



CABINET

Tuesday, 29th September, 2020
at 6.00 pm

All Council meetings until further notice will be held remotely. You can watch it online using the following link: https://youtu.be/AwrbdumsF_g

MAYOR AND CABINET (The Executive)

Councillors:

Mayor Philip Glanville (Chair)

Mayor of Hackney

Councillor Anntoinette Bramble (Vice-Chair)

Deputy Mayor of Hackney and Cabinet Member for Education, Young People and Children's Social care

Councillor Jon Burke

Cabinet Member for Energy, Waste, Transport and Public Realm

Councillor Christopher Kennedy

Cabinet Member for Health, Adult Social Care and Leisure

Councillor Clayeon McKenzie

Cabinet Member for Housing Services

Councillor Guy Nicholson

Cabinet Member for Planning, Business and Investment

Councillor Rebecca Rennison

Deputy Mayor of Hackney and Cabinet Member for Finance, Housing Needs, and Supply

Councillor Caroline Selman

Cabinet Member for Community Safety, Policy and the Voluntary Sector

Councillor Carole Williams

Cabinet Member for Employment, Skills and Human Resources

Councillor Caroline Woodley

Cabinet Member for Families, Early Years and Play

Mayoral Advisers:

Councillor Sem Moema

Private Renting and Housing Affordability

Councillor Yvonne Maxwell

Older People

Tim Shields

Contact: Andrew Spragg, Governance Services Team Leader

Chief Executive

Tel: 020 8356 5036

andrew.spragg@hackney.gov.uk

21 September 2020

The press and public are welcome to attend this meeting.
Please see the agenda front-sheet for the youtube link to the
livestream.

Whilst much of the business on the agenda for this meeting will be open to the public and media to attend, there will sometimes be business to be considered that contains, for example, confidential, commercially sensitive or personal information.

This is the formal 5 clear day notice under The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 to confirm that this Cabinet meeting will not be held partly in private.

The 28 clear day notice for this meeting was published last month in the Executive Meetings and Key Decisions Notice. This gave notice that there was no intention to meet in private after the public meeting to consider reports which contain exempt or confidential information.

ADDITIONAL MEETING INFORMATION

Meeting Dates

19 October 2020
30 November 2020
14 December 2020
21 January 2021
22 February 2021
22 March 2021
26 April 2021

Public Involvement

The public have the right to ask questions or submit petitions or deputations to Cabinet meetings.

Contact Governance Services (Tel: 020 8356 5036) for further information on how this can be arranged. Or email: andrew.spragg@hackney.gov.uk

Further information can also be found within Part 4 of the Council's Constitution (which can be seen on the website www.hackney.gov.uk at this link –

<http://mginternet.hackney.gov.uk/documents/s36746/4.4%20-%20Executive%20Procedure%20Rules.pdf>

Contact for Information

Andrew Spragg
Tel: 020 8356 3056
Email: andrew.spragg@hackney.gov.uk

CABINET AGENDA

Tuesday, 29th September, 2020

ORDER OF BUSINESS

1 Apologies for Absence

Item No Urgent Business

2 The Chair will consider the admission of any late items of Urgent Business. (Late items of Urgent Business will be considered under the agenda item where they appear. New items of Urgent Business will be dealt with under Item 16 below. New items of exempt business will be dealt with at Item 21 below).

Wards Affected

Contact Officers

Clifford Hart, Senior Governance Officer

Item No Declarations of interest - Members to declare as appropriate

3 A Member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

- (i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and
- (ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A Member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 8.1-15.2 of Section Two of Part 5 of the Constitution and Appendix A of the Members' Code of Conduct.

Wards Affected

Contact Officers

Clifford Hart, Senior Governance Officer

Item No Notice of intention to conduct business in private, any representations received and the response to any such representations

4

On occasions part of the Cabinet meeting will be held in private and will not be open to the public if an item is being considered that is likely to lead to the disclosure of exempt or confidential information. In accordance with the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 (the "Regulations"), members of the public can make representations about why that part of the meeting should be open to the public.

This agenda contains exempt items as set out at **Item 17: Exclusion of the Press and Public**. No representations with regard to these have been received.

This is the formal 5 clear day notice under the Regulations to confirm that this Cabinet meeting will be partly held in private for the reasons set out in this Agenda.

Wards Affected

Contact Officers

Clifford Hart, Senior Governance Officer

5

Questions/Deputations/Petitions

Item No

Unrestricted minutes of Cabinet Procurement Committee - 6 July 2020

6

To receive the minutes of the Cabinet Procurement Committee (CPC) held on 6 July 2020 - for noting only. **(Pages 1 - 14)**

Wards Affected

Contact Officers

Clifford Hart, Senior Governance Officer

Item No

Unrestricted minutes of the previous meeting of Cabinet held on 20 July 2020

7

To agree the minutes of the previous meeting of Cabinet held on 20 July 2020. **(Pages 15 - 44)**

Wards Affected

Contact Officers

Clifford Hart, Senior Governance Officer

Item No

2020/21 Overall financial position, property disposals and acquisitions report which takes account of the estimated financial impact of COVID 19 and the on-going emergency. - Key Decision No.FCR Q 97

8	This report will advise Cabinet of the July 2020 OFP latest position on the Council's budgetary position in 2020/21.	(Pages 45 - 84)
Wards Affected		Contact Officers
		Russell Harvey, Senior Financial Control Officer Tel: 020 8356 3611
Item No	Capital Update Report - Key Decision No. FCR Q 96	
9	This report updates Cabinet on the current position of the Capital Programme and seeks spending and resource approval as required to enable officers to proceed with the delivery of those schemes as set out in section 9 of this report.	(Pages 85 - 98)
Wards Affected		Contact Officers
		Michael Honeysett, Director of Financial Management Tel: 020 8356 3611
Item No	Emergency Transport Strategy - Key Decision No. NH Q 93	
10	This report seeks Cabinet approval for the overall Emergency Transport Plan and the projects contained within it.	(Pages 99 - 266)
Wards Affected		Contact Officers
All Wards		Aled Richards, Director of Public Realm
Item No	NON KEY - Woodberry Down - Phase 3 - Land Appropriation	
11	This report requests Cabinet authority to appropriate for planning purposes the land outlined in red on the plan at Appendix 1 - Woodberry Down - Phase 3	(Pages 267 - 280)
Wards Affected		Contact Officers
Woodberry Down		
Item No	Land at Bowes Field - Key decision no. FCR Q33	
12	This report seeks Cabinet's authority to dispose of a parcel of freehold land held by the Council at Chipping Ongar, Essex.	(Pages 281 - 292)
Wards Affected		Contact Officers
		David Mitchell Tel: 020 8356 8108

Item No	Schedule of Local Authority School Governor appointments	
13	To agree the School Governor appointments.	
	Wards Affected	Contact Officers
Item No	Appointments to Outside Bodies	
14	The schedule lists appointments to outside bodies.	
	Wards Affected	Contact Officers
Item No	New items of unrestricted urgent business	
15	To consider any items admitted at Item 2 above.	
	Wards Affected	Contact Officers
		Clifford Hart, Senior Governance Officer
Item No	Exclusion of the press and public	
16	<p><u>Note from the Governance Services Manager</u></p> <p>Items