining social distancing in and around shops, bus stops and station accesses needs to be addressed,

2.3.3 One distinct focus of this plan is on the borough's town centres where there is a confluence of public transport usage and high footfall. The borough's town centres as identified in the Local Plan (LP33) are

- Hackney Central
- Dalston
- Stoke Newington
- Stamford Hill
- Finsbury Park

2.3.4 Stoke Newington and Hackney Town Centre have been chosen for interventions under this plan as they have significant social spacing issues on roads which the Council manages.

2.3.5 The Government is introducing proposals to assist the hospitality industry in the short term. The planned measures which include amendments to the licensing and planning systems would allow more outdoor seating and street stalls for eating and drinking. We will seek to support these changes subject to ensuring there is sufficient pavement space to maintain social distancing and that people who have mobility problems would not be adversely affected.

2.4 Stoke Newington Church Street and surrounding area

Introduction

2.4.1 Stoke Newington Church Street is a busy shopping street and a cultural destination but also a main thoroughfare with many conflicts between cyclists, pedestrians and vehicle traffic. It is home to many residents and has two schools. Its footways are narrow and frequently congested. Air quality on Stoke Newington Church Street fails the annual mean National Air Quality Objective (NAQO) for nitrogen dioxide and there is strong local support for change.

2.4.2 The Council was successful in a £500,000 Mayor's Air Quality Fund (MAQF) round 3 bid for a Low Emission Neighbourhood on Church Street and the surrounding streets. The project, named **LEN16**, has four main themes:

- Transition away from Internal Combustion Engine (ICE) vehicles, cargo bike hire, promoting Ultra Low Emissions Vehicle (ULEV) uptake
- Improving air quality (anti-idling, traffic calming, business engagement)
- Delivering Healthy Streets (pedestrian crossings, junction redesign and improved public realm)
- Transitioning to a zero emissions future (restricting polluting traffic on Stoke Newington Church Street)

2.4.3 The original plan was for these projects to be delivered over a 3 year period. The Council has already undertaken a Delivery and Serving study to understand local freight patterns and to engage with businesses and we conducted initial public engagement in January/February 2020 through a workshop and on-line comments which identified the volume and speed of traffic, air pollution and the lack of pavement width as issues. Ideas proposed by residents included pedestrianisation or a bus gate.

2.4.4 The LSP funding application seeks to deliver many of the match funded **LEN16** proposals within the timescales demanded by the LSP programme. The proposal consists of the installation of a bus gate and neighbourhood closures with an option to extend the scheme to pavement widening and bus stop boarders. Other schemes, such as greening and other pavement widening, will still fall under the **LEN16** proposals

2.4.5 The proposal would implement a 7am-7pm bus gate; widen pavements, and install local neighbourhood closures. Together with five supporting modal filters, the bus gate would remove both east-west and north-south through traffic and rat-run routes from the area, providing more space for pedestrians, cyclists and buses. The scheme would also create two Low Traffic Neighbourhoods to the north and to the south of Church Street. Cyclists using Cycle Superhighway 1 (CS1), which crosses Church Street will also see benefits.

Stoke Newington Church St: Bus Gate and LTNs

2.4.6 Different proposals for a bus gate have been evaluated, considering what kind of through traffic routes they would eliminate, how many neighbourhood closures are needed in support of the bus gate, and how to ensure general traffic could still turn around. A preferred scheme has been determined in consultation with various internal stakeholders such as Parking Enforcement.

2.4.7 Officers have looked at how this scheme, together with the approved Walford Road scheme, could displace traffic into surrounding roads. An initial assessment shows that traffic displacement might occur towards other boundary roads, including the A10, Green Lanes, Lordship Park/Manor Road and Crossway/Balls Pond Road. It is assumed a portion of traffic will evaporate, consistent with evidence from other similar schemes, however a portion will still use Albion Road and Church Street for local access, such as deliveries and servicing and buses. This combined with the changes in traffic levels due to Covid-19, means that traffic volume monitoring will be necessary.

2.4.8 Alternative options for the placement of the restrictions were considered including: between the A10 and Green Lanes, between Albion Road and Lordship Road and between the A10 and Lordship Road. The proposed placement achieves the greatest impact in terms of reducing traffic across the wider area, as it reduces flows on the east / west as well as north / south directions.

2.4.9 We also wanted to minimise the amount of neighbourhood modal filters needed in order to remove any potential rat-runs that would try to avoid the bus gate. Third and finally, considerations were placed to distribute the traffic evenly across the wider area, e.g. ensuring that not all delivery and servicing traffic requiring access to Albion Road/Church Street would need to come from one direction.

2.4.10 Alternative options were evaluated for the placement of the bus gate on Stoke Newington Church Street including at the junction with A10, the junction with Albion Road or at the junction with Lordship Road. These have been rejected as they were not as good as reducing different traffic flows, or required many local neighbourhood road closures, or would funnel too much Delivery & Servicing traffic from one particular direction.

2.4.11 The recommended location of the bus gate is east of the main junction with Lordship Road, west of the junction with Marton Road with operational hours of 7am to 7pm, Monday - Sunday as shown below. This location best meets the considerations listed above and these times would benefit the main commuting and shopping hours whilst giving freight delivery & servicing traffic sufficient operational flexibility. It is proposed to implement restrictions from 7am-7pm to allow through traffic to still use this street during evening and nighttime hours, mitigating potential traffic displacement effects on other boundary roads, especially Manor Road / Lordship Park and Balls Pond Road / Crossway. **Figure 5** below shows the detail of the proposed bus gate and the proposed modal filter on Lordship Road. The 'bus gate' and road closures would also reduce traffic on Albion Road, as Lordship Road would not be accessible for north-south through traffic anymore.

Figure 5: Stoke Newington Church Street Proposed bus gate and modal filter on Lordship Road

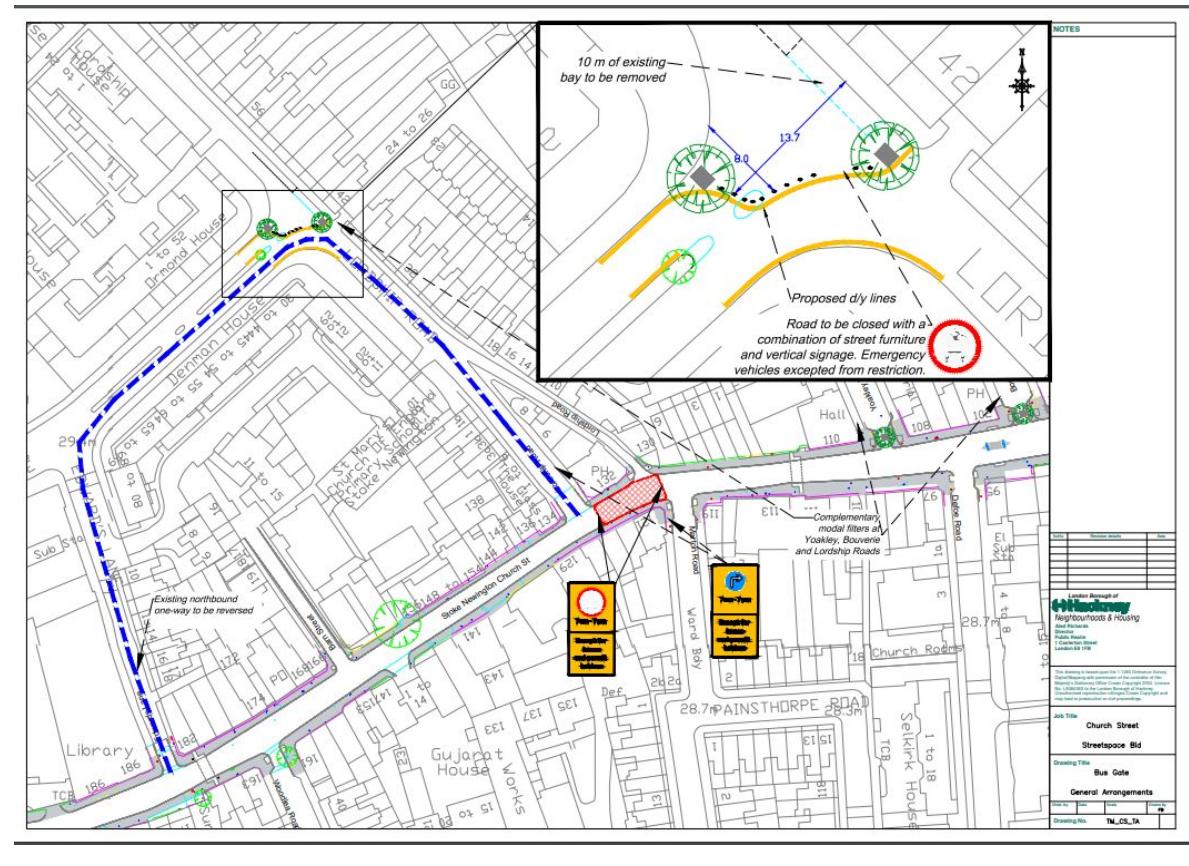
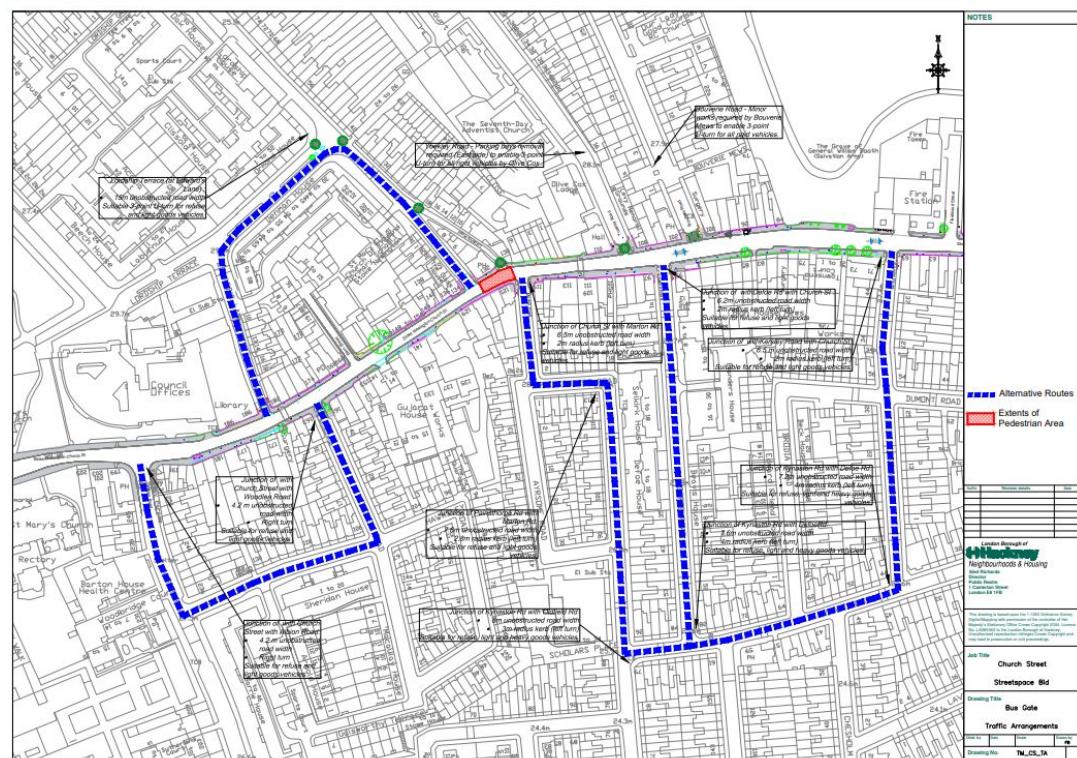


Figure 6 below shows the routes for avoiding the bus gate in the immediate vicinity of the restriction. However, it is expected, in line with evidence from other schemes that once the scheme settles in that through traffic would re-route from further away and these routes represent primarily local traffic.

Figure 6: Stoke Newington Bus Gate Map including the escape routes for traffic to avoid the ‘bus gate’



2.4.12 The placement of the bus gate at the junction with Lordship Road is the only location that would remove all major traffic flows whilst minimising any potential impact on access for deliveries and servicing to the shops and local businesses on Church Street. To complement this bus gate and to mitigate the impact of traffic being diverted away from Church Street four modal filters are proposed:

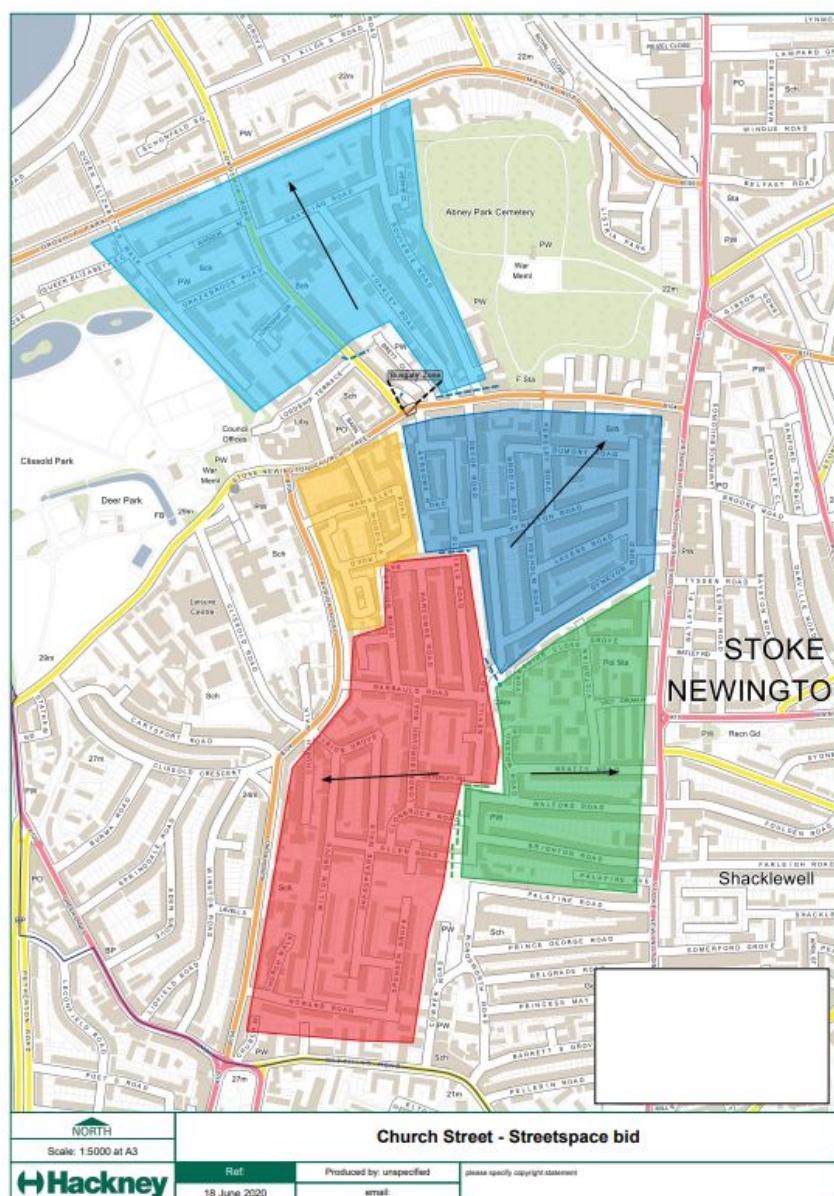
- Yoakley Road at its junction with Church Street
- Bouverie Road at its junction with Church Street
- Oldfield Road between the junctions with Kynaston Road and Sandbrook Road
- Nevill Road between the junctions with Barbauld Road and Dynevor Road
- Lordship Road at the junction with Lordship Terrace

In addition the existing northbound one way on Edward's Lane would be reversed. This would enable eastbound traffic to divert away from the bus gate via Lordship Road and Lordship Terrace. Westbound traffic on the approach to the bus gate could divert via Marton Road/Oldfield Road/Defoe Road. The modal filters at Yoakley Road

and Bouverie Road would complement the School Streets scheme for Grazebrook Primary School for which we have been successful in being allocated LSP funding.

2.4.13 The proposed modal filters will create Low Traffic Neighbourhoods to the north and south of Church Street which will encourage local people to walk and cycle to Church Street and beyond such as by using CS1. The neighbourhood modal filters would be in effect 24/7. The Lordship Road modal filter would still allow an opening in the middle for emergency vehicles.

Figure 7: Low Traffic Neighbourhoods created by Church St & Walford Road Closures



Stoke Newington Church Street: Pavement Widening and Bus Stop Boards

2.4.14 Pavement widening will be possible at several locations, as can be seen in **figure 8** below. At bus stops, the pavement will be widened with tarmac which is something that TfL have championed on some of their red routes. At other locations, bollards and planters will demarcate the extra pedestrian space and narrow the carriageway width. We are aiming to target widening pavements at those locations where the benefit to pedestrians would be highest, such as outside shops or near bus stops.

2.4.15 Wider pavements will make it easier to cross as the distance is lessened. It will also allow people to ‘step out’ into the road to adhere to social distancing without interacting with traffic. Whilst for this first phase the majority of the converted space will be demarcated by bollards, it is envisioned that in the future when more funding is released, the pavements themselves could be extended and continuous crossings at side streets could be created.

Figure 8: Stoke Newington Church Street: Proposed Pavement Widening



Stoke Newington Church Street: Cycle Parking

2.4.16 The Streetspace bid is also seeking funding for more cycle parking space. Currently 25 new Sheffield stands are proposed. These could be installed in parking bays at strategic locations, for example where CS1 joins Church Street. Precise locations are still subject to further investigation.

Stoke Newington Church Street: Supporting Documents

2.4.17 In preparation of the scheme two important supporting documents were prepared: a Draft version of the Delivery and Servicing Study, and a scheme specific Equalities Impact Assessment (EQIA). These documents informed the placement and design of the ‘bus gate’, the neighbourhood closures and where the pavements could be widened. Both documents are constantly evolving in response to stakeholder consultations. The latest versions are available on request from movegreener@hackney.gov.uk

Stoke Newington Church Street: Financial Summary

A bid was submitted for Tranche 2 of the DfT Emergency Active Travel Fund. As of September 2020 we are still awaiting the outcome of this.

Table 2: Financial Summary of Stoke Newington Town Centre Bid

| Funding Sought | Amount |
|--|----------|
| DfT EATF Bid | £684,000 |
| Low Emission Neighbourhood (Match Funding) | £500,000 |

2.5 Hackney Central

2.5.1 Hackney Central is a busy and thriving town centre and an important transport hub. Hackney Central is home to a number of essential shops as well as non-essential shops which have commenced reopening from June.

2.5.2 The Narrow Way (northern end of Mare Street) is pedestrianised and therefore is already well suited to social distancing. However, the surrounding approaches to the Narrow Way are busy roads that carried high volumes of traffic pre-lockdown and pavements were already crowded, for example on Amhurst Road between Hackney Central station and the Narrow Way.

2.5.3 The Council has been successful in a bid for a Liveable Neighbourhood scheme for Hackney Central. The objectives of the LN scheme are:

- to reduce traffic in the area
- to improve pedestrian facilities
- to enhance cycle access into and through the area
- to improve bus service speed and reliability
- to enhance public realm in the area
- to improve access to Hackney Central station
- to improve air quality
- to improve the sense of place for Hackney Central
- to reduce road user casualties

2.5.4 Substantial background work has been undertaken including extensive traffic modelling of the initial ideas, economic surveys, public perception survey, analysis of pedestrian and cyclist movement and a delivery and servicing study to examine freight needs. Public engagement was undertaken in 2019 which established the views of the public on the challenges and aspirations for the area.

2.5.5 In the post-lockdown recovery, the Liveable Neighbourhood objectives are more relevant than ever and entirely consistent with the objectives set out by TfL in the LSP. As part of this Plan we are seeking to deliver a ‘Streetspace’ post-lockdown solution for Hackney Central that will achieve as many of the Liveable Neighbourhood objectives as possible, while prioritising the Streetspace needs. However, the initial bids through LSP were required to be submitted by 19 June and plans were not ready at that time for submission. We are continuing to develop the plans for Hackney Central to enable applications to be made for future rounds of LSP funding.

2.5.6 Initial proposals for Hackney Central are to:

1. Implement a bus gate on Amhurst Road/ Mare Street that will reduce through traffic, free up space for pavement widening and improve conditions for walking and cycling;
2. Widen pavements on Amhurst Road and Mare Street to enable social distancing and reduce congestion at pinch points, and;
3. Supporting measures such as closures on local streets to avoid creating new rat-runs.

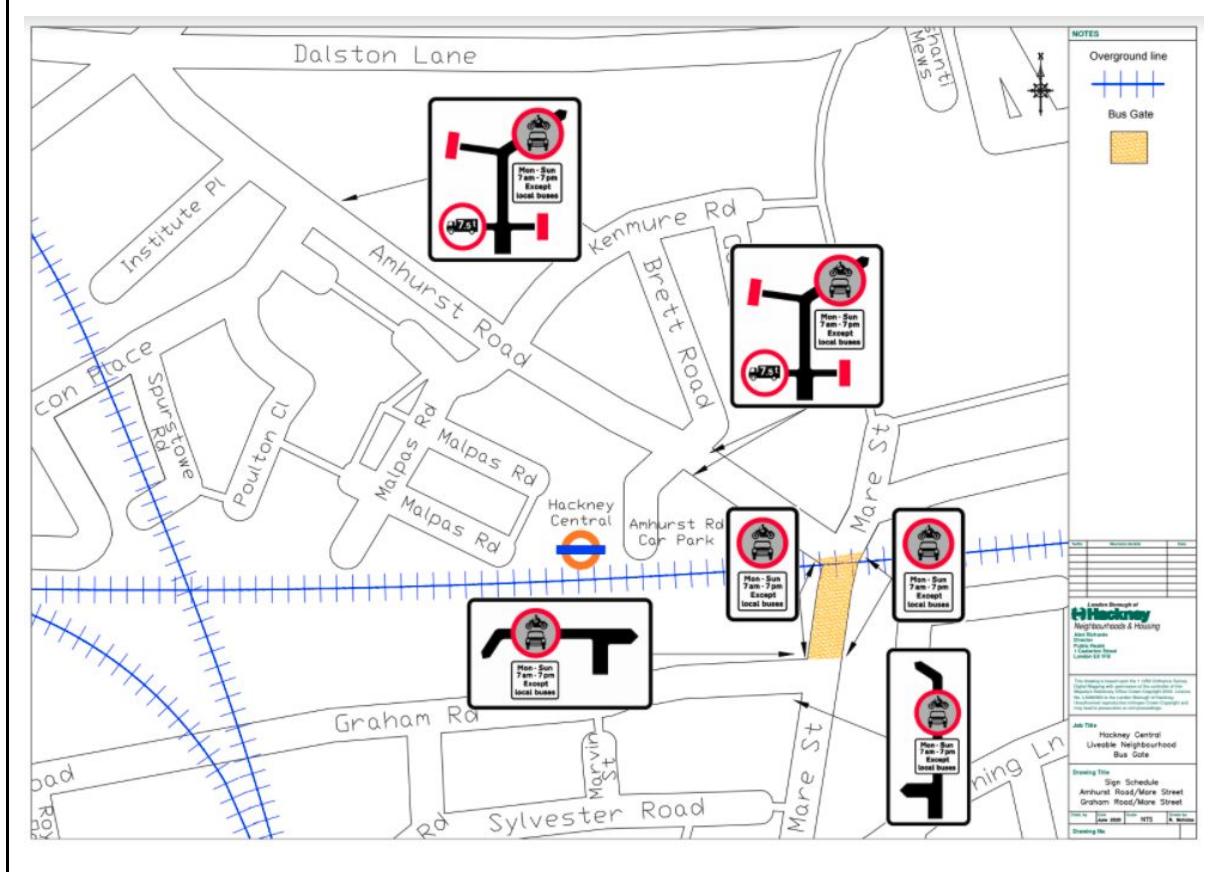
In the longer term, ambitions are to further improve walking and cycle conditions in the wider town centre including the Graham Road junction. However, in the short term we will be mainly focusing on reducing the amount of traffic in this town centre and accommodating social distancing requirements as more shops open up.

Bus gate in Hackney Central

2.5.7 A number of options have been considered with variations on the location and operational hours of the bus gate. Enforcement of the bus gate would be through cameras. The proposed option for the location of the bus gate is between Graham Road and the rail bridge. This would be closed to all motor vehicle traffic except buses. Traffic coming from the south can use the junction of Graham Road/Mare Street to turn away from the bus gate. From the north (Pembury Circus), signage would make clear that there is a restriction ahead and divert traffic at Pembury Circus to reduce traffic, except for access, from entering Amhurst Road.

As of the time of publication of this report, further detailed design is ongoing and the plans below should be taken as indicative at this stage.

Figure 9: Option for Hackney Central Bus Gate



Hackney Central Bus Gate: Hours of operation

2.5.8 Subject to detailed assessment, it is currently proposed that the operational hours of the ‘bus gate’ are 7am-7pm, Monday-Sunday. This will traffic calm the area during the main commuting as well as shopping hours. Analysis of the Delivery and Servicing Study shows that 58% of servicing activity takes place between 7am and 7pm. Local businesses would be required to amend their hours of servicing. However, it is considered that there is sufficient flexibility to meet the servicing needs of businesses in this section of Mare Street. In the longer term a permit system could be introduced which could provide scope to extend the hours of operation of the bus gate. The 7am-7pm operational hours would capture the most benefits for pedestrians and cyclists and best enable social distancing for the main commuting and shopping hours.

2.5.9 The Delivery and Servicing Study shows that the majority of loading/unloading is done by vans, Light Goods Vehicles (LGVs) and small Heavy Goods Vehicles (HGVs). However, larger lorries could also visit the loading bay located on Mare

Street outside Iceland. It is important that access to the loading bay is facilitated, either through a permitting exemption, limiting the hours of the bus gate or taking the loading bay out of the bus gate.

Hackney Central: Pavement Widening

2.5.10 The introduction of a bus gate on Amhurst Road/ Mare Street provides the opportunity to reduce the space available to motor traffic on Amhurst Road. A range of options would be developed such as widened footways, cycle lane and public realm enhancements such as trees and planters. The location and type of measures would also need to consider space for passengers queueing to enter Hackney Central station.

Hackney Central: Benefits to cycling

2.5.11 The proposed bus gate would provide a much improved environment for cycling through the town centre. Video surveys show that the right turn from Mare Street into the Narrow Way is hazardous for cyclists and this manoeuvre would be improved by the bus gate at this location.

2.5.12 Currently, Quietway 2 provides a north-south route between London Fields and Waltham Forest. This route avoids Hackney Central town centre by taking backstreets and the Church Path in St. John's Gardens. This Church Path is very narrow and does not allow for social distancing between cyclists and pedestrians. Reducing traffic on Mare Street/Amhurst Road would encourage cyclists to use the Narrow Way/Mare Street as an alternative to Quietway 2, providing a more direct route for longer journeys. Work would need to be done to discourage speeding cycling and to ensure pedestrians in the area feel safe

2.5.13 Additional cycle parking would be included in the scheme which will support greater use of cycles.

Hackney Central: Supporting Measures

2.5.14 Road closures in the local neighbourhood would be needed to support a bus gate. Some of these are already part of the LTN works (see below) for which we have been allocated LSP funding. The following four would be recommended as part of supporting the Hackney Central scheme.

Table 3: Hackney Central - Supporting Closures

| Street/ Area | Proposed measure | Reason |
|--|-----------------------------------|--|
| Wayland Avenue near junction with Sandringham Road | Point-closure, Experimental Order | Removes traffic avoiding Pembury Circus (funded through the LSP LTN programme) |
| Marcon Place near junction with Spurstowe Terrace | Point-closure, Experimental Order | Removes traffic avoiding Pembury Circus (funded through the LSP LTN programme) |
| Navarino Road south of Navarino Grove | Point-closure, Experimental Order | Cuts rat-runs between Graham Road and Dalston Lane |
| Greenwood Road South of Fassett Road at the bridge Fassett square | Point closure, Experimental Order | Cuts rat-runs between Graham Road and Dalston Lane |
| | Point closure, Experimental Order | cuts rat-runs between Graham Road and Dalston Lane |

Hackney Central: Pembury Circus

2.5.15 The Liveable Neighbourhood scheme also sought to develop proposals for the redesign of the Pembury Circus junction. The aim is to greatly enhance road safety and provide a much better experience for pedestrians and cyclists. However, modelling has demonstrated that traffic flows would need to be reduced through the junction if pedestrian facilities are to be substantially improved. The potential bus gate in Amhurst Road would therefore both enable the junction to be upgraded and the Town Centre area improved for people to move around on foot or by bike.

2.5.16 Linked to enhancements to Amhurst Road, a redesigned junction could allow much better links to the wider cycle route network (see Strategic Cycle Route section below). There is s106 funding to support the redesign of the junction. As part of the investigation we will liaise with TfL regarding all of the neighbouring roads affected by any change here, including consideration of the impact of measures on their roads such as the existing banned right turn on Graham Road at the junction with Dalston Lane

2.6 Broadway Market

2.6.1 Broadway Market is a unique area in Hackney for its importance both in terms of its ‘place function’ as well as its ‘movement function’, especially in terms of cycling. Broadway Market is a thriving secondary town centre, with shops, restaurants and bars lining the streets. It is also one of London’s busiest routes for cycling. The challenges facing the area have previously been identified and work to improve the area was ongoing prior to the Covid-19 lockdown. The Hackney Mayor’s Manifesto included a pledge to: “... continue to improve and support our local shopping centres and street markets by restricting vehicle traffic on Broadway Market and improving the environment for pedestrians and cyclists.”

2.6.2 Prior to lockdown, consultation was planned and design ideas were being developed to address issues along Broadway Market, following previous background work and a successful bid to the Good Growth Fund. A consultation on proposed changes to waiting and loading in June/July 2019 supported the conversion of parking bays to loading bays and the provision of two disabled bays. This would have been introduced as the first phase of changes. The second phase would be to better manage through traffic.

2.6.3 During the lockdown, Broadway Market was identified as an area where social distancing was a particular challenge and a temporary scheme was implemented to prevent traffic going through it. This was not considered sustainable in the longer term owing to issues that need to be resolved with loading and other local access and a further scheme was proposed to Cabinet on 29 June to introduce a bus gate at the Cat and Mutton bridge, together with ‘modal filters’ at Lee Street, Dunston Street, Middleton Road / Haggerston Road, Richmond Road and Forest Road near their junctions with the A10, called “London Fields” filters. The proposal would remove through traffic from Broadway Market while allowing access for loading, and would prevent traffic from using alternate routes through the London Fields neighbourhood. See below.

2.6.4 The Covid-19 crisis has amplified the need for change at Broadway Market and the immediate requirements are consistent with the long term aspirations for the area, to reduce through traffic and to create a better space for pedestrians and cyclists.

2.6.5 Much consultation work has been carried out in that area in recent years, with proposals proving controversial and the concerns broadly depending on where people lived. However, schemes implemented included:

- Quietway 2 along Middleton Road
- A new signal junction at Middleton Road and Queensbridge Road
- Traffic calming / environmental changes along Queensbridge Road near to Queensbridge Primary School
- A bus gate in Lansdowne Drive
- A School Street outside London Fields Primary School
- New cycle and pedestrian facilities have been implemented along Queensbridge Road between and including the Hackney Road junction and Whiston Road

2.6.6 We have been successful in a bid to the Mayor for Good Growth Funding round 3. This funding would be used for electric vehicle charge points to support market traders, cycle parking (hangars, dockless bike bays), traffic flow restrictions in the London Fields area and setting up a cargo bike hub. As a consequence no funding application through LSP has been submitted

2.6.7 The London Fields filter at Pritchards Road is on the boundary with Haggerston Ward and will also impact Tower Hamlets to the southeast. It is proposed to work with Tower Hamlets to put a further filter on their part of Pritchards Road to fully prevent Whiston Road being used as a through route.

2.6.8 The complementary filters parallel to the A10 will (as shown in **Figure 9**) impact the Transport for London Road Network (TLRN) but are in line with TfL's Streetspace guidance.

2.6.9 This proposal would build on the Council's implementation works carried out on the Quietway and Central London Cycle Grid cycle programmes, which improved facilities for both cyclists and pedestrians. Further, by reducing traffic in Whiston Road, it will assist with social distancing particularly at the entrance to Haggerston Park where the footway is very narrow and stepping into the road to pass is not appropriate for safety considerations

2.7 Chatsworth Road

2.7.1 Chatsworth Road is affected by the high volume of traffic using it, despite being an important road for local facilities and neighbourhood shopping. As part of the first version of the ETP various options to reduce this impact have been considered, such as a banned left turn from Lea Bridge Road as part of Cycle Future Route 3 and modal filters at various points.

2.7.2 As a response to the call for Tranche 2 DfT Active Travel Funding, an outline bid has been put forward for a proposal that seeks to filter Chatsworth Road using a bus gate. This will create a large LTN, bounded by Powerscroft Road, Clifden Road and the boundary with an existing LTN south of Redwald Road. The proposal would also create a low traffic strategic cycling route that will connect the forthcoming Lea Bridge to Dalston CFR, with Quietway 2 and improve the options to get to the red path leading to Hackney Wick

2.8 Healthy Low Traffic Neighbourhoods

2.8.1 This element of the plan builds on the existing aspiration for Low Traffic Neighbourhoods (LTN) to be delivered across the whole borough. The LTNs aim to enable residents to walk and cycle to their destinations and to protect local residential streets from an increase in through traffic. Background work was in progress prior to the Covid-19 crisis to produce a LTN strategy which has been integrated into this chapter.

2.8.2 A number of the schemes proposed, or in progress under other headings (such as Town Centre), achieve LTN outcomes. Therefore, the schemes proposed in the LTN strategy fill in the gaps where there are not other schemes planned.

2.8.3 The closures detailed below are in addition to the Council's temporary road closure already implemented at Broadway Market, and the experimental closures implemented at Barnabas Road, Ashenden Road, Gore Road and Ufton Road.

2.8.4 For the purpose of this Plan, and the speed at which these schemes need to be delivered, schemes have been organised based on how quickly they are ready to be delivered. We have submitted bids to the DfT and for a first tranche of LTN closures to TfL. We have been successful in our TfL LSP funding application which will deliver all the road closures in our bid.

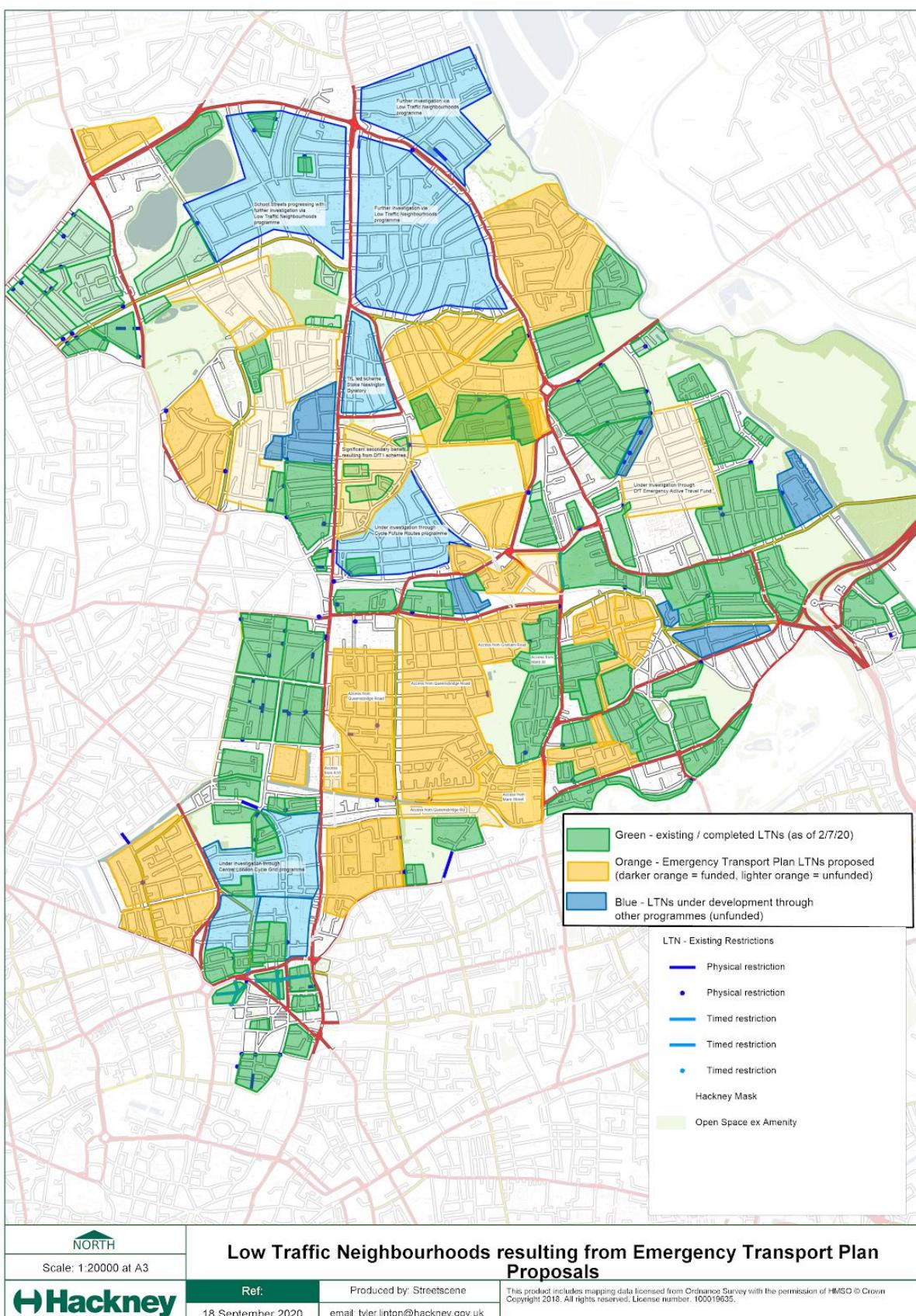
2.8.5 The map below (**Figure 6**) shows how the proposals in the TfL LTN bid, DfT bid and School Streets proposals fit together with existing low traffic neighbourhoods as well as future proposals that are under development and either funded through other sources or intended for future funding opportunities.

The Green Polygons represent existing LTNs as of publication, including those installed very recently such as Barnabas Rd, Gore Rd and Ufton Rd.

Orange Polygons represent new LTNs that are proposed and have been the subject of submitted TfL or DfT funding at time of publication of this report

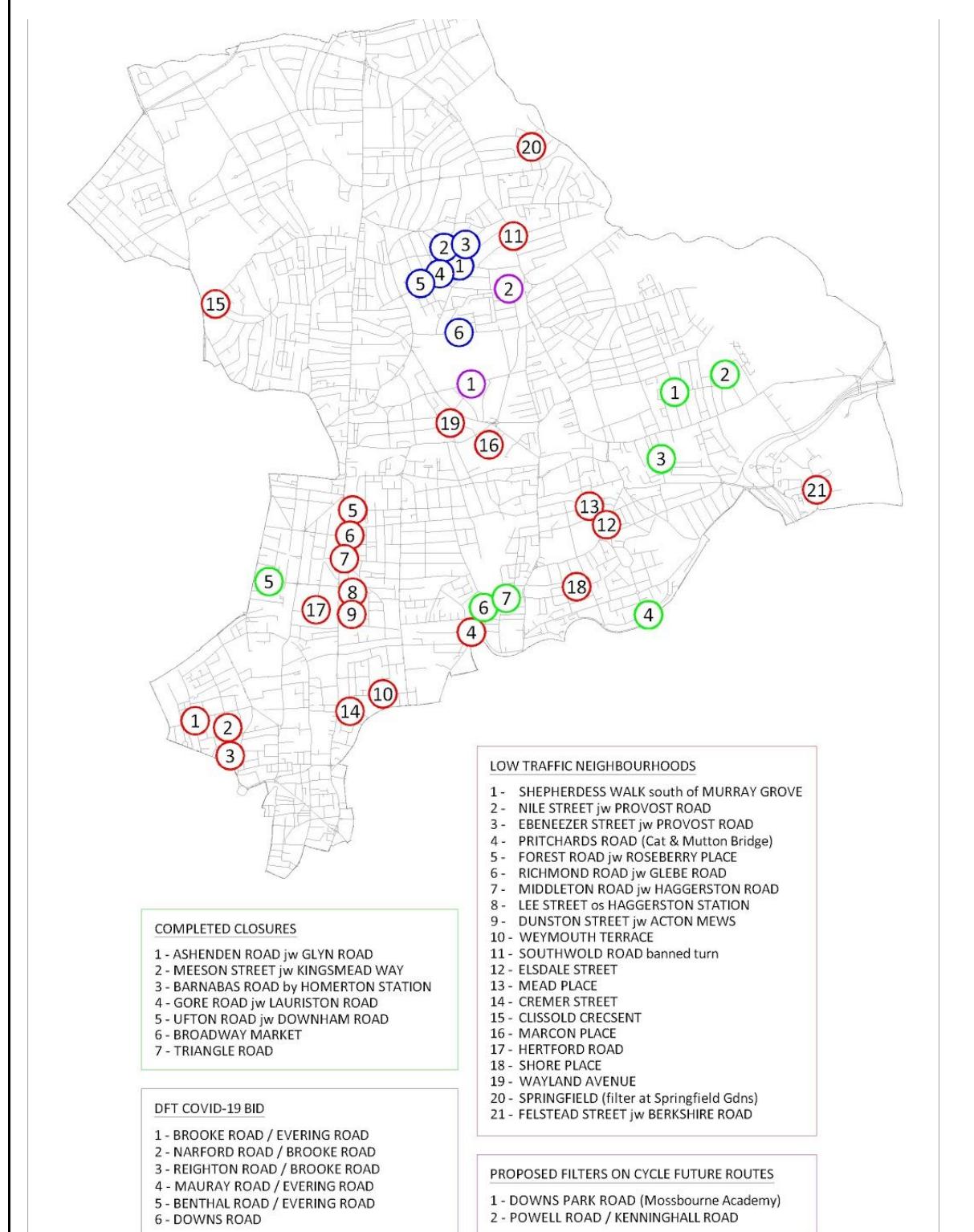
Blue Polygons represent future new LTNs that are under development through other programmes and are not shovel ready at the time of publication.

Figure 10: Illustration of how the LTN proposals fit together



2.8.6 **Figure 11** shows the indicative locations of measures that have either been installed to date, or are funded through the TfL or DfT tranche 1 emergency funding programmes and are in progress. The exact location of modal filters is subject to detailed design and this map should be viewed as indicative.

Figure 11: Tranche 1 funding submission for Low Traffic Neighbourhoods



2.8.7 Our TfL LTN submission proposes measures to create or improve 12 LTN cells. These locations have been selected under the following principles:

- Deliverability
- Impact on adjacent LTNs: the proposals, as can be shown in the overview map, fill in crucial gaps between other existing or planned LTNs, creating large continuous coverage
- Impact on strategic cycling routes: Pritchard's Road Bus Gate and associated filters to the east of the A10 complete a gap in Quietway 13 and reduce traffic on Quietway 2. Shore Place removes a rat run that uses part of the planned CFR 5
- Access to green space: as per LSP guidance
- Impact on through-traffic

2.8.8 Hackney commissioned a Traffic Study in 2019 using INRIX GPS data to assess how much of the traffic on Hackney streets starts and ends outside of the borough. 40% of traffic in Hackney is through traffic, and we used that data to find rat-runs through neighbourhood streets which informed these proposals. Therefore, these LTNs potentially have an impact in reducing traffic in neighbouring boroughs and contribute to overall traffic reduction across east and central London.

2.8.9 These proposals align strongly with the LSP objectives to lock in the traffic reduction witnessed during the lockdown. They are also essential to protect Hackney residential roads from displacement from the proposals to remove through traffic from most of the City of London. This is why the proposals largely focus on completing LTN cells in the southern part of the borough, most likely to see the displacement from Central London restrictions.

2.8.10 These are essential to realise the full potential of that ambitious proposal and to ensure that traffic is not simply displaced from a wealthy business district, into adjacent residential areas, many of which are among the most deprived in the UK. Therefore, these proposals are crucial to achieving equitable and just transport benefits following lockdown and ensure that the wealthiest part of London (City of London) does not benefit at the expense of one of the poorest.

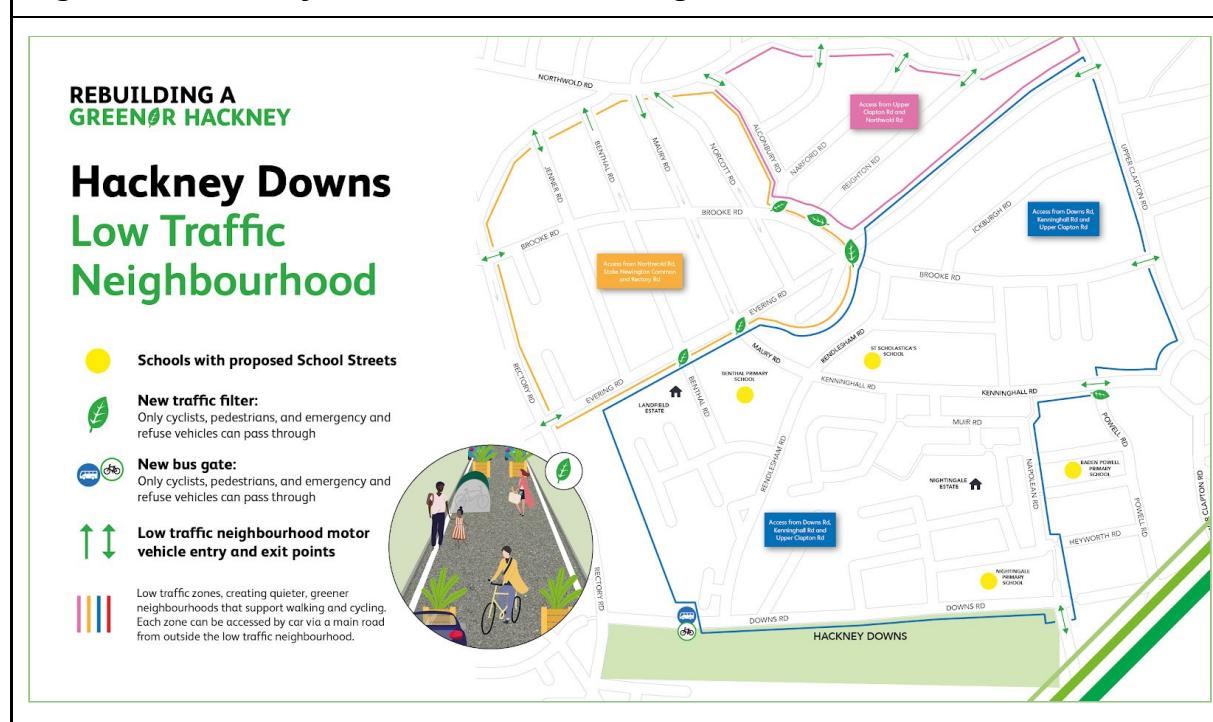
2.8.11 Hackney has already delivered a number of LTN emergency measures demonstrating willingness and urgency that is required for delivering this ambitious programme in the time required to make an impact post-lockdown.

2.8.12 TfL's Streetspace analysis shows that Hackney has the potential to see a 90% increase in car trips if cycling and walking are not supported and combined with the potential impact of the adjacent car free central London proposals and Hackney's track record of delivery make a strong case for funding Hackney.

2.9 Hackney Downs (Brooke Road/ Evering Road) LTN

2.9.1 This LTN was created by five point closures/ cycle permeable filters (on Brooke Road/Evering Road, Reighton Road, Narford Road, Maury Road and Benthall Road) and one bus gate on Downs Road splitting the area up into two traffic cells which can be accessed from surrounding main roads, but where traffic cannot pass between the traffic cells. The permeable filters were created by using a mixture of bollards, planters, trees and other street furniture together with accompanying lines and signs. The needs of emergency services were taken into account by providing them with keys to lockable bollards and the use of camera enforcement rather than physical closure in one instance.

Figure 12: Hackney Downs Low Traffic Neighbourhood

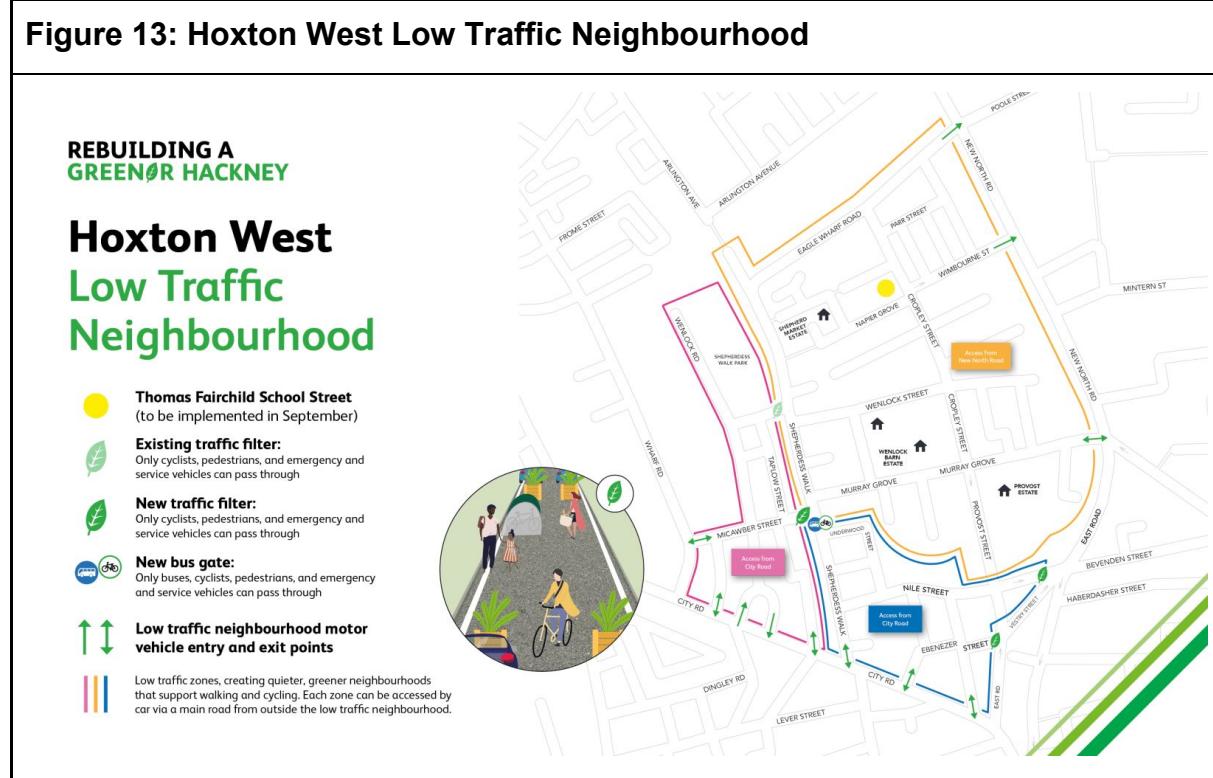


2.10 Hoxton West

2.10.1 On 29 June Cabinet gave approval for an LTN at Shepherdess Walk just south of Murray Grove together with Nile and Ebenezer Street at their junctions with Vestry Road, referred to as Hoxton West filters. This was a scheme for which we had already submitted proposals to TfL:

2.10.2 The Hoxton West filters have created two lower trafficked areas, effectively north and south of Murray Grove, in areas of relatively high population density. This has built on the Council's implementation works carried out on the Central London Cycle Grid, which has improved facilities for both cyclists and pedestrians. It prevents drivers from using the area to bypass the main road network, and Old Street Roundabout in particular.

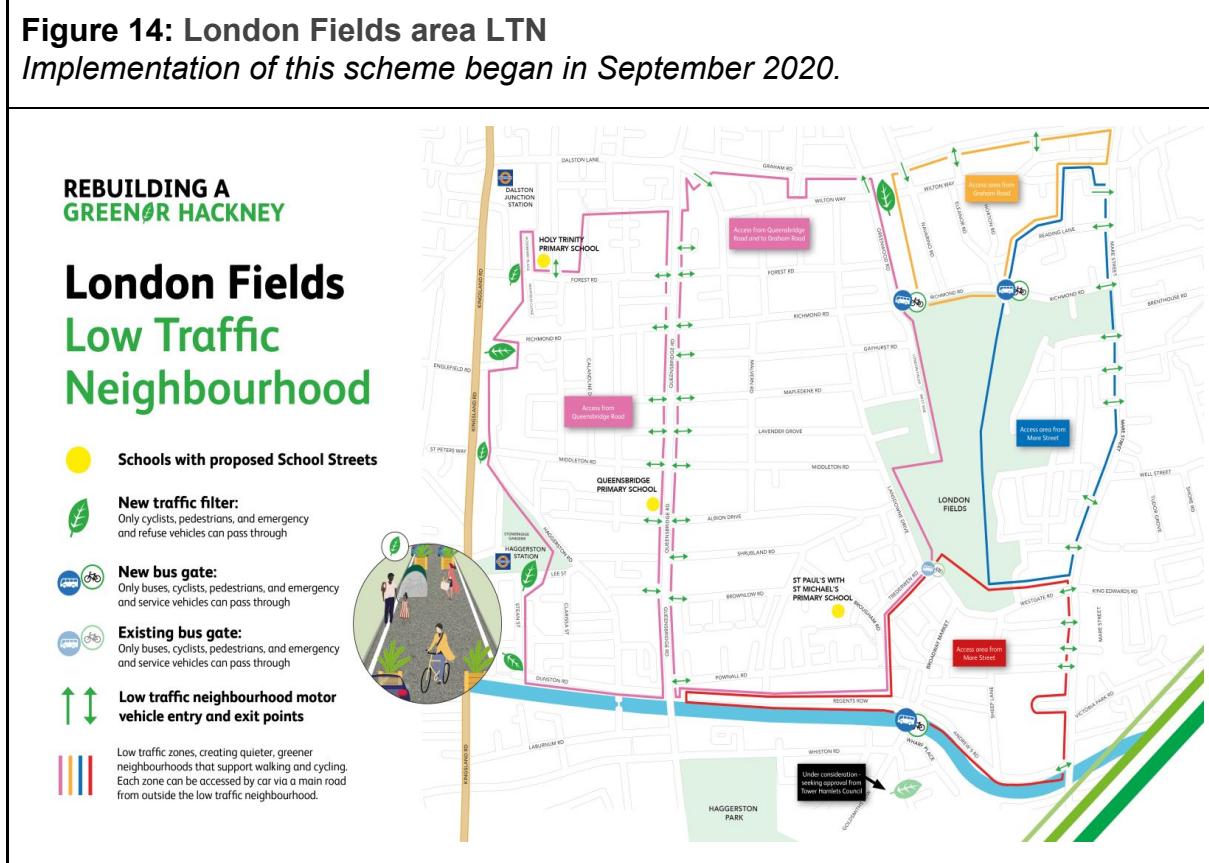
Figure 13: Hoxton West Low Traffic Neighbourhood



2.11 London Fields Low Traffic Neighbourhood

2.11.1 The London Fields filters built on the Council's implementation works of the bus gate and School Street in the London Fields area, as well as recent consultation measures on potential improvements to Richmond Road and further upgrades to Queensbridge Road for cyclists and pedestrians. It also removed a local rat run route via Scriven Street. The Council is working with Tower Hamlets to put a further filter on their part of Pritchards Road to fully prevent Whiston Road being used as a through route. The LTN builds on the Council's implementation works carried out on the Quietway and Central London Cycle Grid cycle programmes which improved facilities for both cyclists and pedestrians. Further, by reducing traffic in Whiston Road, it is assisting with social distancing particularly at the entrance to Haggerston Park where the footway is very narrow and stepping into the road to pass is not appropriate for safety considerations.

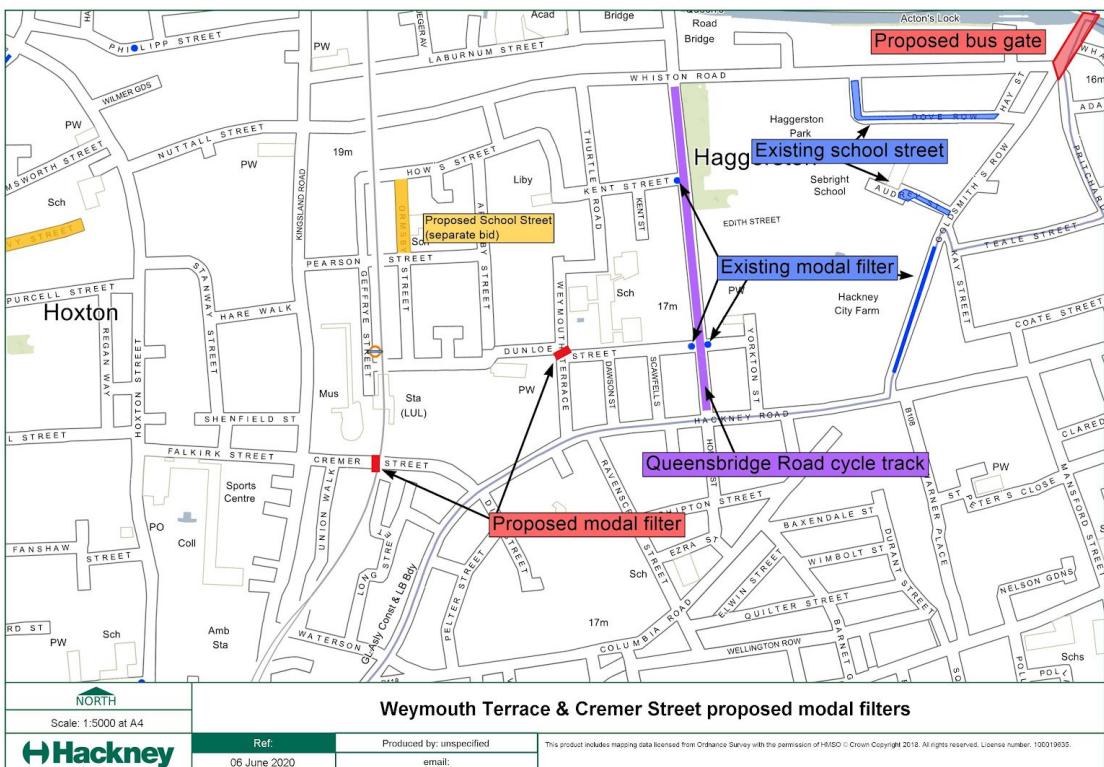
Figure 14: London Fields area LTN
Implementation of this scheme began in September 2020.



2.12 Haggerston - Weymouth Terrace and Cremer Street

2.12.1 This proposal would support a LTN in the vicinity of the recently opened Queensbridge Road cycle track. A proposed filter on Cremer Street helps with access to Hoxton Station, as well as reducing the east-west rat run via Falkirk Street. A separate area-wide study is looking into potential filters west of the A10 that may make this filter less needed, however, it is deliverable quicker and helps with immediate social distancing needs on the approach to the station (and along a busy walking corridor more generally). The area to the south of the Regents Canal would benefit from an area-wide study.

Figure 15: Weymouth Terrace and Cremer Street LTN

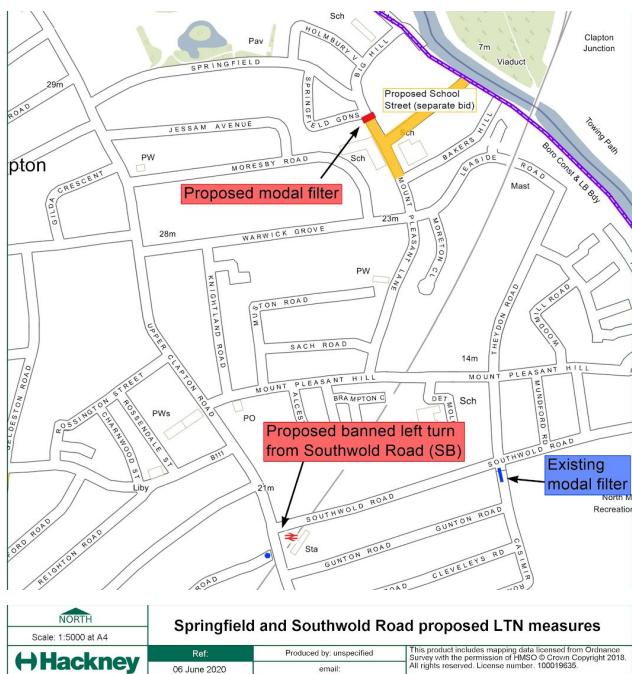


2.13 Mount Pleasant Lane and Southwold Road

2.13.1 This neighbourhood already meets the criteria (on paper) for a low traffic neighbourhood. It is effectively a cell, with access in and out from the same cardinal direction. This is the objective of a LTN cell - to eliminate cross-cell movement and maintain access from one side, or two adjacent sides. However, there is a problem with traffic using neighbourhood roads to skip the queues and traffic signals on Upper Clapton Road. The main rat run is from Springfield to Southwold Road, although vehicles also use Jessam Avenue, Warwick Grove and even Mount Pleasant Hill. A physical filter on Springfield, combined with a School Street, will cut off the main rat run and provide a safer space in between the two school buildings - Harrington Hill Primary School operates out of two buildings on either side of the road. In addition, restricting the left turn onto Upper Clapton Road from Southwold Road, should take away the desirability of the rat run.

2.13.2 A bus gate has been considered, however given the road layout, this would require further investigation to implement, whereas a banned turn could be implemented much more quickly. It is recommended to implement these measures as soon as possible while monitoring to assess the impacts and determine if further measures are required.

Figure 16: Mount Pleasant Lane and Southwold Road LTN



2.14 Elsdale Road and Mead Place

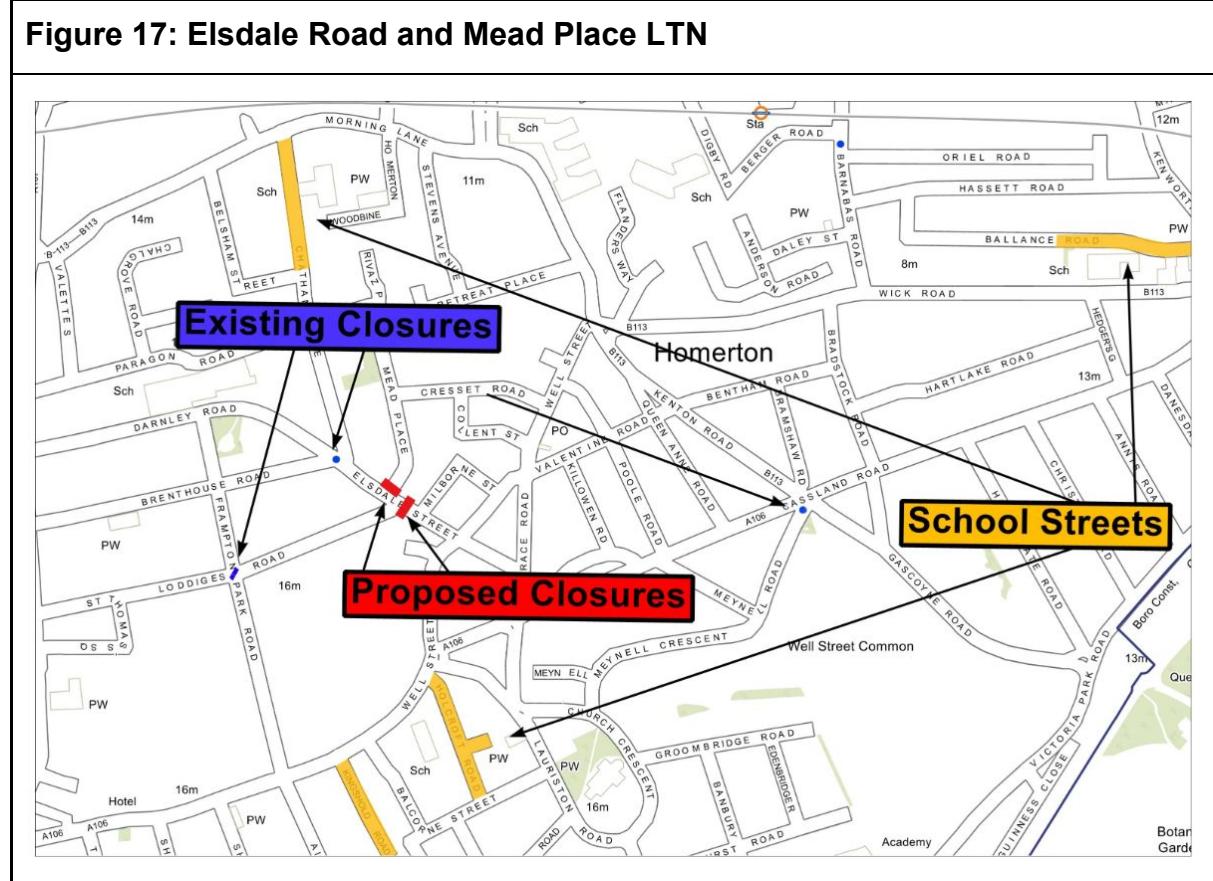
2.14.1 There are rat runs between Mare Street, Morning Lane and Lauriston Road via Chatham Place, Belsham St or Paragon Rd. To cut off this rat run, a filter on Elsdale Road (and on Mead Place to prevent a diversionary alternative) is proposed.

2.14.2 The proposed filters also help Urswick School on Paragon Road who have raised issues of traffic past their school.

2.14.3 The proposal allows access through the neighbourhood via Frampton Park Road and Belsham Road. This would not be a 'perfect' LTN, as there are too many one way streets at the moment to achieve the ideal cell, which would see access from two sides, but not across.

2.14.4 Therefore, this should cut the main rat run and support Quietway 2 and we will need to monitor to see how determined drivers are to avoid Mare Street via Frampton Park Road. This monitoring might include an area wide review in the long term including consideration of whether existing one-way systems such as on Chatham Place are optimal.

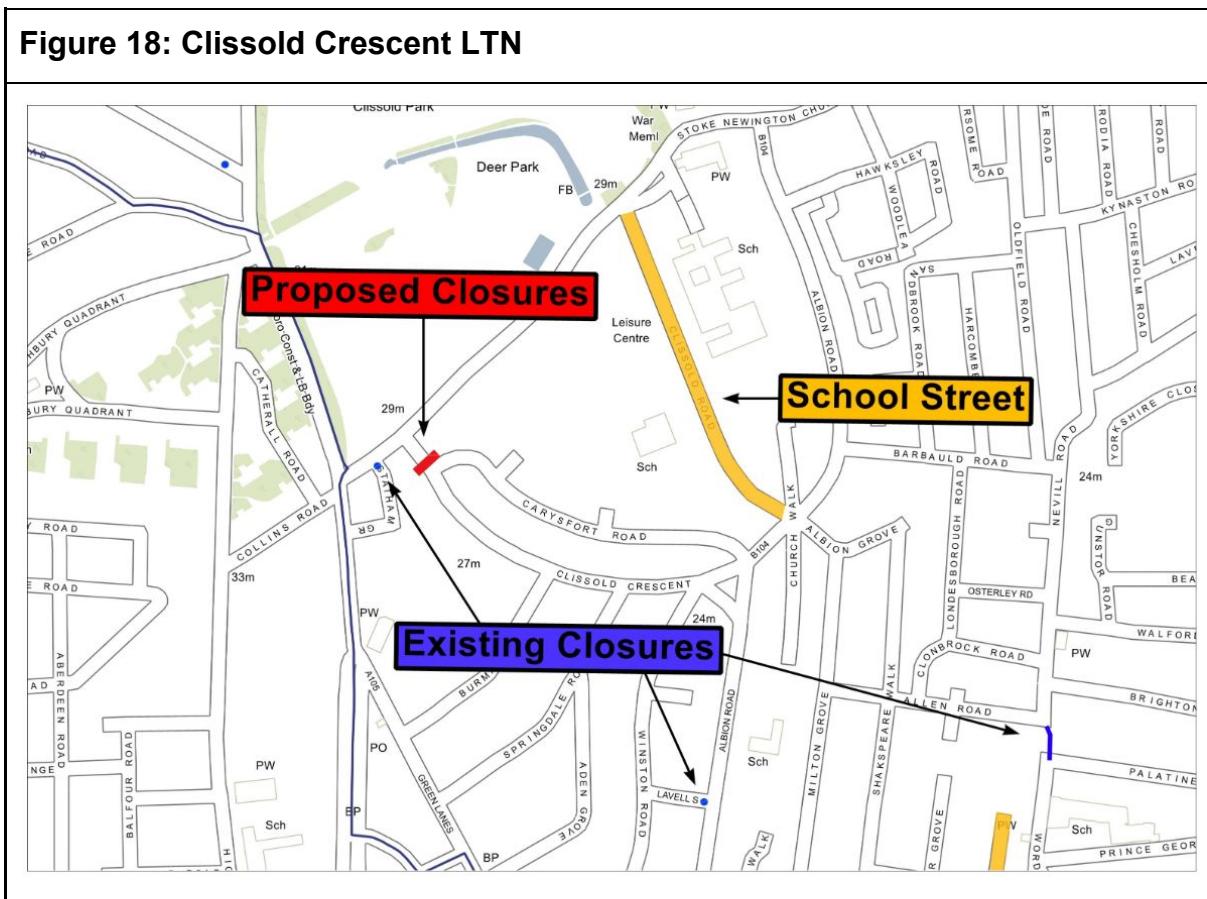
Figure 17: Elsdale Road and Mead Place LTN



2.15 Clissold Crescent

2.15.1 This would cut off the Albion Road to Stoke Newington Church Street rat run as well as the 'cutting the corner' rat run between Green Lanes and Church Street. Detailed design would take the entrance into the local estate into account. It would also consider the interaction with Carysfort Road and the impact of the Kennaway estate.

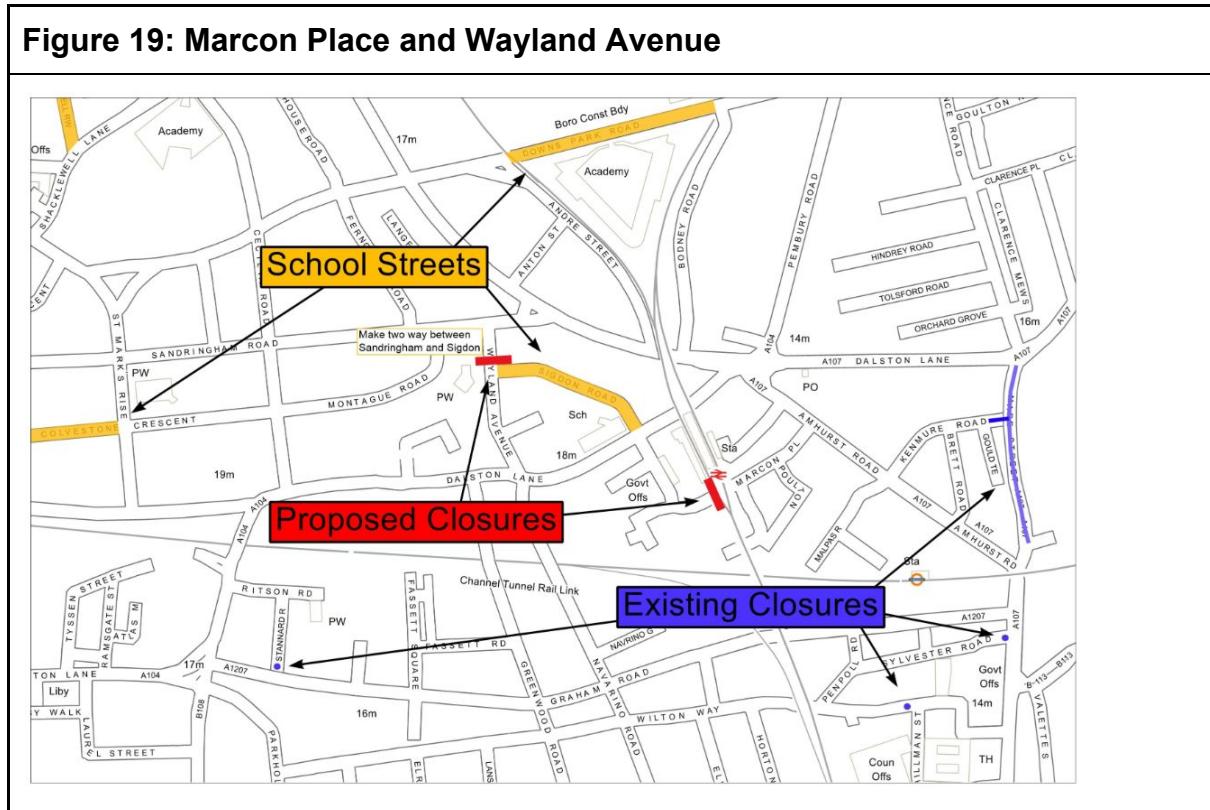
Figure 18: Clissold Crescent LTN



2.16 Marcon Place and Wayland Avenue

2.16.1 These can be implemented quickly with the closure of Marcon Place complementing measures for Hackney Central town centre. The Wayland Avenue closure addresses a small amount of rat-running between Sandringham Road and Dalston Lane.

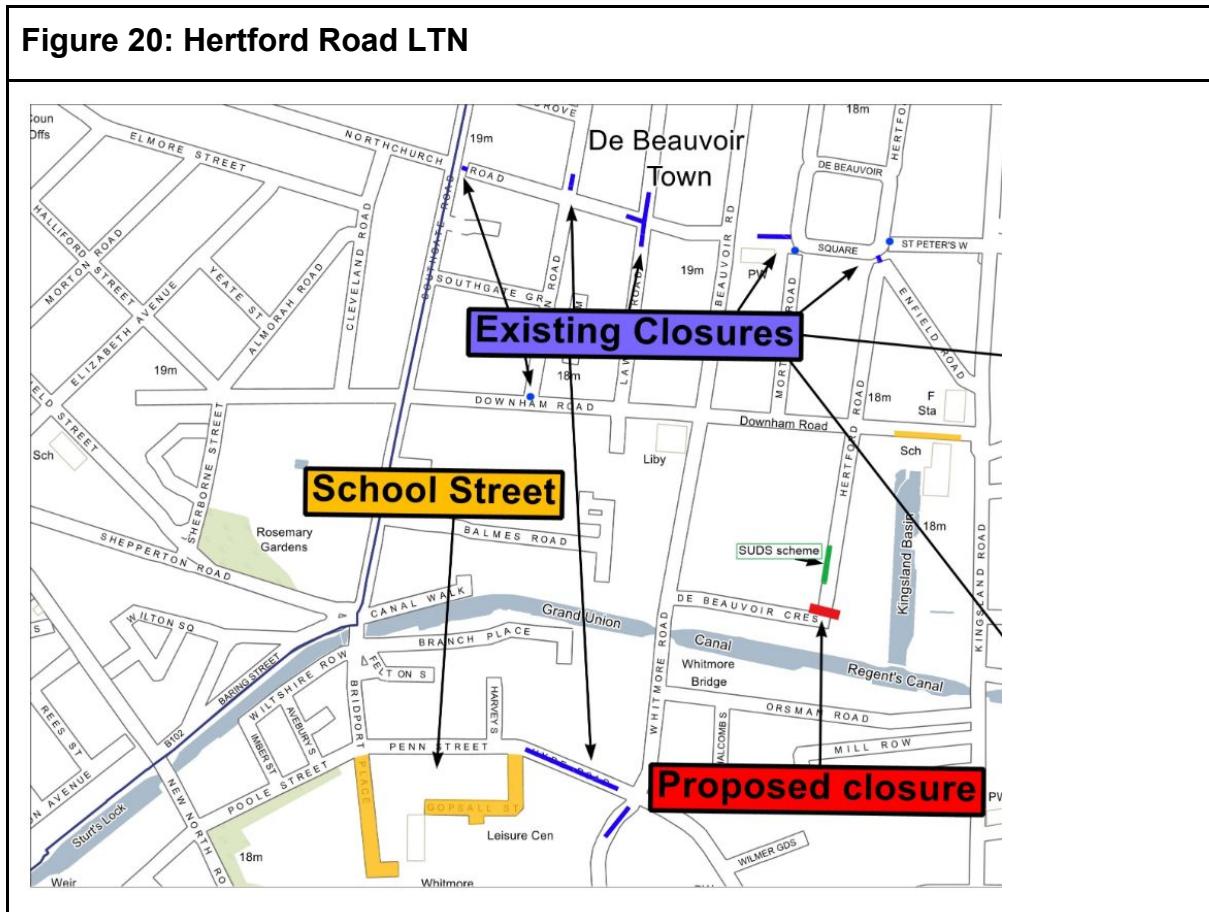
Figure 19: Marcon Place and Wayland Avenue



2.17 Hertford Road

2.17.1 This proposal addresses some rat running between Downham Road and Whitmore Road and complements a planned SUDS scheme.

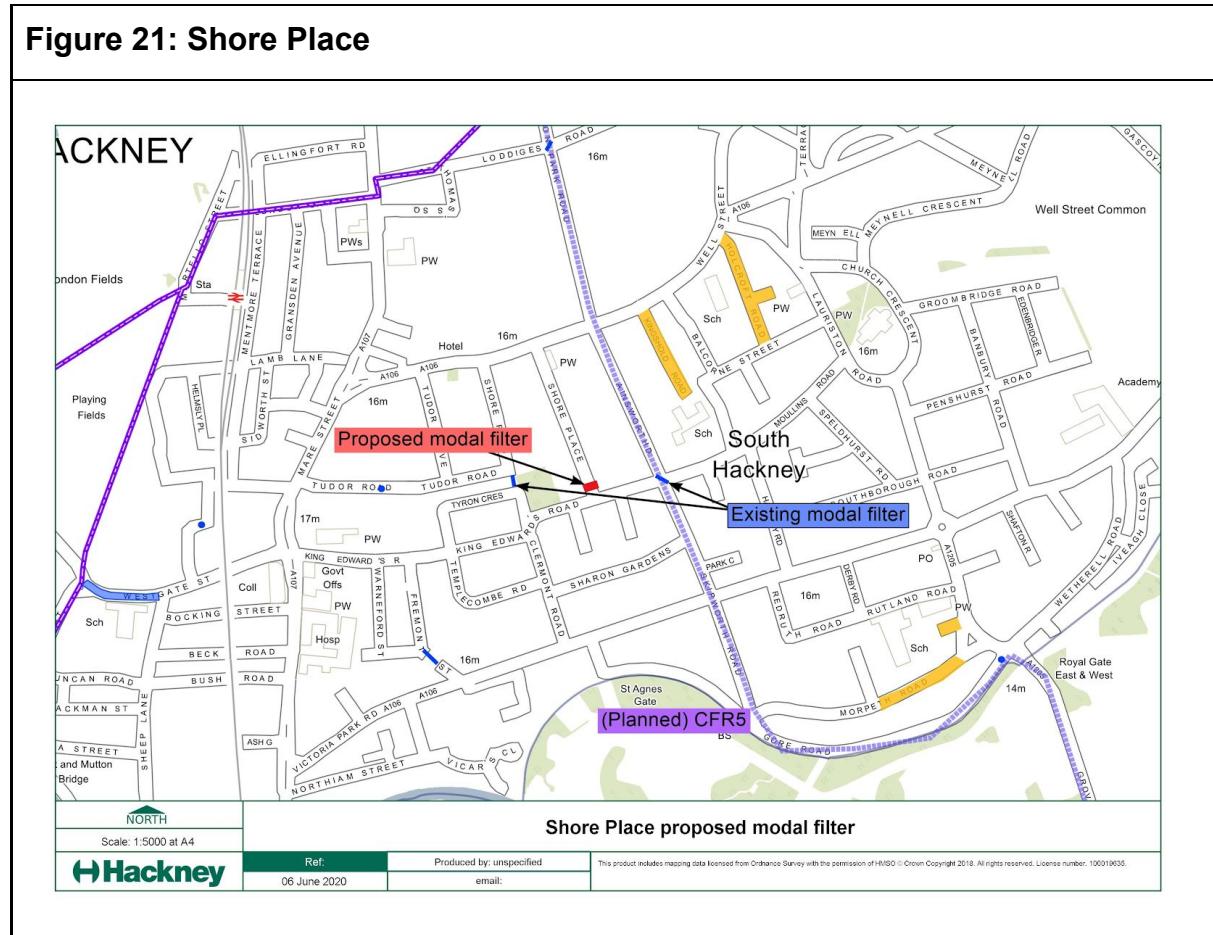
Figure 20: Hertford Road LTN



2.18 Shore Place

2.18.1 This completes the King Edward's Road area low traffic neighbourhood by removing the last cross-cell movement as well as complementing the existing experimental Gore Road filter.

Figure 21: Shore Place



2.19 Walford Road area

2.19.1 Following a consultation with local residents, the Council is introducing road closures at: Nevill Road between Osterley Road and Walford Road, Clonbrock Road at its junction with Nevill Road, Allen Road at its junction with Nevill Road. The closures are aimed at reducing through-traffic and improving road safety in the Walford Road area, specifically Walford Road, Brighton Road, Beatty Road, and part of Nevill Road.

2.19.2 The measures will be introduced on an experimental basis for up to 18 months, which gives local residents and businesses the opportunity to have their say on how the closures work in practice, which is taken into account before any decision is made on whether or not to make them permanent. The closures will maintain access for emergency vehicles.

2.19.3 In the interim, the Council is working to bring forward funding it secured last year from the MAQF to reduce polluting traffic on Stoke Newington Church Street and Albion Road, a key concern of respondents to the consultation. It has submitted a further bid to TfL's Streetspace programme for funding to implement further measures to reduce traffic on Stoke Newington Church Street.

2.19.4 The Council has also funded green screens at William Patten School, is set to install green screens at Grasmere and St Mary's schools during October half term, and has implemented School Streets, where roads are closed outside schools at opening and closing times, at William Patten and St Mary's schools.

2.20 Future LTN Proposals

2.20.1 For future LTNs, officers are looking at a number of areas to investigate options and to prepare bid submissions for future funding rounds. Several of these areas will also require engagement with other local stakeholders, i.e. other Boroughs. Areas/streets that have been highlighted by local Councillors as possible future LTN's are:

- **Victoria Park (or South Hackney):** The area bounded by Mare Street (west), the A12 (east), Victoria Park (south) and the Cassland Road/Overground line (north).

- Victoria Park Road itself, to include consideration of any potential road user charging opportunities.
- **Green Lanes/Blackstock Road cross-Borough area:** The area bounded by Blackstock Road, of which some part falls within LB Islington and some part falls within LB Hackney. Several streets mentioned in this area that could benefit from LTN measures are Mountgrove Road and Riversdale Road.
- **Shoreditch Area:** There are several roads in between major A Roads that could benefit of LTN interventions. Suggestions include improving Hoxton Square and Rivington Street/Charlotte Road.
- **Hoxton Street:** Hoxton Street is already a local town centre street and market street. It has been suggested LTN measures could be placed here to disrupt the east/west and north/south movements, in particular at the junction with Crondall and Falkirk Street. Moreover, in the surrounding area, cycling improvements to Pitfield street could be kept and Hare Walk could also benefit from an LTN treatment.
- **East Road**, including the one-way system. This will be considered as part of any extension to the Hoxton West filters.
- **South of Regent's Canal:** Following proposed LTN's in London Fields and in Haggerston, Streetscene officers will investigate the area around Pritchard's Road, Whiston Road and Laburnum Street for possible LTN interventions.
- **Cazenove Ward:** There is a cluster of one-way streets north of Cazenove Road, east of and including Kyverdale Road, and south/west of Upper Clapton Road. A modal filter will be considered to complement the proposed school street on Filey Ave, whilst addressing concerns with access to the proposerites including the school on Chardmore Rd. This cluster requires further investigation.

2.20.2 This list is not exhaustive and other areas might be added as time passes. Furthermore, some schemes might be dropped from this list as we investigate them and/or progress them to detailed design. Similarly, **Table 4** below summarises the implementation status of the various LTN schemes at the time of writing. It also indicates the source of external funding for schemes.

Table 4: Current and Future LTN proposals

| Street/ Area | Funding / status |
|---|--------------------|
| Barnabas Road | Implemented as ETO |
| Gore Road | Implemented as ETO |
| Ashenden Road - closures at Glyn Road and Meeson Street | Implemented as ETO |

| | |
|--|--|
| Ufton Road at Downham Road | Implemented as ETO |
| Pritchards Road at Cat and Mutton Bridge | LSP1, Implemented as ETO |
| Richmond Road, Middleton Road and Lee Street etc to the east of the A10 west of Queensbridge Road | LSP1, Implemented as ETO |
| Shepherdess Walk south of Murray Grove together with Nile Street and Ebeneezer Street junctions with Provost Road | LSP1, Implemented as ETO |
| Downs Park Road at junction with Bodney Road | LSP1 |
| Weymouth Terrace | LSP1 |
| Southwold Road | LSP1 |
| Elsdale Street | LSP1 |
| Cremer Street | LSP1 |
| Clissold Crescent | LSP1 |
| Marcon Place | LSP1 |
| DeBeauvoir Crescent / Hertford Road | LSP1 |
| Shore Place | LSP1 |
| Wayland Avenue | LSP1 |
| Brook Road / Evering | DFT1, Implemented as ETO |
| Stoke Newington Church Street - Bus gate, together with closures at: Yoakley Road, Grayling Road, Nevill Road, Oldfield Road | DFT 2 - Town Centre Bid submitted |
| Chatsworth Road | DFT 2 Neighbourhood Centre Bid submitted |
| Mare Street - Bus gate, together with closures at: Navarino Road, Greenwood Road | Under development |
| Hedger's Grove | Wick Road scheme |
| Woodberry Grove | To pursue via Woodberry Down School Street |
| Beechwood Road | Future LSP bid |

| | |
|---|---|
| Hoxton Street | Pursue via School Street (St Monica's) south of Fanshaw Street |
| Falkirk Street OR Crondall Street and associated parallel roads | Area-wide study ongoing |
| Mintern Street | Linked to Hoxton area-wide study |
| Cecilia Rd at Shacklewell Lane | Needs further investigation - pursue via CFR3 |
| St Marks Rise and Sandringham Road | Needs further investigation - pursue via CFR3 |
| Sandringham Road and Cecilia Road | Needs further investigation - pursue via CFR3 |
| Pitfield Street / Britannia Junction | Temporarily closed for construction period, investigate longer term closure after construction period |
| Cazenove Road / ward | Further investigation required via LTN strategy |
| Stamford Hill West ward (Bethune/ Dunsmure) | Implement School Street on Dunsmure Road then review Further area-wide investigation required via LTN strategy |

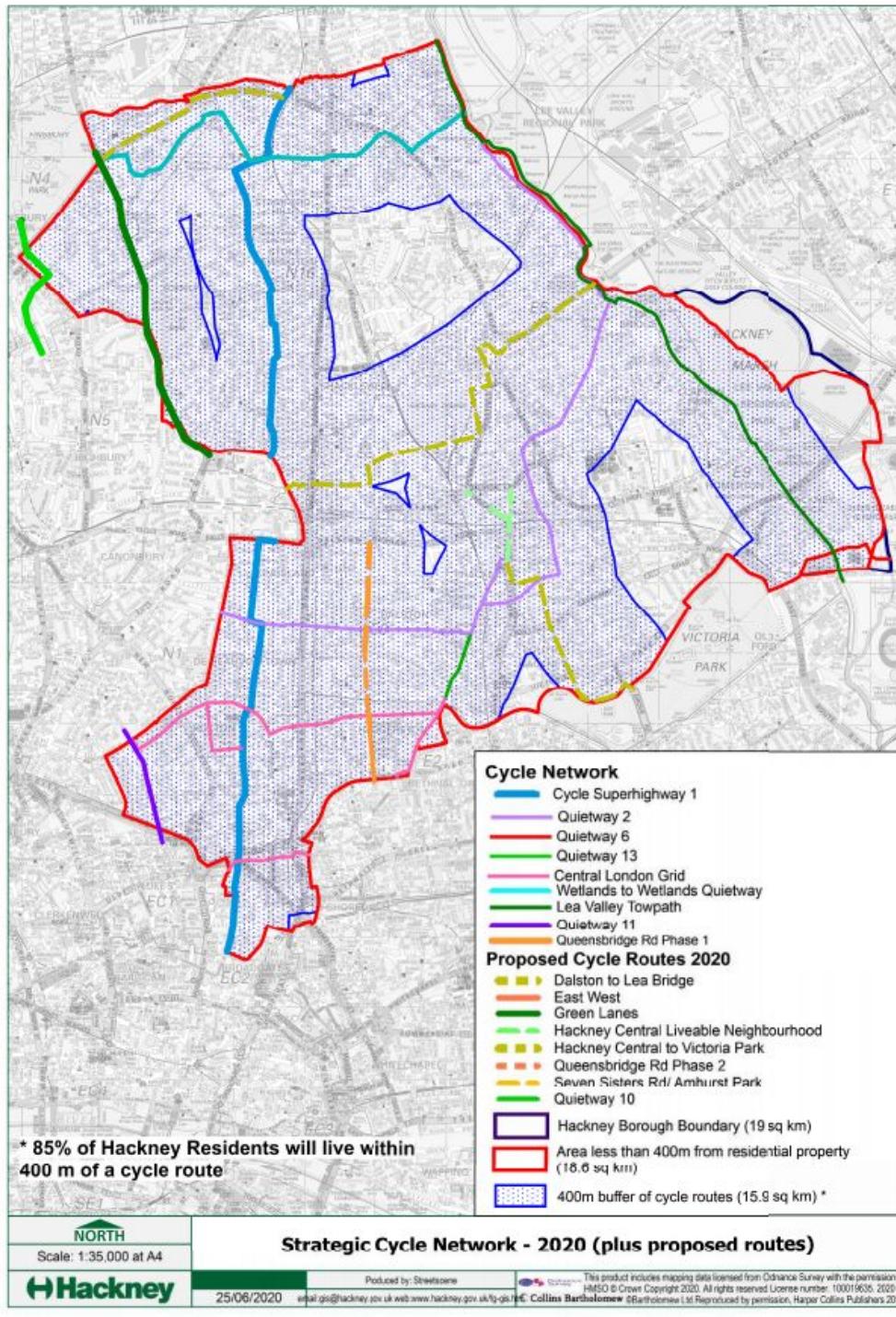
2.21 Strategic Cycle Routes

2.21.1 Our medium to long term plan to deliver cycle routes is set out in the map below. We aim to deliver elements of this through the LSP and as part of the Cycle Future Route (CFR) programme. Completion of this network would see 85% of Hackney residents living within 400m of a cycle route.

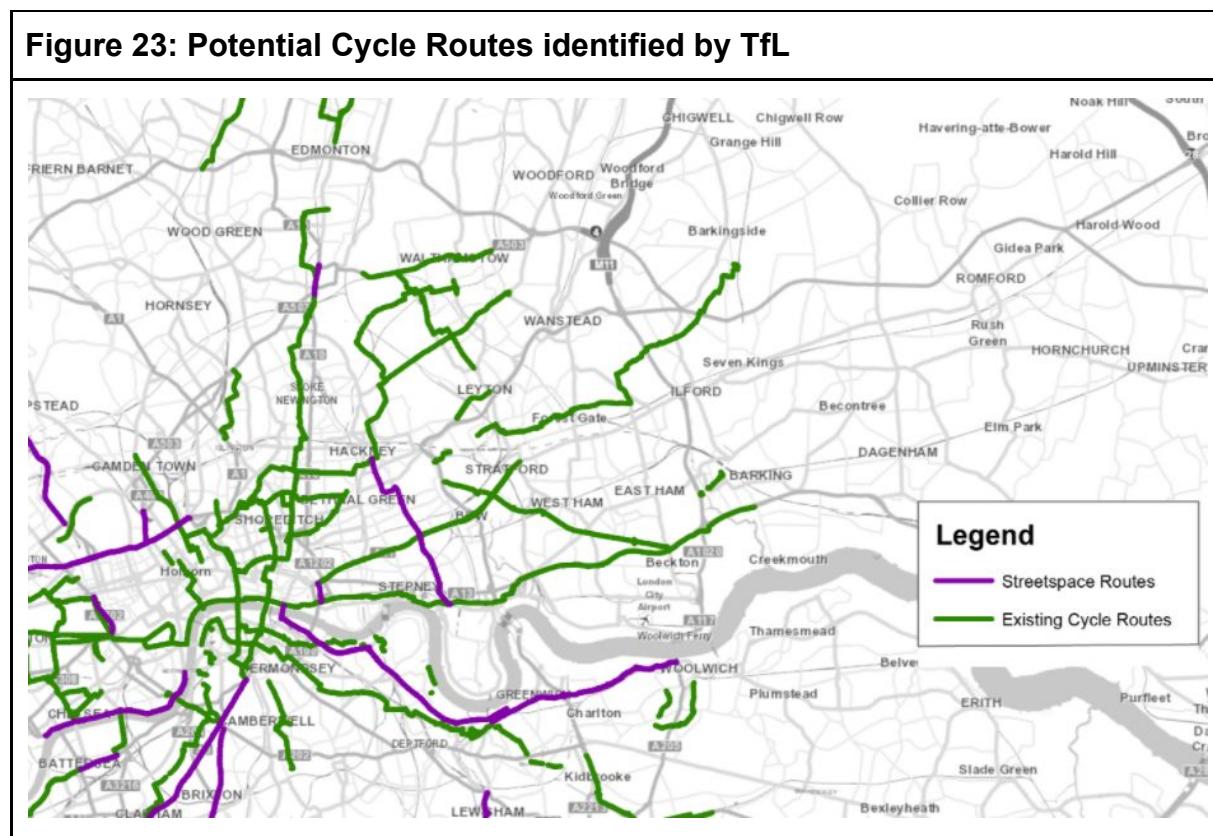
2.21.2 The Council is not proposing to implement temporary cycle lanes that would be removed once the Covid-19 emergency is over. We are proposing to introduce measures to create cycle lanes which will reclaim carriageway space from motor vehicles. Given the limited funding that is available we may seek to use measures such as road markings, wands, armadillos etc to demarcate these cycle routes. We would seek to upgrade the routes with more substantial engineering measures at some point in the future.

2.21.3 Our proposals for active travel provision, including cycling facilities will, going forward, be guided by the recent publication of Local Transport Note 1/20 which sets out strong recommendations for allocating space that the government expects to see followed.

Figure 22: Strategic Cycle Routes



2.21.4 TfL in the LSP have identified a number of potential routes for delivery using temporary measures as shown below.



2.21.5 Routes identified as a top priority include Green Lanes to Dalston area and on Mare Street to Whitechapel area and High/Medium route along the Lea canal towpath and Lower and Upper Clapton Road and Springfield Park.

2.21.6 A modal filter has been installed under experimental traffic order at Gore Road and Lauriston Road as part of the first phase of measures. This filter was previously identified as a key component of Cycle Future Route 5 - Hackney to Isle of Dogs, and also creates Low Traffic Neighbourhood conditions.

2.21.7 We have been successful in being allocated funding by TfL under LSP Strategic Cycle Routes to deliver two schemes:

- Balls Pond Road £400,000
- Queensbridge Road (phase 1) between Hackney Road and Whiston Road £400,000

The latter scheme is now complete

2.21.8 Hackney has made successful LSP bids for Green Lanes, Queensbridge Road (phase 2) and CFR 3 between Dalston and Lea Bridge.

- Green Lanes: We propose to install light segregated cycle tracks on a 2km stretch of this road which is an important connector route between Hackney and the neighbouring borough of Haringey - a road which is also home to many shops and local amenities.
- Queensbridge Road Phase 2: We propose to install light segregated cycle lanes on a 600-metre stretch of the key north-south Queensbridge Road and to create ASLs at the junction with Richmond Road. The route will help create a high quality cycle route connection between Hackney Road and the Waltham Forest to Bloomsbury Quietway 2 which connects with this route at Middleton Road.
- CFR 3: Two road closures will reduce traffic on local roads, improving the cycling and walking conditions (air quality and road danger reduction) on this part of the CFR route between Lea Bridge and Dalston. One closure (Downs Park Road) will also assist in the implementation of a School Street, bringing these benefits to two local schools.

Seven Sisters Road

2.21.9 This proposal seeks to quickly implement measures for a strategic cycle route which forms part of the 'CFR 2' (Camden to Tottenham) alignment, plans for which were developed before the pandemic.

2.21.10 The Seven Sisters Road segregated strategic cycle route is designed to support the Streetspace objective to deliver "strategic cycle routes - using temporary materials such as light segregation, temporary barriers and traffic restrictions". This is an essential first stage in reclaiming the street space that will be essential for creating a world class healthy street boulevard that makes walking and cycling a pleasure.

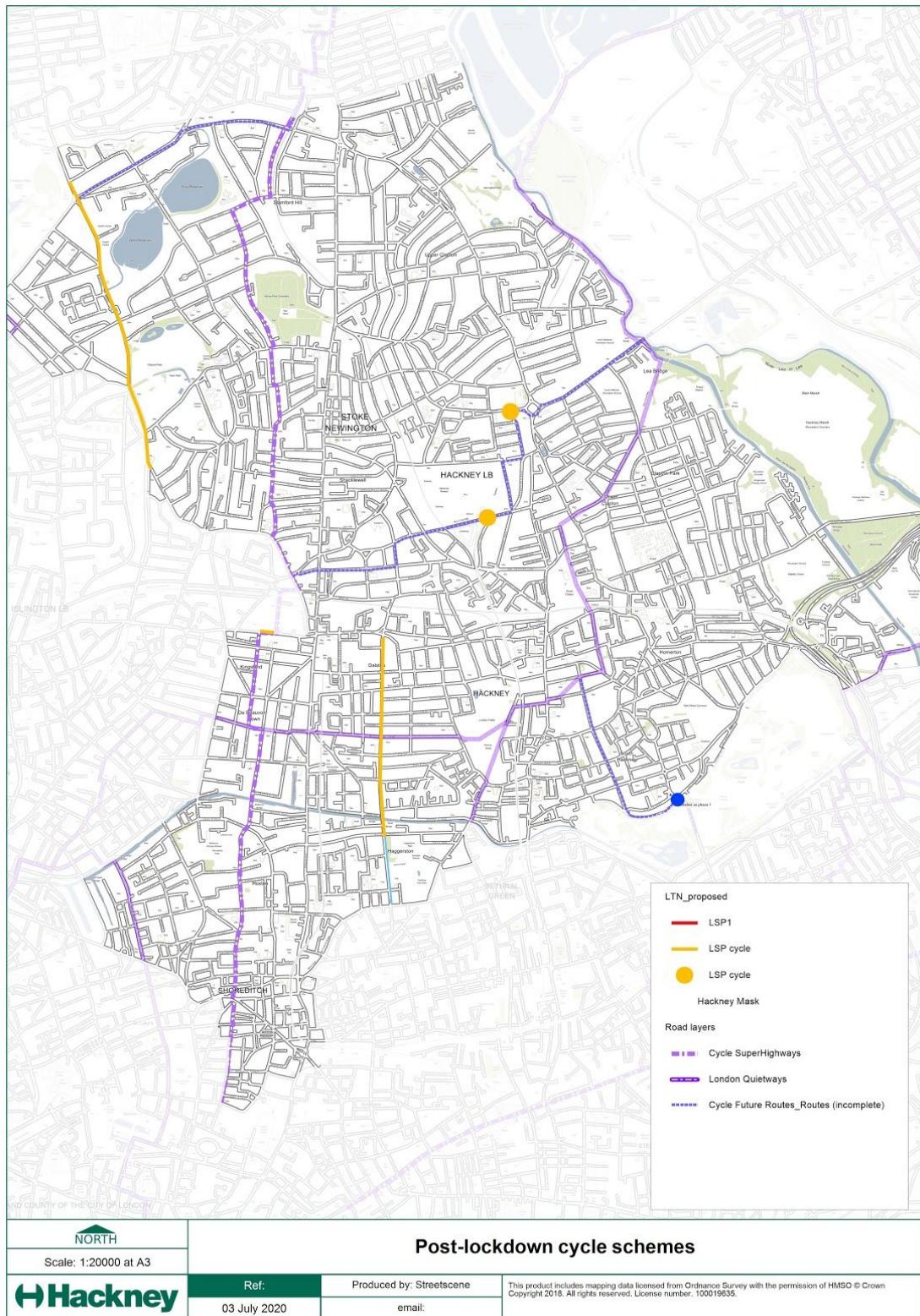
2.21.11 This project involves installing light segregated (wands) cycle tracks on a 780 metre stretch of Seven Sisters Road which is an important arterial route between Camden and Finsbury Park and Manor House through to the junction with Amhurst Park. The full route passes through the boroughs of Camden, Islington, Hackney and Haringey. It connects a number of transport hubs including Finsbury Park and Manor House as well local amenities and parks spread along the route.

2.21.12 The project involves creating seven new floating bus stops located on new temporary islands along the route. The bus stop cage and markings and flags will be relocated to the new island. Cyclists will be encouraged to slow down at these bus stops for boarding and alighting bus passengers through the use of raised ramped cycle tracks.

2.21.13 The project will also create a new permeable filter on the northern side of the road at the junction with Woodberry Grove. The road closure will be implemented with the use of planters, signage and enforcement cameras. This will create a traffic calmed area in front of the entrances of a local Primary School and Secondary School. Together with the cycle lanes the road closure will help promote cycling to these schools.

An application was made for DfT Tranche 2 funding to progress the Seven Sisters scheme. As of September 2020 the results of this are not known.

Figure 24: Map of Cycle Schemes (to be reviewed following funding bid outcomes)



Cycle Lanes: Financial Summary

2.21.13 TfL has made an initial allocation for design and project management for the further LSP bids as below:

| | |
|---------------------------|---------|
| Green Lanes | £60,000 |
| Queensbridge Road Phase 2 | £10,000 |
| Cycle Future Route 3 | £10,000 |

2.21.14 **Table 5** below summarises the LSP bids and allocated funding.

Table 5: Summary of Cycle Route Funding Bids

| Scheme | LSP bid | Allocation |
|-----------------------------|------------|------------|
| Balls Pond Road | £400,000 | £400,000 |
| Queensbridge Road (phase 1) | £400,000 | £400,000 |
| Green Lanes | £400,000 | £60,000 |
| Queensbridge Road (phase 2) | £50,000 | £10,000 |
| Cycle Future Route 3 | £50,000 | £10,000 |
| Total | £1,300,000 | £880,000 |

2.21.15 The full proposals for Seven Sisters Road (a TfL road) and Amhurst Park could be submitted if further invites are made to bid for LSP funding. The submission to the Tranche 2 DfT Active Travel Fund was for an interim step to gain the reallocation of road space whilst working towards a permanent scheme.

2.22 School Streets

2.22.1 Hackney is a dense borough and most schools are on historic sites in residential neighbourhoods that have expanded over the years to accommodate high numbers of children. This already places stress on crowded streets, which will be made worse post-lockdown. Hackney schools have a low proportion of children being

driven to school, around 10% after years of sustained behaviour change work through TfL's STARS scheme. However, car ownership in the borough is significantly higher than that proportion, which means there is potential for a huge growth in traffic if parents decided to drive their children to school, post-lockdown. Hackney also has high rates of pupils using public transport to get school, which again, could result in a modal shift to car if measures are not put in place.

2.22.2 School Streets are timed road closures around a school at the beginning and end of the school day which aim to:

- Reduce the volume of traffic using roads past school gates, both school-run and through traffic
- Improve air quality in and around school gates
- Increase number of pupils walking and cycling to school
- Reduce the number of pupils arriving at the school gate by car

2.22.3 As lockdown is eased, social distancing will remain and School Streets along with staggered start and end times can help prevent crowding from students and parents outside school gates and prevent the need for vulnerable road users being forced onto the carriageway with traffic. More broadly, School Streets can form a key part of restraining car traffic at peak times – a danger in the current crisis where public transport capacity remains severely constrained.

2.22.4 We have previously delivered 9 School Street schemes and were in the midst of working on 9 more, prior to Covid-19. These School Street schemes have been successful in creating space for walking and cycling, as well as generating modal shift. We have a proven track record with School Streets, and are currently providing training to other local authorities on delivering these schemes through a hotline service and workshops.

2.22.5 In line with a previous commitment, we have assessed and considered School Streets for every primary school in Hackney. Hackney's School Street Streetspace proposal included the intention to implement School Streets at a further 40 locations. As part of the Streetspace bid, we have also proposed pavement widening outside a school at 1 additional location. This proposal would result in bringing the total number of School Streets to 49 out of 56 primary schools and space for social distancing created by pavement widening at one. Therefore achieving Streetspace objectives at 50/56 primary schools. The plan is to deliver these measures by September 2020.

2.22.6 Following our submission to TfL we were granted the full amount of funding (£350,000) to roll out our programme for the 41 schools identified. School Streets

were already part of our LIP programme for 2020/21 with £30,000 initially allocated for delivery. This LSP funding will greatly accelerate the programme.

2.22.7 Details of the 40 School Streets and 1 pavement widening to be delivered by TfL LSP funding are shown in **Table 6** below.

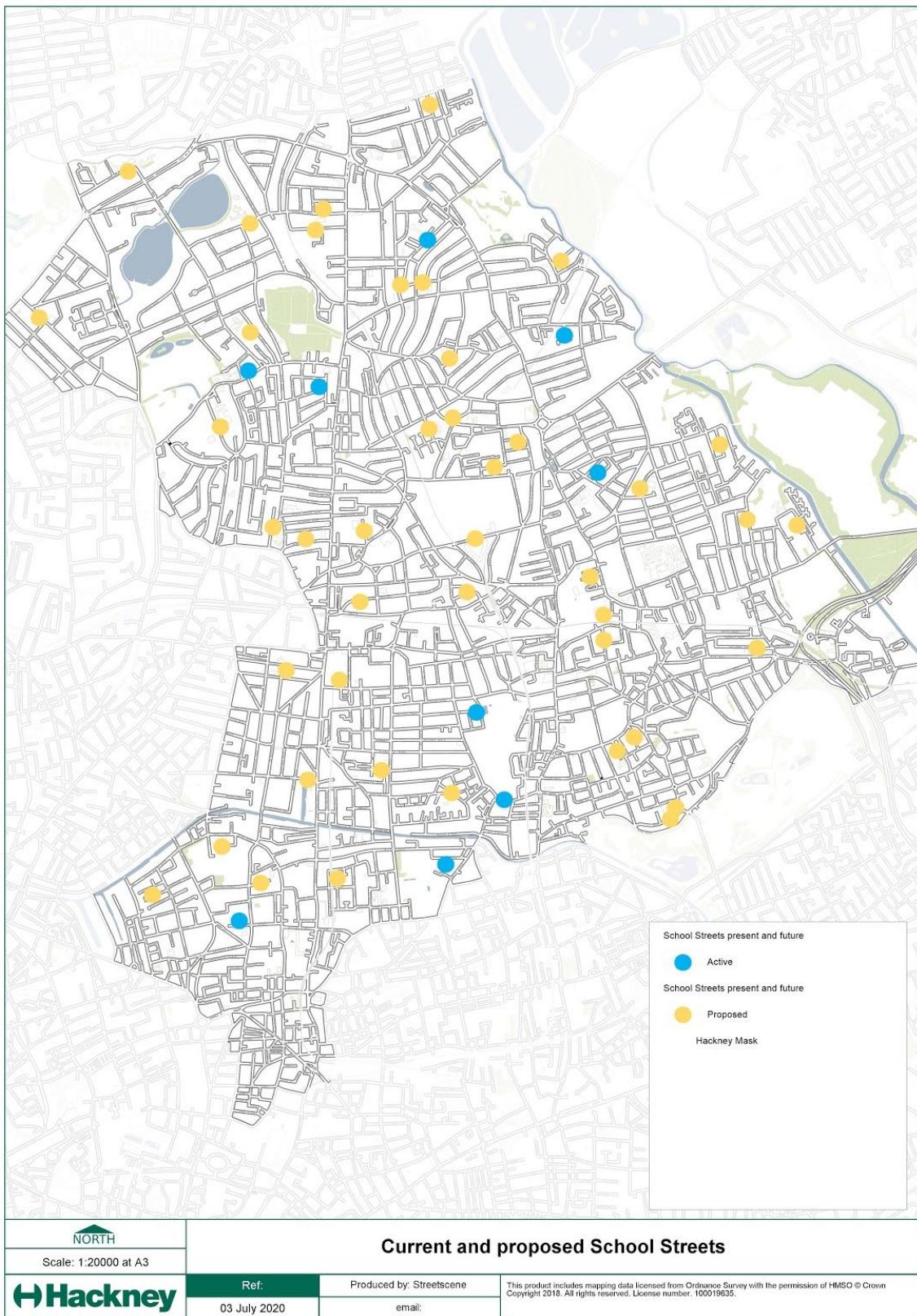
Table 6: School Streets Proposals

| School Name | SS Number | SS on which Roads |
|---|-----------|--|
| Baden-Powell Primary School | SS18 | Charnock Road Ferron Road |
| Benthal Primary School | SS19 | Benthal Road |
| St Scholastica Roman Catholic Primary School | SS47 | Rendlesham Road north of Kenninghall Road, and/or main entrance on Kenninghall Road requires 'bus gate' |
| Betty Layward Primary School (SS16) | SS16 | Clissold Road |
| Colvestone Primary School (SS15) | SS15 | Colvestone Crescent |
| Daubeney Primary School (SS17) | SS17 | Daubeney Road Durrington Road Meeson Street |
| De Beauvoir Primary | SS20 | Tottenham Road |
| Grazebrook | SS21 | Grayling Road Yoakley Road |
| Hackney New Primary School | PW1 | School Space on Downham Road (see below) |
| Harrington Hill Primary School | SS22 | Mount Pleasant Lane Harrington Hill |
| Holmleigh Primary School (SS12) | SS12 | Holmleigh Road Dunsmure Road Wilderton Road East Bank Godstone Court Leatherhead Close Farnham Court |
| Holy Trinity Church of England Primary School | SS23 | Roseberry Place |
| Hoxton Garden | SS24 | Ivy Street |
| Jubilee | SS25 | Filey Avenue Kyverdale Road |

| | | |
|--|------|---|
| Simon Marks | SS40 | Kyverdale Road |
| Kingsmead Primary School | SS26 | Kingsmead Way |
| Lauriston School | SS27 | Morpeth Road Connor Street |
| Mandeville Primary School | SS28 | Oswold Street |
| Morningside | SS29 | Chatham Place |
| Mossbourne Parkside Academy | SS30 | Sigdon Road |
| Nightingale Primary School | SS31 | Tiger Way |
| Northwold Primary School | SS32 | Geldeston Road |
| Orchard Primary School (SS14) | SS14 | Holcroft Road |
| Our Lady and St Joseph Roman Catholic Primary School | SS33 | Tottenham Road Culford Road Buckingham Road De Beauvoir Road |
| Parkwood Primary School | SS34 | Queens Drive Somerfield Road |
| Princess May Primary School | SS35 | Princess May Road Barrett Road |
| St Matthias Church of England Primary School | SS45 | Cowper Road & Wordsworth Road |
| Queensbridge Primary School (SS10) | SS10 | Albion Drive |
| Randal Cremer | SS36 | Ormsby Street |
| Rushmore Primary School | SS37 | Elderfield Road Rushmore Road |
| Shacklewell Primary School | SS38 | Shacklewell Row |
| Shoreditch Park / New Britannia School | SS39 | Bridport Place Grange Street |
| Sir Thomas Abney Primary School (SS11) | SS11 | Fairholt Road |
| Springfield Community Primary School | SS41 | Castlewood Road |
| St Dominic's Catholic Primary School | SS42 | Ballance Road |

| | | |
|--|------|------------------------------|
| St John and St James CofE Primary School | SS43 | Mehetabel Road |
| St John of Jerusalem Church of England Primary | SS44 | Kingshold Road |
| St Paul's with St Michael's Primary School | SS46 | Brougham Road |
| The Olive School | SS48 | St John's Church Road |
| Thomas Fairchild Community School | SS49 | Napier Grove Godwin Close |

Figure 25: Proposed School Streets location map



Streetspace School Street Design Options

2.22.8 The options for what Hackney's Streetspace School Streets could look like were developed from the aims that we are considering for School Streets in the current circumstances: create a safe space for children in front of school that is either car-free or low-car; reduce the number of car journeys that are made on the school run (quantity of car use); limit dangerous driving behaviour in front of schools (including speeding, u turns etc).

2.22.9 Hackney was the first Local Authority in the UK (and possibly the world) to use camera enforcement to create Pedestrian and Cycle Only zones outside of school entrances at the start and end of the school day. This approach to enforcement has many strengths. An existing Council aspiration was to implement School Streets at all primary schools where they are possible, and to use a pool of cameras, rotating around the sites, to enforce. Evidence from the pilot sites shows that camera enforcement brings compliance over time and may become unnecessary as regular drivers come into regular compliance, but that removing cameras also slowly sees compliance decrease over time. The Streetspace School Streets bring a slightly different enforcement challenge: that compliance is high from day one (with minimal 'bedding in') and that the zones are kept as clear of vehicles as possible (as opposed to camera enforcement which allows some vehicles through). Therefore, options for physical enforcement of the restrictions have been investigated, e.g. bollards that can be folded down, barriers that can be moved, and other temporary highways measures. We have considered a number of options for the Streetspace School Streets in Hackney. Due to funding and timing restraints, we have proposed an enforcement option that could serve as a standardised model for Streetspace School Streets.

2.22.10 For those schools where it is not appropriate or feasible to deliver a School Street, alternative "School Space" options are being considered (such as the pavement widening planned outside of Hackney New School).

Hackney Model for Streetspace School Streets

2.22.11 We are developing proposals for each primary school in Hackney where it is suitable to implement a School Street using a standardised model. We have contacted these schools via email to introduce the scheme, provide road safety information and resources, and request information about how their school will

operate when it reopens. The model for implementation may change following further conversations with schools.

2.22.12 Our School Streets proposal includes creating a Pedestrian and Cycle Only zone initially under an Experimental Traffic Order, which would be enforced with signage. We are also looking into offering schools the opportunity to staff physical (expandable) barriers at each of the School Street zone entry/ exit points, to provide a physical restriction to vehicles trying to access the road. If this option progresses, these barriers would only be used during the times the School Street is in operation and would be marshalled by school staff. The expandable barriers could provide a robust and relatively inexpensive layer of protection that could be reliable and easy to transport from the school entrance to the School Street Zone entry points, and would not require any special training to operate. These barriers are adjustable to ensure easy access for cyclists, and also fits within the tried and tested Play Streets model for road closures. A whitelist may also be developed to ensure exempt vehicles are still able to access the road with minimal disruption, by creating a permitting system that uses custom, physical School Streets permits that can be provided to (all) exempt addresses.

2.22.13 There are some constraints of this enforcement solution. Firstly, it relies on each school's capacity to have staff operate the barrier on a daily basis, for a time commitment that could range depending on how staggered the school's opening and closing times are. The school would have the option to call for parent and community volunteers to marshal the barrier. Secondly, there may be some concerns regarding volunteers policing such a restriction. The estimated cost for a minimum of two barriers for each School Street is £400 (£200 per barrier).

School Streets: Financial Summary

2.22.14 **Table 7** below summarises the funding bid and allocated to the School Streets programme.

Table 7: Summary of School Streets Funding

| Funding allocated | Amount |
|--|----------|
| LSP allocation | £350,000 |
| Council capital funding -subject to approval | £100,000 |
| Total | £450,000 |

3. Supporting Measures and Complementary Workstreams

3.01 Although the Covid-19 crisis has focused attention in the short to medium term in supporting projects to maintain social distancing and assist people to walk and cycle rather than use public transport, the rise in car traffic since the immediate lockdown shows that the immense challenges facing the world through the climate emergency has not gone away. Our policies and projects in the LIP and other strategies and plans which are not being directly funded through LSP bids are still needed to support safe journeys and less use of private cars as well as enabling those residents who require a car to make less of an environmental impact when these are being used. The sections below provide a summary of some of these complementary workstreams.

3.1 Road Safety Education, Training & Publicity

3.1.1 There are concerns over increased levels of speeding during the crisis. On 30mph roads across London, average speeds are now 37mph. We have noticed a significant up-tick in speeding on our 20mph roads. The kinds of speeds we usually see at night when the roads are empty, we are now seeing in the day. While the responsible drivers have heeded the government advice, many of those still driving are behaving badly. One of the significant risks during the recovery is that of increased road casualties as a result of increased number of road users, as a result of decreased public transport use. This is a risk if traffic levels increase, as there is a correlation between high traffic volumes and high casualties. But it is also a risk if vehicle traffic remains low, and if this is not managed properly as low traffic congestion can result in higher speeds, as we saw in the height of the lockdown. Hackney must therefore take a whole systems approach to road danger reduction, which includes education and publicity as well as the changes to the road network described earlier in this Plan.

3.1.2 Hackney has set itself a 'Vision Zero' goal of reducing the number of people killed or seriously injured - (KSI) - on roads in the borough to zero by 2041. The most recent statistics available (2018) show some of the challenges towards achieving that goal, with the following key points:

- Pedestrian KSIs increased from 50 in 2017 to 52 in 2018 an increase of 4%

- Powered Two wheelers KSI's increased from 35 to 37 though with a decrease on TLRN network
- Total KSI injuries however increased from 121 in 2017 to 157 in 2018, an increase of 29.7%
- Pedal cyclists KSI's increased from 32 to 34 though with a decrease on borough roads between 2017 & 2018 (-39.1%)
- Child KSI's have increased from 5 in 2017 to 11 in 2018 which is an increase of 120%
- Fatalities for 2018 were 2 - one within pedestrians (16-59 age bracket) and the other relating to a car passenger. Both fatalities were on the TLRN.

Table 8: Hackney vulnerable road user KSI trends 2018

| HWY/ Auth | Peds. KSI ▲ +4.00% | | Pedal Cyclists KSI ▲ + 6.25% | | Pwr2 Wheelers KSI ▲ + 5.71% | | Slights VR overall ▼ -10.31% | | Child KSI ▲ + 120% | | Total KSI VR ▲ + 29.75% | | Total Cas. ▼ -10.64% | |
|--------------|---|----------|---|----------|--|----------|--|----------|---|----------|---|----------|---|----------|
| Year | 201 7 | 201 8 | 201 7 | 201 8 | 201 7 | 201 8 | 201 7 | 201 8 | 201 7 | 201 8 | 201 7 | 201 8 | 201 7 | 201 8 |
| TLRN | 28 | 25 | 9 | 20 | 17 | 12 | 314 | 266 | 1 | 6 | 54 | 77 | 489 | 411 |
| BOR O | 22 | 27 | 23 | 14 | 18 | 25 | 374 | 351 | 4 | 5 | 67 | 80 | 582 | 546 |
| TOTAL | 50 | 52 | 32 | 34 | 35 | 37 | 688 | 617 | 5 | 11 | 121 | 157 | 107 1 | 957 |

▲ – Casualty rise; ▼ - Casualty fall; ◆ - No change

* number of casualties with unknown age 12 in 2017

* number of casualties with unknown age 26 in 2018

3.1.3 Due to the methodology established by Police Services who record road collision data, and the DfT who verify the annual returns, there is always a delay in the reporting of road casualty statistics. This means that the impact of the pandemic, the lockdown and the recovery will not be immediately reflected in road casualty statistics. However, the reduction of injuries on our roads is of such great importance and the most recent data indicates clear challenges to achieve the vision zero goal, that it must remain a focus of concerted efforts.

3.1.4 Throughout the whole period the team has maintained contact with all schools, primary, secondary and independent schools. Online resources have been provided and shared, with relevant messages from a road safety aspect as well as supporting information regarding cycle maintenance, security, cycle hire and other

pertinent cycling information. From a community point of view, whilst outdoor events have been curtailed momentarily, the team continues to provide support to any public engagement events run in conjunction with the Metropolitan Police and the Safer Transport team, whilst ensuring that the social distancing guidelines are adhered to. Though the Vision Zero promotions will not be as direct as we wanted, we still need to provide community information and engagement regarding road awareness, support designated enforcement operations, continue with educational resources and risk assessment aspects of proposed engineering projects.

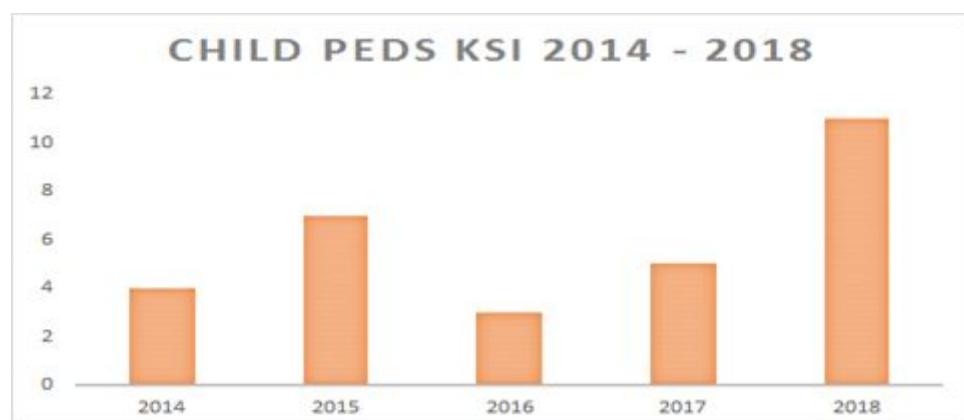
3.1.5 All school crossing patrol sites were suspended at the beginning of the lockdown. The intention now, as schools very slowly return to opening their classes, is to provide a minimal service at designated locations. These sites have been chosen through completed risk assessments, schools in the vicinity and presumed increase in both footfall and traffic as rules are relaxed further. However the majority of the sites have remained closed until the September return.

3.1.6 Road safety messages and advice have also been embedded into any wider team information that has been sent through to the schools and subsequent links added to the dedicated website. Further messaging has been coordinated with the Council's Communications team for a wider public and continues to be successively promoted and directed at all road users.

3.1.7 One to one training at the moment has been suspended for all of the road safety themes, however there remains a need to ensure we promote a safe and more active style choice of transport mode. Whilst road safety must consider safety aspects for all road users, the primary task, as we come out of lockdown, will be to concentrate on, first and foremost, pedestrians and cyclists.

3.1.8 It has already been noted by the Metropolitan Police and the European Traffic Police Network (TISPOL) unit that speeding has indeed been on the increase during the lockdown phase. As we gear towards the initial phases of lifting the lockdown, the Government message is to either walk or cycle if you can, though there have been worrying suggestions that include more use of the car, as public transport needs to be used sparingly. That there is a probability of an increase in car usage, in particular for drop offs and pick ups from schools, will be of concern. There will be a need to ensure road safety awareness is continued, not only for children but all road users. The same consideration could also be reserved for delivery drivers and all riders (cyclists and motorcyclists). It is feasible that the higher usage of both bicycles and motorcycles, not only as a means of getting to work but also in an attempt to increase a viable household income, will create further issues for these vulnerable road user groups.

Figure 26: Child Pedestrians Killed and Seriously injured 2014-2018



3.1.9 Child KSIs have risen from 4 KSIs in 2014 to 11 in 2018 (an increase of 275%). As shown in the graph above the child KSIs are fluctuating between 3 to 11 KSIs.

3.1.10 Though it is probable that normal community events may not always be possible, the delivery within schools should not change. Road safety officers will continue to promote and engage wherever it is feasible to do so. Though Vision Zero events, originally programmed for June, have been postponed for all schools, it is likely messages will continue from a Communications point of view. Similar pledges can still be utilised for schools as well.

3.1.11 The Junior Road Safety Officers programme is well established, as are school sessions for transition years and other road safety awareness programmes, provided free of charge to all schools. The school environment permits road safety officers to engage directly with the whole school community in an efficient way. There will, however, be a decrease in ad hoc training sessions and theatre in education (aimed at Year 7) normally provided by external suppliers.

3.1.12 Training sessions where we would normally provide a venue would no longer be feasible but if possible, there would either be tailored sessions completed per school or combining sessions for cluster schools. Again, always inclusive of any social distancing that may be required.

3.1.13 For secondary school engagement, we will continue to provide customized schemes, as and when schools contact us. The road safety education programme is

cost efficient, as the main cost is officer time to deliver educational and training sessions.

3.1.14 Here are some of the events/programmes/promotions that can be taken forward over the coming months, together with some that can be delivered as of now:

- Winter conspicuity cycling programme: Aimed at all cyclists: highlighting importance of road positioning & overall visibility and considerate cycling. Target cyclists through different promotions and raises awareness with all road users (led rides, pit stops, promotional material etc), feeding into Sustainable Transport promotions where feasible.
- Winter Bright ride - in conjunction with Christmas Lights switch on /Town Hall, and continuation of be bright 'Stay in Sight' campaign. Participating schools in the local area - restricted number of children/parents so possibility of keeping accompanying costs for ride instructors. The ride itself would have to be manageable otherwise additional costs for instructors/lead riders would be incurred.
- Supporting national forums and promotions provided through RSGB, LRSC, TfL and DfT for road safety awareness and vision zero concepts.
- Council staff cycle training for beginners and those returning to cycling. Also cycle route planning options and possible cycle 'buddy' schemes where feasible, for the less confident riders.
- Supporting Community Road Watch events relevant to speed issues.
- School keep clear schemes, in particular for independent schools.
- Advanced Stop Lines (ASLs) & temporary road layout changes and measures - helping to raise awareness within the communities and support any immediate road layout changes.

3.2 Cycle Training

3.2.1 An estimate of the minimum amount of new cycle training that is likely to be needed to support the implementation of Streetspace measures in Hackney can be made, if you assume that 80% of current public transport users will remode as a result of post-Covid-19 lockdown capacity constraints and that 17% of these according to a recent London-wide Yougov poll are likely to consider cycling. In 2011 Hackney had 61,363 people using public transport to get to work. But the population of Hackney has increased by 14% since then so the number of public transport users

(assuming no modal shift) is likely to now be about 70,000. If 56,000 (80%) are likely to be forced to remode, of these 9,500 (17% of the 56,000) have said that they are likely to be starting to cycle.

3.2.2 Potentially the demand for cycle training is much greater. Another way of estimating the demand for cycle training is the number of potentially cycleable trips made by Hackney commuters. Of the 56,000 likely to be forced to remode, 72% of train passengers and 84% of the bus users travel distances of less than 10km. Based on the estimated numbers of bus and train passengers, this means that up to 43,600 current Hackney public transport passengers travel distances that could be cycled by many people.¹⁵

3.2.3 Pedal cycle KSIs increased from 32 in 2017 to 34 in 2018 equating to a 6.25% increase in cyclist KSIs. When comparing 2015 to 2018 there has been a 21.42% increase in cyclist KSIs¹⁶.

Figure 27: Cycle KSI - Casualty report 2018



¹⁵ Census 2011 and LTDS 2019

¹⁶ From September 2016 onwards the Metropolitan Police Service have used a new system for classifying the severity of injury sustained in collisions. Data prior to this has been estimated and adjusted to take into account the changes. Further detail

<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-main-results-2018>

3.2.4 A fundamental aim of the Streetspace programme is to maximise London's ability to keep people moving safely as easing of lockdown measures continues. With severe capacity restraints (reduced to 20% of normal levels) on public transport we require a large increase in walking and cycling, to avoid a car led recovery. Of the 80% of local public transport users required to remode, we estimate that potentially up to 30,000 Hackney residents could switch to active modes, making up 43% of the population of local transport users. With levels of people working from home still consistent, this is a perfect opportunity to instil behaviour change at a high level.

3.2.5 Though cycle provision for schools may be on hold temporarily, there is an immediate need to harness potential cycle training for adults and returning riders, whilst also providing opportunities for businesses, residents, school and council staff alike. No potential increase in accompanying cycle facilities and promotions should exclude cycle training aspects.

Council and school staff cycle training

3.2.6 Training for council staff has been part of the road safety programme and has successfully provided one to one training for a number of years. This has been achieved with provision for many of the Council's teams and depots as well as individual staff members. We continue to receive requests and this is an opportunity to instil behaviour change and ensure staff have access to bikes for the initial training phase. This will provide increased options for the daily commute, ability to utilise bikes to travel between council sites plus travelling around the borough if that is part of their position. By providing corresponding training and facilities for school staff, similar options will also be available. For the latter this will complement the school streets promotions, and help encourage staff to look at different travel arrangements as well as possible considerations on how the school car park is used. For the Council staff training, this is an option that can be offered immediately.

Adult cycle training

3.2.7 Hackney has a long history of providing free cycle training for all who live, work and study in the borough. We have one of the highest levels of uptake in cycling within London, and indeed nationwide plus an increased level of staff taking up cycling as the preferred mode of transport.

3.2.8 Cycle training will be beneficial for many users and this is now the perfect opportunity to target family groups, adult beginners and "rusty" riders, who are returning to cycling. Providing tailored programmes for businesses, council and school staff, residents, which are inclusive of cycle training will prove beneficial in

ensuring confident, road aware and considerate riders. In the context of social distancing in a post-COVID lockdown where public transport capacity is severely constrained, not providing cycle training would reduce the accessibility and mobility of public transport users without access to a private car - people who are more likely to be from low-income groups should benefit directly. We already have a good and well maintained bike pool, so initial use of the bike would not deter people from cycling, who may not yet have acquired a bicycle. By working with established community groups, this will ensure training, road awareness skills and accessibility to cycle loan schemes.

3.2.9 Behaviour change theory and extensive transport planning evidence shows that people are most likely to change their behaviour at moments of change; this is that moment for a huge number of people. While the Streetspace Strategy acknowledges this opportunity, it focuses exclusively on physical measures. As concluded in 2016 DfT 'Investing in Walking and Cycling' report 'Infrastructure and policy measures that support active travel need to be combined with 'softer' measures that aim to influence individuals' travel decisions, in order to achieve a long-term shift to sustainable modes'.

3.2.10 The reasons why people do not want to or can not cycle can be multiple. These can include:

- Cost of bikes
- Access to bikes
- Cycle storage
- Need to carry cargo/children
- Lack of confidence and fear of the road

3.2.11 We have submitted an LSP bid for an 'Essential Cycling Support Package' which will deliver support and tools to Hackney residents, Council staff, school staff and businesses, totalling over 2000 interventions. This support will be marketed as a 'package' to ensure its long term impact and resulting modal shift. This support will be delivered over a period of 3 months, with several interventions having no lead time. The work will be managed by the Road Safety and Smarter Travel teams and will utilise the substantial and established body of residents and businesses that form the Zero Emissions Network.

3.2.12 Adult Cycle Training - To encourage more former public transport commuters to cycle we will train 900 participants over the next 3 months, consisting of 600 adults and 300 family and business groups. Each training recipient will receive 2 training sessions of the appropriate level and 100 group sessions will be run. By maintaining moderate group sizes or family/business groups, we will also allow social distancing parameters.

3.2.13 Try a Bike Cycle Loan Scheme -The cycle loan scheme will be delivered to 500 Hackney residents. A bike will be provided to residents on a short term basis to allow them to trial cycling, without needing to commit to a high up-front cost. There is the capacity to deliver bike maintenance sessions directly at participants' houses, together with one to one training sessions, should the participant be a returning rider. This is a highly effective and value for money initiative. The previous iteration of this scheme saw 40% of participants moving from having no access to a bike to cycling regularly following participation. At £40 a head, this is excellent value for money.

3.2.14 Bike maintenance - Free bike maintenance will be provided to 100 residents and businesses to bring disused bikes back into usability and ensure safe condition of bikes. Several large workplaces have already requested this service for their employees and delivery can commence with no lead time upon confirmation of funding.

3.2.15 Dockless Bikes - Additional dockless bike bays will be installed across the borough, providing easy and cost effective access to bikes for those without storage space at home. Officers will work in partnership with dockless bike providers to secure a discounted rate for new users. Access to bicycles is likely to be an issue with 71% of Hackney residents in the key 'hard-pressed families and young couples' segment. Even for those who can afford to purchase bikes, retailers are reporting 4-6 week waiting times due to increased demand, making dockless bike facilities an essential resource.

3.2.16 Cargobike Trials - For both businesses carrying cargo and families transporting children, cargo bikes pose a viable alternative to private car use, without contributing to congestion and poor air quality. There has been a huge increase in demand for cargobike trials from both businesses and residents, with up to 10 enquiries received per day over the last few weeks. There is no lead time to implementation.

3.2.17 Business Support - 30 businesses have applied for grants for cycle parking, cargo bikes and pool bikes in the latest Zero Emissions Network Sustainable Travel Grants scheme. This has been paused due to loss of MAQF funding, leaving 30 businesses ready to implement changes to prepare their workplaces for the return of staff. Support and expert advice would be provided to these businesses to guide them through the required changes to their operations.

Cycle Training: Financial Summary

3.2.18 **Table 9** below summarises the funding bid and Council funding.

Table 9: Summary of Essential Cycling Support Funding

| Funding bid | Amount |
|--|----------|
| DfT EATF | £185,100 |
| TfL Bikeability cycle training funding | £60,000 |
| Council funding | £20,000 |
| Total | £265,100 |

From the beginning of September some cycle training has resumed using Bikeability funding but the Council is still awaiting the outcome of the DfT EATF cycle training bid.

3.3 Cycle Parking

The proposals are on top of the existing cycle parking programme which includes the implementation of 120 cycle hangars during the summer of 2020.

3.3.1 London is expecting a huge rise in cycle journeys which will likely outstrip the current provision of cycle parking and lead to informal and unsafe parking of bikes in public places and pavements. Insufficient cycle parking has also long been a barrier to cycling. Before the lockdown more than half of Londoners said that one of the main factors that deters them from cycling is a lack of cycle parking. Hackney already has the largest demand for cycle parking of any borough in London which is only going to increase as people return to work and try to avoid public transport.

3.3.2 Without additional cycle infrastructure fewer people would switch to cycling and existing pavements, public spaces and lamp posts would become cluttered and potentially unsafe for pedestrians trying to walk and socially distance.

3.3.3 Our LSP cycle parking bid proposes a range of cycle storage solutions, one of the key barriers to and risks of cycling, and seeks to address the issue through cost-effective, proven and well-established means that can be implemented within a short timeframe.

3.3.4 Cycle parking will not only help solve immediate issues regarding safety and crowding, but it will encourage more people to cycle by making it a more

convenient and attractive choice. There are also long lasting economic and lifestyle benefits. According to the TfL cycle parking implementation plan “The retail spend per square metre for cycle parking is five times higher than the same area of car parking”. There is also a real benefit to employers as well as those who cycle to work report a 27% reduction in sick days.

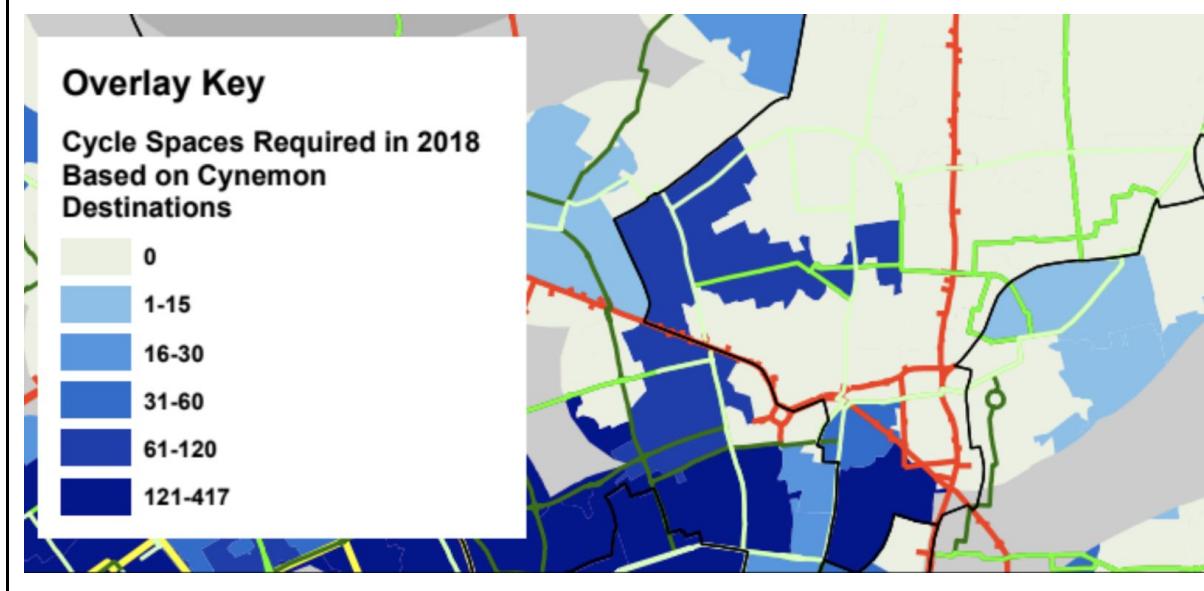
3.3.5 Our bid proposes 860 new cycle parking spaces in areas of high demand. The locations for the bid have or will be chosen to meet a known demand, are part of existing Hackney transport plans that have strong justification or are complementary to existing bids such as School Streets. The following four interventions are being proposed to meet the increased demand for cycle parking, reduce risk to pedestrians from street clutter and shift behaviours to active travel by making cycling more convenient.

- Create 30 new cycle parking bays in existing on-street car parking bays at key locations in Hackney. Following confirmation of funding, exact locations will be finalised in areas where TfL demand analysis has indicated the highest amount of required cycle parking. The infrastructure installed will be temporary, secure, on street cycle parking hardware, installed on the carriageway with a capacity of eight bike spaces per bay. This solution is ready to be implemented and can have 240 new bike parking places installed within 16 weeks of funding confirmation.
- Create three long term cycle parking hubs near key locations on strategic cycle routes in Shoreditch. Existing public realm improvement programmes are being implemented as part of the Shoreditch plan. Three locations (Leonard Street West, Willow Street/Ravey Street and New North Road carriageway) are to be delivered by the end of September 2020. This intervention will add to these existing plans and provide much needed cycle parking. The infrastructure installed will be permanent, secure, on street cycle parking hardware, installed on the carriageway. This is a tried and tested implementation that will deliver 120 new cycle spaces within 16 weeks.
- Install 160 off-street cycle parking spaces at 20 primary schools. Almost all primary schools in Hackney will have a “School Streets” programme to discourage driving to school and increase cycling. Additional cycle parking will encourage cycling and further normalise travelling to school by bike. Very close relationships exist with the schools thanks to “School Streets” and existing “Sustainable travel to school grants”. These relationships mean that Hackney council will be able to quickly engage and implement 160 new bike parking places installed within 16 weeks of approved funding.

- Create a secure cycle parking hub by installing 300 cycle spaces in Shoreditch. The cycle parking solution has already been designed allowing for 300 new bike spaces to be installed within 16 weeks

Figure 28: Existing demand for cycle parking (as estimated by TfL)

Image shows an indicative example of the Mapping analysis done using data from the TfL Cycling Infrastructure Database



Cycle Parking: Financial Summary

3.3.6 **Table 10** below summarises the LSP bid and other funding for car parking.

Table 10 Summary of Cycle Parking Funding

| Funding Source | Amount |
|-----------------------|----------|
| DFT EATF | £277,000 |
| Section 106 funding * | £260,000 |
| Total | £537,000 |

* Previously approved for spend on Shoreditch Plan phase 2. Offered as match funding for the TfL bid to leverage in additional funding.

3.4 Dockless Bikes

3.4.1 Although not part of the LSP bidding process, the dockless scheme launched in December 2019 with two selected operators, Beryl and Jump, complements the planned physical measures. An initial 73 locations were identified as designated parking areas for the bikes. There is scope to expand the number and spread of dockless bikes across the borough to enable residents access to cycles for their journeys. This would complement our plans for expanding the cycle route network and to provide more capacity for people to cycle rather than use private cars or public transport.

3.4.2 We are planning to extend the network to about 180 locations and offering about 400 bikes for hire. Initially the designated parking areas would be demarcated by lines and signs with physical measures such as car bike ports being introduced later. Trees would also be included as part of the designated bays, subject to funding. As of September 2020, Beryl has recommenced operations following suspension during lockdown, while Jump has been subject to a corporate merger and we are awaiting details of their legal status and future operations.

3.5 Supporting the transition to sustainable transport modes

3.5.1 The Zero Emissions Network (ZEN) exists as a mechanism to support businesses and residents to transition to sustainable travel modes. The initiative has been running in Hackney for 8 years and has achieved substantial success, including a 14% increase in cycling among businesses who received grant support and an annual NOx saving of over 315kg. During this period where the need for this transition has dramatically increased, the project is more relevant and necessary than ever. This is evidenced by the tenfold increase in emission-reducing measures completed in Q1 of 2020/21, compared to Q1 2019/20.

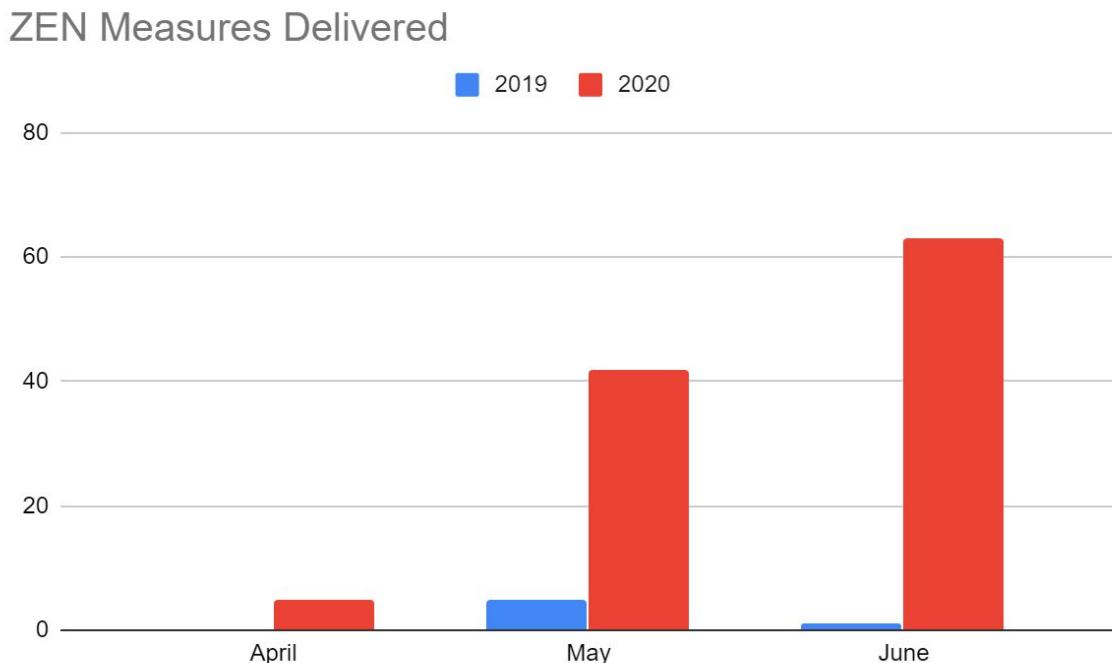
3.5.2 The ZEN project is currently working with 2,500 businesses and residents to increase sustainable travel. There has been a huge surge in requests for support in Q1 2020/21 as people start to travel more as restrictions ease. This rise in requests illustrates the need for the support package as outlined above, some of which is currently unavailable due to loss of funding. This included 30 business grant applications and 110 requests for cycle training. By utilising groups and networks that are already up and running, we can encourage a higher uptake and support delivery. For business engagement there is already a provision to encourage a higher uptake

of cycling both for employees as indeed for delivery services. Tapping into these sources provides a potential increase in uptake of cycling as well as behavioural change for potential delivery methods, whilst recognising road safety, personal wellbeing and environmentally friendly impact. Participants for cycle training ready to take forward now stand at 110, with the potential to expand to 250 participants in Q2 2020/21.

3.5.3 The Covid-19 pandemic is putting small businesses at risk. Many small businesses need to make direct-to-customer deliveries for the first time to stay afloat and deliver essential services. However, many small businesses lack the logistics know-how and systems to do this successfully. At the same time, residents are reconsidering their transport choices on a huge scale, informed by both the health and safety concerns of using public transport and the air quality implications of travelling by private car. New behaviours that are established now, are likely to continue beyond the current restrictions. This makes it a critical time to embed low emission activities and behaviour so that businesses and residents do not go for the default diesel approach.

3.5.4 However, this is set in the context of a continued growth of goods vehicle kilometres on London's roads presents several challenges including road danger, emissions and congestion. Even before the pandemic, diesel vans made up 80% of freight vehicles in London and van emissions have increased in the UK by 19% since 2012. TfL also forecasts van kilometres to grow by up to 43% by 2041. Therefore, it is imperative that businesses are supported in diversifying their operations using zero polluting alternatives, such as cargo bikes, to avoid a harmful increase in emissions. The Government has also published an ambitious Transport Decarbonisation Plan with one of six strategic priorities to "decarbonise how we get our goods".

Figure 29: ZEN measures delivered



3.5.5 In the short term, there is a need to focus efforts on direct delivery of supporting measures to businesses and residents as they make key decisions on how to travel and move goods as lockdown restrictions are eased. Due to funding limitations, the range of supporting measures provided has been limited from the usual 12-15 offers, to a core of four which can be delivered without financial outlay and can generate a substantial shift. These focus areas are cycle courier discounts, cargo bike trials, e-bike trials and discounted Santander Cycle Hire membership.

3.5.6 In the medium term, there will be a need to continue providing hands-on support for businesses and residents to: access bikes, build cycling and walking into their daily operations and routines and acquire the knowledge they need to make safe, informed travel choices. This will include the reintroduction of Dr Bikes and the ZEN Sustainable Travel Grants scheme. There are currently 30 businesses whose grant applications have been paused due to funding uncertainties and there will be substantial appetite from other businesses. This is estimated as a total of 100 grant applications in the financial year 2020/21.

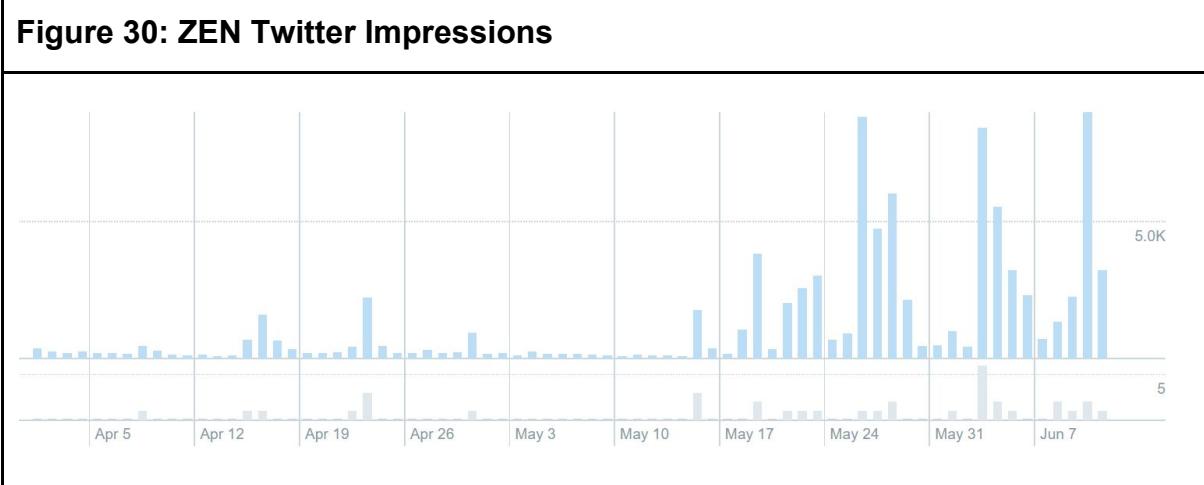
3.5.7 While the key objective in the short term is supporting cycling, measures driving the uptake of electric vehicles and car club usage will be brought back into

focus in the medium term. The aim of this is to mitigate the risk of businesses and residents purchasing ICE vehicles for non-cyclable journeys. This support will now be needed more urgently by small businesses who were preparing to purchase electric vehicles ahead of the Ultra Low Emission Zone (ULEZ) expansion, but are now in a less financially stable position due to a pause in trading.

3.5.8 Due to the recent boom in the delivery industry and consequenting expansion of several delivery firms, support for these businesses in using zero-emission vehicles will be more pertinent than ever. There is an opportunity to drive the uptake of e-bikes for delivery through the E-bike Switch initiative. This element of the project includes a £200 subsidy for riders and companies switching from petrol mopeds to e-bikes and a toolkit of guidance on topics including: training, equipment and insurance. If funding permits, there is potential to switch 50 riders to e-bikes in 2020/21.

3.5.9 Much of the engagement work undertaken by the ZEN team has traditionally been in the form of public, on-street and large scale events. These activities are unlikely to be feasible in the medium term; increasing the significance of online communications and the need to ensure the project website is fit for purpose and up to date. This more heavily online-focused approach is proving successful, with the graph below illustrating the vast increase in Twitter impressions, totalling 88,300 in the period 1 April - 11 June 2020. Similarly the ZEN project website has seen a 28% increase in traffic compared to the same period last year, largely from organic search engine hits. The prevalence of organic search hits and high conversion rates of people requesting support, illustrates that the information the ZEN project is putting out is relevant to the current demands of residents and businesses.

Figure 30: ZEN Twitter Impressions



3.5.10 Before the Covid-19 restrictions came into effect, substantial work had been done to expand the ZEN project to other boroughs on a consultancy and branding basis. This work was paused due to funding uncertainty, which would impact deliverability. This work will be recommenced in the medium term, once funding clarity has been attained. The ZEN team has also submitted a proposal to Greater London Authority (GLA) - available upon request - outlining how the project could support businesses across all London boroughs. This is awaiting a formal decision.

3.6 21st Century Streets

3.6.1 The reallocation of road space in London's streets brought about by the reduction of car parking spaces and the installation of permeable filters and road closures brings an opportunity to completely reimagine the design of local streets. Hackney's '21st Century Street' programme looks at how we can bring together new sustainable and Healthy Streets elements to the streetscape. The approach, which will realise the borough's plans for liveable and child friendly neighbourhoods, involves the deployment of greening, sustainable urban drainage (SUDS), tree-planting and community parklets, on-street cycle parking and cycle hire bays including access to community cargo bikes and electric vehicle charging points for both private and car club use. The borough is looking to pilot this approach in Colvestone Crescent in Dalston where the aim is to increase tree cover to at least 40% of the street; reduce unnecessary car parking; introduce a School Street and boost on-street secure cycle parking and electric vehicle charging.

3.7 Electric Vehicle Charging

3.7.1 Hackney currently has 116 publicly accessible electric vehicle charging points at 91 locations with plans to dramatically expand this number this financial year to 301 charge points at 161 locations using funds from the Go Ultra Low City Scheme (GULCS) project. Most of the new charge points (130) are lamp column charge points for overnight charging but there are also 48 freestanding 'fast' charge points and seven (50kW) 'rapid' charge points.

3.7.2 The borough commissioned a study to look at the future rollout of electric vehicle charging infrastructure looking at how many charge points will be needed in the medium term where to locate them and how to manage them. We have an ambition to expand the roll out to the scale of two charge points in each street. This is considerably more ambitious than the Hackney Transport Strategy target of

providing publicly accessible charging within 500m of every resident by 2025 - a target that in 2020 it is already well on its way to meeting.

3.8 Tree Planting

3.8.1 Hackney has the largest street tree and mature parks tree planting programme in the country. In 2019/20 more than 12,000 trees have been planted including 11,000 edible woodland and carbon offsetting trees on Hackney Marshes and nearly 1,000 new street trees. In February 2020 the borough announced that it would plant a further 36,000 trees, 5,000 of which will be on street, by 2022 with an aim to increase local canopy cover to 30%.

3.8.2 The new trees will be a 50/50 mix of native and non-native trees, ensuring that trees are appropriate for their setting and resilient to pests and the changing climate. Trees are viewed as a vital piece of public health infrastructure providing shading and evaporative cooling which helps to mitigate the 'urban heat Island effect'. Trees also play an important role in filtering polluted air; minimising surface water flooding and aiding biodiversity.

3.9 Sustainable Urban Drainage Schemes

3.9.1 About 10% of the borough is within the flood zone of the River Lee and it is, therefore, important that Hackney increases its ability to cope with flooding events and improves urban drainage. We are continuing to adapt our streets and public realm through incorporating Sustainable Urban Drainage Schemes (SuDS) into all public realm projects where possible.

3.9.2 The majority of the London Borough of Hackney is served by combined sewers, the use of sustainable drainage systems will, therefore, reduce the volume of surface water runoff entering the public sewers and free up some of the capacity in the public drainage system. This results in a potential reduction in surface water flood risk in the area.

3.9.3 More than ten rain gardens were constructed in the past year, for example, removing paving from over 150sqm of the existing underutilised highway spaces both within the footway and in the form of build-outs in the carriageway (this excluded SuDS incorporated in larger highway improvement schemes), and diverting over 2000sqm of highway runoff into these SuDS away from the public sewerage system.

3.10 Area Action Plans

Shoreditch

3.10.1 Shoreditch has experienced phenomenal growth over the past 20 years, due to the geographical proximity to Central London. Historically the availability of affordable space, led to the area becoming a hub for creatives, tech entrepreneurs and hospitality. Hackney is continuing to work on the implementation of a Future Shoreditch Area Action Plan which is guiding investment in the area.

3.10.2 Shoreditch is a main gateway into London that suffers noise and air pollution associated with busy roads and congestion. The main roads through Shoreditch experience annual pollution levels of over 50 $\mu\text{g}/\text{m}^3$ of NO₂, and in some places up to 100 $\mu\text{g}/\text{m}^3$, well over the European limit of 40 $\mu\text{g}/\text{m}^3$ per year.

3.10.3 A number of large scale schemes are in place or are soon to be implemented by TfL to tackle congestion and pollution levels such as the Congestion Zone, ULEZ and Toxicity Charge. However, these do not cover the whole of the Shoreditch area. A number of more local schemes like the Shoreditch Low Emissions Neighbourhood (LEN); Ultra Low Emission Vehicle Streets and the Zero Emissions Network (ZEN) are targeting specific congestion and pollution issues in the local area.

3.10.4 Busy roads feel unsafe for cyclists in the area, despite a high number of people using bicycles to get to and from work. Improved cycle lanes and storage are priorities. Much of the traffic in the area is through traffic that moves through the area on route to somewhere else. Parts of Shoreditch are home to poor quality streets and public spaces lacking in greenery. Improving the public realm is a key part to encouraging sustainable travel into and around the area.

3.10.5 This section provides an outline of some of the schemes currently underway in the Shoreditch area:

3.10.6 New Inn Broadway - The scheme will comprise a new high profile public space using porphyry setts laid in a 'diamond' pattern, to visually connect the public realm with the development (4-6 New Inn Broadway) through shared geometry. A raised table will be implemented when entering the site at the junction with New Inn Yard and will expand towards the end of New Inn Broadway. Mature trees on either side of the footway and cubist seats will complement the scheme creating a greener, safer and a more enclosed space. Overall, the scheme aims to encourage more

walking and cycling, improve air quality, social interaction and enhance the character of the local area.

3.10.7 Willow Street/ Ravey Street - This scheme creates a potential heart to a network of small streets. Existing public realm treatment is busy and not fit for purpose with a lack of green infrastructure. These schemes use a combination of S278 and S106 development funding that is specified to change this space. The proposal suggests the creation of new public realm space with seating and tree planting and a level surface to narrow Ravey Street to increase pedestrian comfort levels.

3.10.8 Leonard Street West - This is an important east-west pedestrian route with very few vehicle movements that suffers from a lack of active frontage. It contains a large TfL cycle hire station. A proposed closure to motor traffic of the western half of this section (with access needs to be maintained to a private road for the eastern half) will include substantial tree planting while maintaining existing cycle provision.

3.10.9 New North Road - Currently this section forms a large expanse of hard carriageway and works, sitting astride an east-west strategic walking route from Murray Grove to Pitfield Street and is a quite open and bare section of road that consequently feels desolate and hostile. Proposals comprise of mature tree planting in carriageway and pavement areas and additional cycle provision. This scheme will add another stepping stone to the strategic walking route to encourage walking while and it will be directly linked to the recently upgraded public realm at Pitfield Street triangle.

3.10.10 Charles Square - This is a square/park within parks management; a rare resource in a heavily urbanised area. The main proposal is to improve the quality of planting as well as adding mature and coherent tree planting. It is also likely to make it more accessible and visible by removing existing railing.

3.10.11 Garden Walk (currently under construction) - Following on from the improvement works undertaken to the junction of Charlotte Road and Rivington Street nearby, this proposal is revamping a section of Garden Walk to improve walking and cycling movements in the area and potentially allow for outdoor seating and street animation. New trees will be planted on either ends of the alleyway to make it feel safer and more inviting. A small flower bed is also proposed to establish the name of the street and create a more recognisable identity.

3.10.12 Fanshaw Street - This proposal comprises the removal of existing road space in the middle of the carriageway and the creation of a new pedestrian island

with low level planting allied to new tree planting. Potentially, over time trees will create a significant canopy cover at this junction. Overall the space will feel safer, greener and more pedestrian friendly due to the traffic calming interventions.

3.10.13 East Road - This is a scheme with a longer term aspiration for the section of East Road between City Road and Bevenden Street to be transformed into a boulevard with many proposed mature trees and SUDS treatments implemented on either side. Narrowing significantly the carriageway to allow for a more user friendly and greener environment. Tree planting will be prioritised for this financial year. At a later stage, the aspiration is to expand the footway space and supplement with SUDS and low level planting, using high quality surfacing material at prominent locations and allowing for spill out space near retail uses while improving pedestrian experience.

Stamford Hill

3.10.14 Not directly part of the ETP but scheduled to take place as soon as other emergency projects are finished. As set out in the Local Implementation Plan, an area action plan will help deliver new homes with a particular focus on housing for both large families, older people and single people, community facilities, jobs and workspace. It will build upon the area's distinctive local character and shopping centres, celebrate its diverse community and seek to enhance its architectural and landscape merits through an approach that promotes positive change and will maximise the use of undeveloped sites. The area will have better connected neighbourhoods, accessible by walking and cycling, which are designed around communities' specific residential, civic and economic needs.

3.11 Through-traffic reduction

3.11.1 As well as working to prevent rat-running traffic from passing through residential areas through the development of a network of Low Traffic Neighbourhoods, Hackney is also looking to reduce the levels of through traffic which passes through the borough on its way to other destinations.

3.11.2 A 2019 study found that through trips account for 41% of the weekday total vehicle kilometres driven on Hackney's roads by cars, taxis and motorcycles. More than half of the freight traffic on the borough's road is through traffic.

3.11.3 The borough is currently doing a study to look into the feasibility of introducing a local road user charging scheme to reduce this traffic. Options including an extension of the TfL scheme are being investigated, though there are no plans to implement a scheme at this stage.

3.11.4 Other Local Authorities in the UK, such as Nottingham, have implemented a Workplace Parking Levy (WPL) which seeks to charge businesses for on-site car parking as a measure to reduce traffic. A study has been commissioned which seeks to estimate the amount of private non-residential parking available in the borough. The study will enable us to have a better understanding of the viability of a WPL scheme to reduce car commuting and the extent to which this reduces the amount of through traffic.

4. Summary of Bids/Allocations

4.1 **Table 11** below summarises the DfT and LSP bids made and the funding allocated as at 30 June.

Table 11: Summary of DFT and LSP Bids and Allocations

| Programme | Funding bid | Funding allocated |
|--|--|---|
| Town Centres - Church Street: DfT Emergency Active Travel Fund (EATF) Tranche 2 funding bid - Chatsworth Road: DfT EATF Tranche 2 funding bid | £684,000 £200,000 | |
| Low Traffic Neighbourhoods - TfL LSP LTN - DfT Emergency Active Travel | £302,000 £100,000 | £302,000 £100,000 |
| Strategic Cycle Routes - Balls Pond Road - Queensbridge Road (phase 1) - Green Lanes - Queensbridge Road (phase 2) - Cycle Future Route 3 - Seven Sisters EATF Tranche 2 bid | £400,000 £400,000 £400,000 £50,000 £50,000 £180,000 | £400,000 £400,000 £400,000 £50,000 £50,000 £50,000 |
| School Streets - TfL LSP - Council capital | £350,000 £100,000 | £350,000 £100,000 |
| Essential Cycling Support Package EATF Tranche 2 bid TFL Bikeability Cycle training continuation | £185,100 £60,000 | |
| Cycle Parking - EATF Tranche 2 bid - Section 106 (previously approved) | £277,000 £260,000 | £260,000 |
| Total | £3,998,000 | £2,472,000 |

5. Equalities Impacts

5.1 The Hackney Emergency Transport Plan includes measures which provide safe space for walking and cycling and enables social distancing on public transport for those who need to use it most. It is therefore an essential part of protecting vulnerable residents. Providing additional space for walking and cycling will help support those who are less mobile and those who may be new to cycling.

5.2 Walking is one of the easiest forms of physical activity that is suitable for Londoners of all ages and abilities. The plan which provides space for people to exercise in areas where there is less access to public or private outdoor space such as parks and gardens - are an important part of supporting the health and wellbeing of the most vulnerable.

5.3 It is however important that any interventions to support walking and cycling are designed holistically to ensure that all Londoners can move around in safety. We have used existing guidance to ensure that the changes proposed do not detract from current accessibility levels for protected groups and enhance them wherever possible.

5.4 Section 149 of the Equality Act 2010 (the Public Sector Equality Duty) provides that, in the exercise of their functions, public authorities must have due regard to the need to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

5.5 Part 3 of the Equality Act 2010 gives disabled people a right of access to goods, facilities, services and premises and makes it unlawful for service providers to treat disabled people less favourably than non-disabled people for a reason related to their disability.

5.6 Officers have ensured that all impacts on protected characteristics have been considered at every stage of the development of this programme. This has involved anticipating the consequences on these groups and making sure that, as far as possible, any negative consequences are eliminated or minimised and opportunities for promoting equality are maximised. **The creation of an inclusive environment is**

one of the key design considerations of projects and it is expected that the overall effect on equality target groups will be positive. It is important that the impact of temporary measures on all groups are considered, for example the difficulties of wheelchair users negotiating temporary barriers. Particular attention will be paid to roads that include sensitive receptors.

5.7 The overarching inequalities impact of providing enhanced conditions for active travel has a positive effect on many groups - women, older people, Black, Asian and other non-White British communities, lower income groups, and those with existing health conditions are already much less active than average. Recent Sport England Survey suggests those who are already less active are doing less exercise as a result of the lockdown -

<https://indd.adobe.com/view/793b48d5-bbcd-4de3-a50f-11d241a506b3>

A car-led recovery which this Plan seeks to prevent, risks exacerbating these inequalities further.

Equalities Impact Assessment of Programmes within the Plan

5.8 A fuller analysis of the Equalities Impacts will take place for each scheme at the design stage. As a guide, **Table 12** below sets out some of the considerations that will be included. The full EQIAs will be publicly accessible documents.

Table 12: EQIA Considerations

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

| Scheme | | School Streets | | | | | | | |
|----------|------------|---|---------------------|------|---------------------|-----------|-------------------------|--------------------------------|---|
| Age | Disability | Gender | Gender Reassignment | Race | Religion and belief | Sexuality | Pregnancy and Maternity | Marriage and civil Partnership | |
| P | P | P | P | P | P | P | P | P | P |
| Comments | | While children enabled to travel safely by active modes to school will be the primary beneficiaries of this objective, these schemes will have positive impacts for parents and children in particular. In addition as the school run has such a large influence on peak traffic flows with their attendant negative consequences, so the benefits of this should extend to all EQIA groups. However consideration has to be given to "white listing" residents including Blue Badge holders - the latter needing access to their designated parking spaces. More detailed equalities assessments will be done for each individual School Street. | | | | | | | |

| Scheme | | Essential Cycling Support Package | | | | | | | |
|----------|------------|---|---------------------|------|---------------------|-----------|-------------------------|--------------------------------|--|
| Age | Disability | Gender | Gender Reassignment | Race | Religion and belief | Sexuality | Pregnancy and Maternity | Marriage and civil Partnership | |
| P | P | P | P | P | P | P | P | P | |
| Comments | | <p>Cycle training can help give people the confidence to begin cycling and improves levels of safety amongst cyclists. Increased cycling has health and congestion reduction benefits - these include improved air quality and a safer environment. This will be of benefit to all groups.</p> <p>Those on lower incomes and Black, Asian and other non-White British communities are disproportionately affected by the reduced capacity of public transport. Furthermore, lower income groups are less likely to own a car, but more likely to suffer the ill effects of poor air quality resulting from car use. It is therefore imperative to remove financial barriers to cycling, to ensure these groups are not adversely affected even further. The cycle loan scheme, discounted dockless bike access and free bike maintenance will remove this financial barrier to cycling and give fairer access to independent active travel.</p> | | | | | | | |

| Scheme | | Cycle Parking | | | | | | | |
|----------|------------|--|---------------------|------|---------------------|-----------|-------------------------|--------------------------------|--|
| Age | Disability | Gender | Gender Reassignment | Race | Religion and belief | Sexuality | Pregnancy and Maternity | Marriage and civil Partnership | |
| P | P | P | P | P | P | P | P | P | |
| Comments | | <p>Positive impacts on all groups from benefits associated with reduced pollution, and increased safety for walking and cycling as well as freeing up space on public transport for people with reduced mobility or disabilities that prevent them from walking and/or cycling.</p> <p>Those on lower incomes and Black, Asian and other non-White British communities are disproportionately affected by the reduced capacity of public transport. Furthermore, lower income groups are less likely to own a car, but more likely to suffer the ill effects of poor air quality resulting from car use. It is therefore imperative to remove all barriers to cycling, to ensure these groups are not adversely affected even further. Increased cycling rates will reduce the burden on public transport freeing up space for people with reduced mobility or disabilities that prevent them from walking and/or cycling.</p> | | | | | | | |

| Scheme | Strategic Cycle Routes |
|--------|-------------------------------|
|--------|-------------------------------|

| Age | Disability | Gender | Gender Reassignment | Race | Religion and belief | Sexuality | Pregnancy and Maternity | Marriage and civil Partnership |
|----------|------------|--|---------------------|------|---------------------|-----------|-------------------------|--------------------------------|
| P | P | P | P | P | P | P | P | P |
| Comments | | <p><i>Green Lanes and Queensbridge Road</i></p> <p>Cycle infrastructure improvements should benefit all groups but particularly older persons, Black, Asian and other non-White British communities, parents with young children and those with mobility impairments with improvements to air quality and road safety. The scheme will not result in the loss of any disabled parking spaces.</p> <p><i>CFR3</i></p> <p>The closure on Downs Park Road will improve road safety in front of two schools, including a special needs school. We will investigate if we can exempt the buses used by the school in order to further support them</p> <p>Care will be taken during the implementation of these schemes not to impact on bus services and opportunities for pedestrians to cross the road will be protected.</p> <p>We are also aware that behaviour change may be more challenging among groups with large families such as the Charedi Jewish population who in some cases are currently quite car dependent.</p> | | | | | | |

| Scheme | | Low Traffic Neighbourhoods | | | | | | |
|----------|------------|---|---------------------|------|---------------------|-----------|-------------------------|--------------------------------|
| Age | Disability | Gender | Gender Reassignment | Race | Religion and belief | Sexuality | Pregnancy and Maternity | Marriage and civil Partnership |
| P | P | P | P | P | P | P | P | P |
| Comments | | <p>Low Traffic Neighbourhoods will have positive impacts on all equality groups in terms of congestion, air quality and health. The majority of Hackney's households (70%) do not own cars. Any measures to provide alternatives to private ownership will benefit them. It is recognised that some residents including disabled and older people and carers will continue to require the use of a car particularly where the use of Community Transport or Dial A Ride cars or car clubs are unsuitable. We are also aware that behaviour change may be more challenging among groups with large families such as the Charedi Jewish population who in some cases are currently quite car dependent.</p> | | | | | | |

| Scheme | | Town Centres (Stoke Newington Church Street) | | | | | | |
|--------|------------|--|---------------------|------|---------------------|-----------|-------------------------|--------------------------------|
| Age | Disability | Gender | Gender Reassignment | Race | Religion and belief | Sexuality | Pregnancy and Maternity | Marriage and civil Partnership |
| P | P | P | P | P | P | P | P | P |

| P | P | P | P | P | P | P | P | P | P | |
|----------|---|---|---|---|---|---|---|---|---|--|
| Comments | | <p><i>Stoke Newington Church Street</i></p> <p>Reducing the amount of traffic and widening pavements will entail positive benefits to people with a disability, as it becomes easier to navigate on the current narrow pavements and observe social distancing. The reduction of traffic will also allow for easier and more frequent (informal) crossing, providing benefits for the elderly, families with young children and people with a physical or visual impairment. Access to all properties is maintained, and properties within the zone are exempt from the restrictions.</p> <p>A reduction in traffic will provide air quality benefits for the 2 schools on Church Street, and a reduction of rat-runs will provide air quality benefits for all people living in the neighbourhoods. Hackney will monitor traffic displacement and aim to mitigate negative impacts caused by this displacement on neighbouring roads.</p> <p>We are also aware that behaviour change may be more challenging among groups with large families such as the Charedi Jewish population who in some cases are currently quite car dependent.</p> | | | | | | | | |

6. Monitoring

6.01 The impact of the ETP will be wide ranging and transformational. It is an important part of our approach to measure the impacts in order to maximise the benefits and provide the best possible basis for any mitigation measures that might be needed.

It must be recognised that traffic surveys are expensive, and the aim of the monitoring package is to get the best possible information for the budget available.

The proposed monitoring package includes three main elements:

6.1 Post-implementation monitoring at the local level

6.1.1 For each scheme there will be an estimate made of which road links are likely to be most affected. This will usually be boundary roads but might include selected strategic routes within a Low Traffic Neighbourhood.

6.1.2 These key links will be subject to traffic counts in the period after implementation of all relevant changes. Any changes to the road network involve a period of settling in as drivers get used to the changes and while satnavs and digital mapping platforms update their information. Traffic counts should be done after the short term settling period for them to be a useful source of information about the impact of the schemes. Therefore, traffic counts will be conducted within the first two to four months after scheme implementation, following the settling in period and with regard to avoiding holiday periods.

6.1.3 Depending on the results of the first survey there will be follow-up surveys done after around six months.

6.1.4 These local surveys will be done either using manual counts, or semi permanent loop counters or similar. The main target will be motor vehicle traffic volume and speed but, where relevant, special surveys such as crossing pedestrian numbers will also be included.

6.2 Monitoring Trends

6.2.1 A primary aim of the ETP is to produce long lasting change. It is therefore necessary to have some way of monitoring this.

6.2.2 The DfT and TfL have a network of permanent traffic counters that record traffic flows throughout the year on an hourly basis. It is proposed to liaise with DfT and TfL to establish the extent to which their trend data is relevant to Hackney.

6.2.3 Where it would be advantageous and meaningful to supplement their counters, a set of new permanent counters will be installed on Borough roads so that local long-term trends can be evaluated.

6.3 Monitoring Network Effects

6.3.1 In 2018 a large study combined traffic counts and routing information based on samples from mobile phone data, to examine the way that drivers use Hackney Roads. Amongst other things this discovered that a large proportion of drivers do not stop on their way through Hackney and therefore make little contribution to the Borough.

6.3.2 Such studies are complex and it is not possible to examine the impact on every side road, but the 2018 survey offers a potentially useful benchmark against which to measure the post-lockdown traffic patterns, and the potential value of a follow-up study will be investigated.

6.3.3 To determine if the implementation of an LTN has an impact on air quality, traffic data from 2018 (the baseline) and traffic data gathered after the implementation of the LTN will be compared. If there is a significant change in traffic flow and composition from baseline data to post implementation of LTN data then air pollutant concentrations will be modelled at sensitive receptors within the LTN area. A 2018 baseline of air pollutant concentrations for the whole of Hackney will also be undertaken. This will enable modelled pollutant concentrations with the LTN to be compared to a 2018 baseline to determine if there is a significant impact on air pollutant concentrations from the implementation of the LTN.'

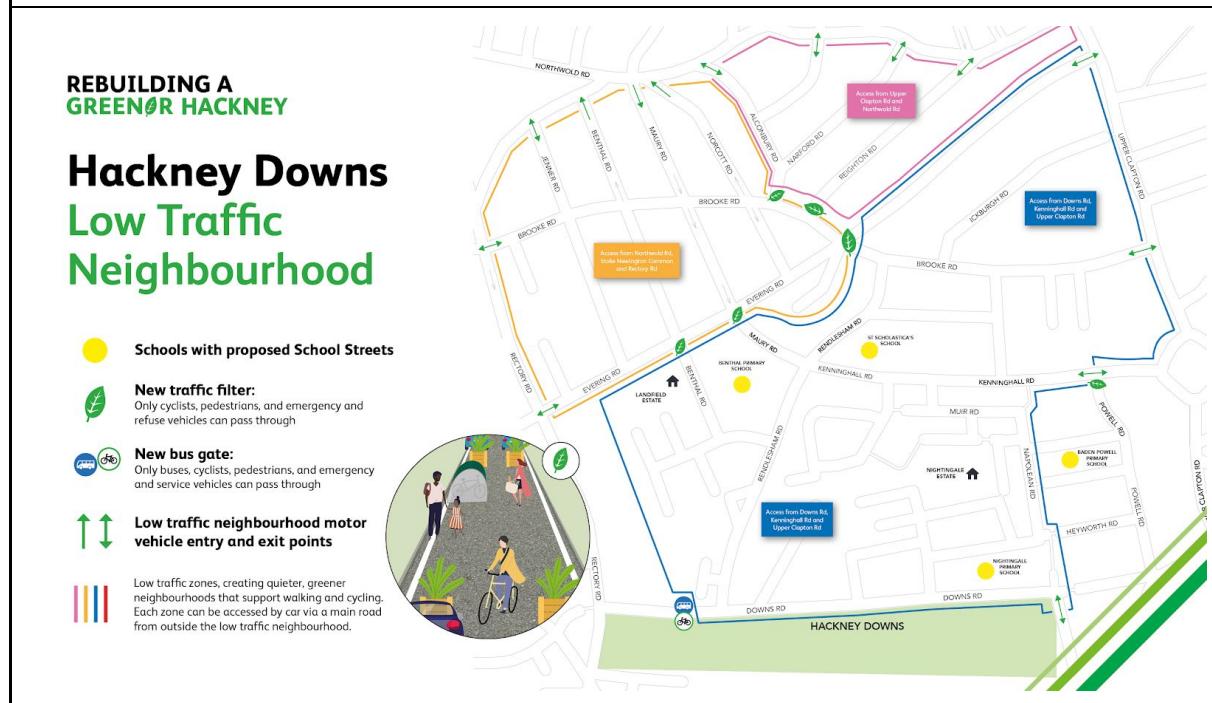
7. Consultations

7.1 Pre-implementation consultation is not a requirement for Experimental Traffic Orders (ETOs). For these, the first 6 months of operation is considered to be the consultation period, where people can view the actual impacts of the measures and respond back to the Council with their views.

- 7.2 A Communications Plan has been developed for all transport proposals relating to the Covid-19. Part of this includes writing to residents and businesses within the areas affected, so that they are aware of the measures and the reasons for taking the schemes forward. Neighbouring boroughs and other key stakeholders such as the emergency services would also receive this information, which would include details of how the Council would assess the impacts of them whilst they are in.
- 7.3 Website updates would be provided and newspaper pieces in Hackney Today and Hackney Life will continue to be published. The ETO process, including information on how to object or make other comments, would be made clear through the communications describing the schemes.
- 7.4 Residents and businesses will be able to provide feedback on the schemes via a dedicated Commonplace public engagement platform, through email and letters. Links to the online channels; an introductory press release and an example consultation map **Figure 31** (for Hackney Downs LTN) from the Commonplace platform can be found below.

Commonplace page: <https://rebuildingagreenerhackney.commonplace.is/>
 Press release: <https://news.hackney.gov.uk/rebuilding-a-greener-hackney/>
 Social media activity: [Twitter](#), [Facebook](#)

Figure 31: Example Map from Council's Commonplace consultation platform



- 7.5 There are challenges associated with engagement under experimental traffic orders including the rapidly changing street environment (and its use by residents) as lockdown measures change. Direct guidance, however, from the DfT is strongly supportive of the use of experimental traffic orders in the current situation, enabling changes to be made quickly to the road network using ongoing consultation.
- 7.6 Previous engagement and consultations relevant to the individual schemes are detailed below:

School Streets Consultation

- 7.7 As this was an existing programme, the Council has undertaken extensive engagement with education authority and school contacts. Inviting expressions of interest has resulted in a very high response. Dedicated transport officers have reached out to every school and engaged with school communities regarding the issue of school-run traffic.
- 7.8 The Council is further engaging with local residents, the school community (including parents, school staff and school administration) and local businesses. This engagement will take place before and during the implementation of the schemes. The use of ETOs will ensure that all parties have the opportunity to see the actual impact of each scheme before a final decision is made.
- 7.9 Extensive consultation and engagement was undertaken with the 5 pilot sites, and subsequent 4 sites where the council has already implemented School Streets. The Council has close engagement with Special Educational Needs and Disability (SEND) transport providers, disability groups, non-urgent hospital transport, internal departments such as waste, Met police etc.
- 7.10 School Streets has received considerable attention over the past 3 years in Hackney and awareness of the programme in the community is already high. The Council has had good responses from across the borough and from stakeholder groups to previous consultations.

Stoke Newington Church Street Consultation

- 7.11 Previously, the Low Emissions Neighbourhood (coined LEN16) project on Church Street hosted a Commonplace engagement platform, which can be

found here: <https://stokey.commonplace.is/about> This was paired with a local community stakeholder workshop.

- 7.12 The street also hosted Car Free Day 2019, which was a very popular and successful event. This event closed down the street to all traffic, and also featured a special engagement stand for the LEN16.
- 7.13 As part of the LEN16 project, the Council also commissioned a Delivery and Servicing Study, which was paused due Covid-19. As shops reopen, we will be gathering data on their deliveries and communicate the changes to them.

Hackney Central Consultation

- 7.14 The borough held a Hackney Central Conversation on the Commonplace Consultation Platform in early 2020 to guide the borough's Liveable Neighbourhood project for this area. <https://hcc.commonplace.is/>. Several preliminary studies were done to prepare an evidence basis. Studies included a delivery & servicing study, an economic activity survey and a movement study.

Broadway Market Consultation

- 7.15 The temporary measures introduced in Broadway Market in May 2020 are being used as an experimental scheme for consultation purposes. Prior to lockdown, consultation was planned and design ideas were being developed to address issues along Broadway Market, following previous background work and a successful bid to the Good Growth Fund. A consultation on proposed changes to waiting and loading in June/July 2019 supported the removal of parking and the provision of two disabled bays with parking bays converted to loading bays.

Early Closures Consultation

- 7.16 The closures that have been implemented in Barnabas Road, Gore Road, Ashenden Road and Ufton Road are part of a series of early road safety measures to support people to walk and cycle, maintain social distancing and protect people from increased traffic as lockdown eases. They were implemented using ETOs; as stated previously, the first six months of these orders act as the consultation period and this means that we will be asking local people to have their say on the measures alongside their implementation and before any decision is made on whether or not to make them permanent.

This is in line with the DfT and TfL guidance on responding to the effects of the pandemic.

Hoxton West Consultation

- 7.17 In late 2018, the Council carried out a consultation on proposed closures of parts of Provost Street, Nile Street and Ebenezer Street. Some of the concerns expressed through this consultation included that traffic would be diverted onto residential roads such as Murray Grove and the roads to the north and it was decided not to proceed at the time. The measures in this scheme now include an additional closure in Shepherdess Walk to address this issue.

London Fields filters Consultation

- 7.18 Much consultation work has been carried out in the area of the London Fields filters in recent years, with proposals proving controversial and the concerns broadly depending on where people lived. However, schemes implemented included:

- Quietway 2 along Middleton Road
- A new signal junction at Middleton Road and Queensbridge Road
- Traffic calming / environmental changes along Queensbridge Road near to Queensbridge Primary School
- A bus gate in Lansdowne Drive
- A School Street outside London Fields Primary School.
- New cycle and pedestrian facilities are currently being implemented along Queensbridge Road between and including the Hackney Road junction and Whiston Road.

- 7.19 Improvements to Richmond Road including the potential to install a road closure has also been discussed at workshops with local residents and several engagement events. This is now planned to be implemented using ETOs in early September 2020.

Other Low Traffic Neighbourhoods Consultation

- 7.20 Most of these are newly proposed measures, however engagement on Marcon Place and Wayland Avenue did take place as part of the Hackney Central Conversation mentioned above. Residents have also suggested closing Clissold Crescent in previous correspondence with the Council.

Queensbridge Road Consultation

- 7.21 A public consultation on the section of Queensbridge Road to the South of Whiston Road was carried out in September 2019 with nearly 80% in favour of these proposals.

Green Lanes Consultation

- 7.22 Public consultation on a previous version of the scheme was conducted between 6th Feb and 20 Mar 2020 including officers attending drop-in sessions and consideration of written responses to the proposals. Some 2900 copies of the consultation documents were distributed. A total of 773 responses were received. 85% supported the scheme proposals, 12% did not support the scheme proposals, and 3 % neither supported nor not supported the proposals.

Cycle Future Route 3 (Dalston to Lea Bridge) Consultation

- 7.23 Previously, the route was consulted on by both TfL and Hackney. Results can be found here: <https://hackney.gov.uk/cfr3>. This link includes a signed decision audit report covering the area of the Downs Park Road - Bodney Road. TfL also consulted on the section around Kenninghall Road, which can be found here: <https://consultations.tfl.gov.uk/cycling/lea-bridge-to-dalston/>

Seven Sisters Road Consultation

- 7.24 Hackney consulted extensively on the future of Seven Sisters Road in 2016. <https://consultation.hackney.gov.uk/streetscene/ssrconsultation/>. There has also been a large amount of engagement with local residents in connection with the redevelopment of the nearby Woodberry Down Estate. Early engagement has also been carried out on the route of the Camden to Tottenham Cycle Future Route.

Cycle Parking Consultation

- 7.25 The Council has a demonstrable track record of engaging with residents, businesses and schools to ensure that cycle parking needs are understood and met. Following high demand for on street resident parking Hackney council recently consulted with residents and is delivering over 100 new resident cycle hangars. The Council has run for a number of years a Sustainable Travel to School grants scheme which funds cycle parking and other active travel and it also leads on the ZEN, which has already delivered cycle parking for over 10 businesses.

- 7.26 The knowledge, relationships and frameworks developed by these engagements will be available to support the implementation of the projects set out in this project. The Council will engage with schools through our existing channels to identify optimum locations and delivery schedules. The Council will continue our close relationships with Zero Emission Network businesses to install new cycle parking on premise and communicate to the 2500 strong member base about the new cycling infrastructure to ensure maximum impact and usage.

Essential Cycling Support Package Consultation

- 7.27 Hackney has a long history of delivering community based training programmes together with encouraging businesses in adapting to more active travel modes. The ZEN project is currently working with 2,500 businesses and residents to increase sustainable travel. There has been a huge surge in requests for support in the last few weeks as people start to travel more as restrictions ease. This rise in requests illustrates the need for the support package outlined in this proposal, some of which is currently unavailable due to loss of funding. This included 30 business grant applications and 110 requests for cycle training.
- 7.27 By utilising groups and networks that are already up and running, the council can encourage a higher uptake and support delivery. For each community, group training sessions are specifically designed around their needs and capacity. For business engagement there is already a provision to encourage a higher uptake of cycling both for employees as indeed for delivery services. Tapping into these sources provides a potential increase in uptake of cycling as well as behavioural change for potential delivery methods, whilst recognising road safety, personal wellbeing and environmentally friendly impact.

8. Full list of immediate proposals

The impact of Covid-19 on TfL funding, and the introduction of the first DfT Active Travel Fund and its second Tranche makes it difficult to keep track of exact funding status.

Table 13 below will be used to keep a record of the funding status. This is accurate as of September 2020 but is subject to regular checking.

This represents primarily a list of ETP projects. Omission from the list does not necessarily imply that a scheme will not take place as part of business as usual.

Table 13: List of Proposals and Current Status

| Location | Status |
|---|---|
| <i>Local Shopping Centres</i> | |
| Broadway Market | Temporary measures implemented |
| <i>Town Centres</i> | |
| Stoke Newington Church Street and surrounding streets | DfT funding application submitted |
| Hackney Central | Proposals under development |
| <i>Healthy Neighbourhoods</i> | |
| Barnabas Road | Experimental measures implemented |
| Ashenden Road | Experimental measures implemented |
| Gore Road | Experimental measures implemented |
| Ufton Road | Experimental measures implemented |
| Brooke Road/Evering Road | DfT funding allocated - Experimental measures implemented |
| Reighton Road | DfT funding allocated - Experimental measures implemented |
| Narford Road | DfT funding allocated - Experimental measures implemented |
| Maury Road | DfT funding allocated - Experimental measures implemented |

| | |
|---|--|
| Benthall Road | DfT funding allocated - Experimental measures implemented |
| Downs Road | DfT funding allocated - Experimental measures implemented |
| Shepherdess Walk, Nile Street, Ebenezer Street | LSP funding allocated; approved by Cabinet 29 June - Experimental measures implemented |
| Pritchards Road | LSP funding allocated; approved by Cabinet 29 June |
| Richmond Road, Lee Street, Middleton Road/ Haggerston Road, Dunston Road, Forest Road, Wilton Way | LSP funding allocated; approved by Cabinet 29 June - Experimental measures implemented |
| Weymouth Terrace and Cremer Street | LSP funding allocated |
| Mount Pleasant Lane and Southwold Road | LSP funding allocated |
| Elsdale Road and Mead Place | LSP funding allocated |
| Clissold Crescent | LSP funding allocated |
| Marcon Place and Wayland Avenue | LSP funding allocated |
| Hertford Road | LSP funding allocated |
| Shore Place | LSP funding allocated |
| <i>Strategic Cycle Routes</i> | |
| Balls Pond Road | LSP funding allocated |
| Queensbridge Road (phase 1) | Scheme completed |
| Green Lanes | LSP funding allocated |
| Queensbridge Road (phase 2) | LSP funding allocated |
| Cycle Future Route 3 | LSP funding allocated |
| <i>School Streets</i> | |
| Baden-Powell Primary School, Charnock Road Ferron Road | LSP funding allocated - Experimental implemented |

| | |
|--|---|
| Benthal Primary School, Benthal Road | LSP funding allocated |
| Betty Layward Primary School, Clissold Road | LSP funding allocated- Experimental implemented |
| Colvestone Primary School, Colvestone Crescent | LSP funding allocated- Experimental implemented |
| Daubeney Primary School, Daubeney Rd Durrington Road Meeson Street | LSP funding allocated- Experimental implemented |
| De Beauvoir Primary, Tottenham Road Culford Road Buckingham Road De Beauvoir Road | LSP funding allocated- Experimental implemented |
| Grazebrook Primary School, Grayling Road Yoakley Road | LSP funding allocated- Experimental implemented |
| Harrington Hill Primary School, Mount Pleasant Lane Harrington Hill | LSP funding allocated |
| Holmleigh Primary School, Holmleigh Road Dunsmure Road Wilderton Road East Bank Godstone Court Leatherhead Close Farnham Court | LSP funding allocated |
| Holy Trinity Church of England Primary School, Roseberry Place | LSP funding allocated- Experimental implemented |
| Hoxton Garden, Ivy Street | LSP funding allocated- Experimental implemented |
| Jubilee, Filey Avenue Kyverdale Road | LSP funding allocated |
| Kingsmead Primary School, Kingsmead Way | LSP funding allocated- Experimental implemented |
| Lauriston School, Morpeth Road, Connor St | LSP funding allocated- Experimental implemented |
| Mandeville Primary School, Oswald | LSP funding allocated- Experimental |

| | |
|---|---|
| Street | implemented |
| Morningside, Chatham Place | LSP funding allocated- Experimental implemented |
| Mossbourne Parkside Academy, Sigdon Road | LSP funding allocated- Experimental implemented |
| Nightingale Primary School, Tiger Way | LSP funding allocated- Experimental implemented |
| Northwold Primary School, Geldeston Road | LSP funding allocated- Experimental implemented |
| Orchard Primary School, Holcroft Road | LSP funding allocated- Experimental implemented |
| Our Lady and St Joseph Roman Catholic Primary School, Tottenham Road Culford Road Buckingham Road De Beauvoir Road | LSP funding allocated- Experimental implemented |
| Parkwood Primary School, Queens Drive, Somerfield Road | LSP funding allocated- Experimental implemented |
| Princess May Primary School, Princess May Road, Barrett Road | LSP funding allocated- Experimental implemented |
| Queensbridge Primary School, Albion Drive | LSP funding allocated |
| Randal Cremer, Ormsby Road | LSP funding allocated- Experimental implemented |
| Rushmore Primary School, Elderfield Road, Rushmore Road | LSP funding allocated- Experimental implemented |
| Shacklewell Primary School, Shacklewell Row | LSP funding allocated- Experimental implemented |
| Shoreditch Park / New Britannia School, Bridport Place, Grange Street | LSP funding allocated- Experimental implemented |
| Simon Marks, Kyverdale Road | LSP funding allocated |
| Sir Thomas Abney Primary School, Fairholt Road | LSP funding allocated |
| Springfield Community Primary School, Castlewood Road | LSP funding allocated |

| | |
|--|--|
| St Dominic's Catholic Primary School, Ballance Road | LSP funding allocated- Experimental implemented |
| St John and St James CofE Primary School, Mehetabel Road | LSP funding allocated- Experimental implemented |
| St John of Jerusalem Church of England Primary, Kingshold Road | LSP funding allocated- Experimental implemented |
| St Matthias Church of England Primary School, Cowper Road, Wordsworth Road | LSP funding allocated- Experimental implemented |
| St Paul's with St Michael's Primary School, Brougham Road | LSP funding allocated- Experimental implemented |
| St Scholastica Roman Catholic Primary School, Rendlesham Road | LSP funding allocated- Experimental implemented |
| The Olive School, St Johns Church Road | LSP funding allocated- ETO advertised, to launch when school opens |
| Thomas Fairchild Community School, Napier Grove, Godwin Close | LSP funding allocated- Experimental implemented |
| Woodberry Down Primary School, Woodberry Grove | LSP funding allocated |
| Hackney New Primary School, Downham Road | LSP funding allocated- Experimental implemented |
| <i>Cycle Parking</i> | |
| <ul style="list-style-type: none"> - Cycle parking at key locations - Cycle parking in Shoreditch - Cycle parking at 20 primary schools - Cycle parking hub in Shoreditch | DfT funding application submitted |
| <i>Essential Cycling Support Package</i> | |
| <ul style="list-style-type: none"> - Adult cycle training - Try a Bike loan scheme - Bike maintenance - Dockless bike bays - Cargo bike trial - Business support | TfL - £60K funding awarded,, adult / family lessons being delivered DfT - funding application submitted |

Figure 32: Summary Map of Schemes

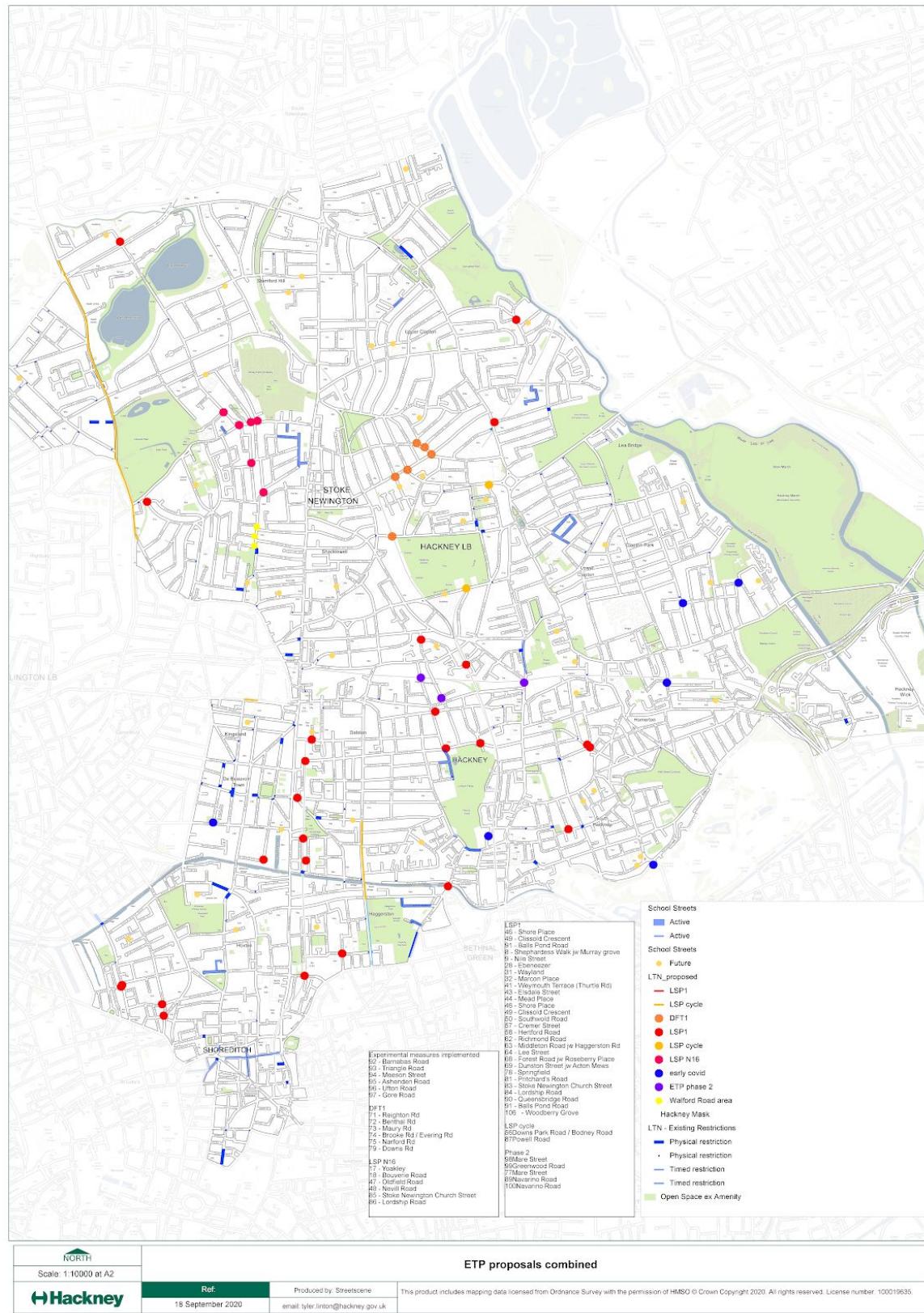
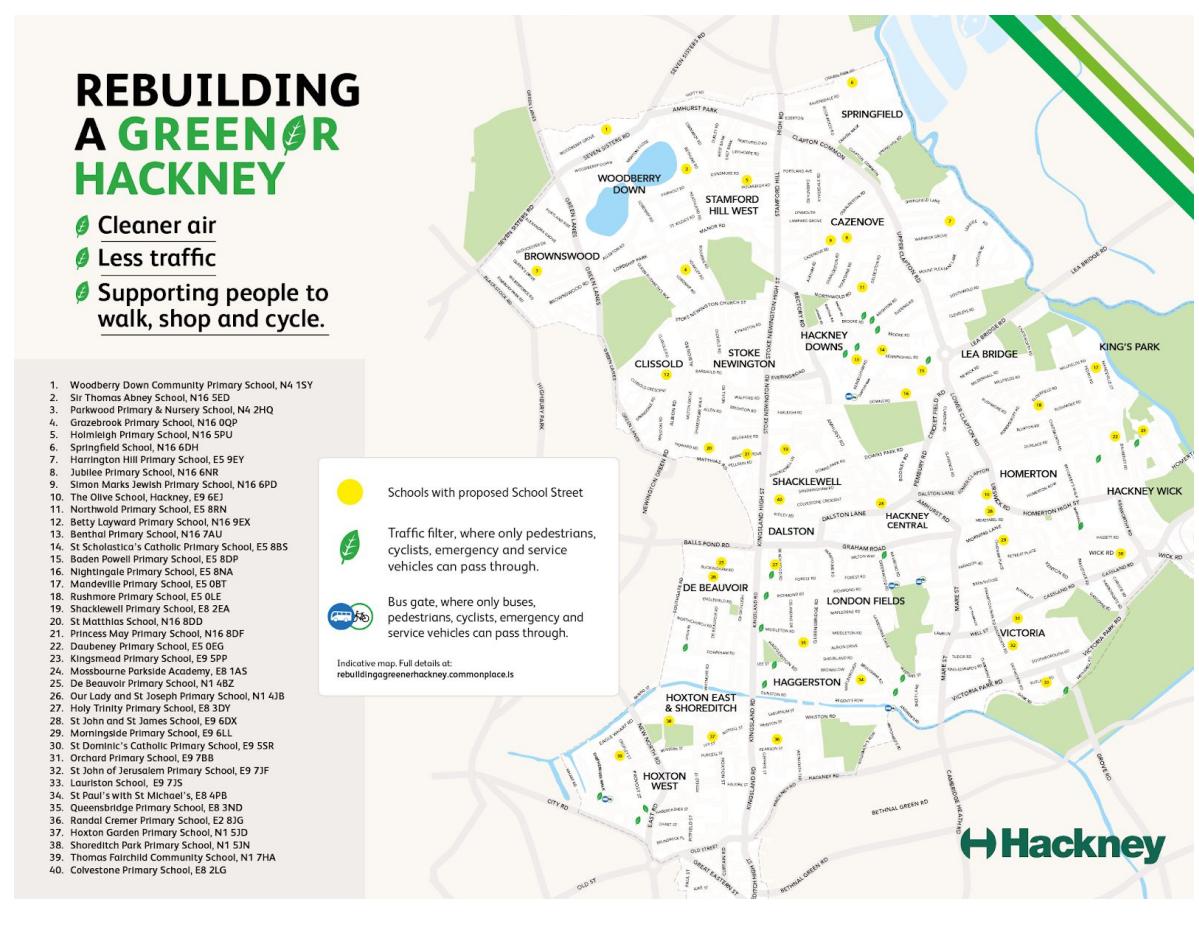


Figure 33: Summary Map for Communications Plan



Glossary of Abbreviations Used in this Document

| | |
|---------|---|
| ASL - | Advanced Stop Line |
| CPRE - | Campaign to Protect Rural England |
| CFR - | Cycle Future Route |
| CS - | Cycle Superhighway |
| DfT - | Department for Transport |
| EATF - | Emergency Active Travel Fund |
| EQIA - | Equalities Impact Assessment |
| ETP - | Emergency Transport Plan |
| ETO - | Experimental Traffic Order |
| GULCS - | Go Ultra Low City Scheme |
| ICE - | Internal Combustion Engine |
| GPS - | Global Positioning System |
| HGV - | Heavy Goods Vehicle |
| KSI - | Killed and Seriously Injured |
| LEN - | Low Emissions Neighbourhood |
| LGV - | Light Goods Vehicle |
| LIP - | Local Implementation Plan |
| LP33 - | Local Plan 33 |
| LSP - | London Streetspace Programme |
| LTN - | Low Traffic Neighbourhood |
| MAQF - | Mayor's Air Quality Fund |
| NAQO - | National Air Quality Objectives |
| NOx - | Generic term for the nitrogen oxides that are most relevant for air pollution, namely nitric oxide (NO) and nitrogen dioxide (NO ₂) |
| SEND - | Special Educational Needs and Disabilities |
| SUDS - | Sustainable Urban Drainage Scheme |
| TfL - | Transport for London |
| ULEV - | Ultra Low Emission Vehicle |
| ULEZ - | Ultra Low Emission Zone |
| WPL - | Workplace Parking Levy |
| ZEN - | Zero Emissions Network |

Items and updates to be included in Plan Updates

The ETP will be regularly updated as new information is received. As an example the following notice was received from TfL immediately before publication. Such information as it is received will be stored in appendices of future versions of the ETP until their full strategic impact can be assessed.

BUS LANE HOURS OF OPERATION (Update September 2020)

GREATER LONDON AUTHORITY ROADS NETWORK, THE GLA ROADS (BUS PRIORITY) AND (RED ROUTE) TRAFFIC ORDERS EXPERIMENTAL GENERAL VARIATION ORDER 2020

TfL under its power as Traffic Authority for GLA Roads has made the above Traffic Order. The Order was made on 24 August 2020 and comes into effect on 13 September 2020.

This includes:

1. City Road
2. Clapton Common
3. Kingsland High Street
4. Kingsland Road
5. Lower Clapton Road
6. Old Street
7. Rectory Road
8. Seven Sisters Road
9. Stamford Hill
10. Stoke Newington High Street
11. Stoke Newington Road
12. Upper Clapton Road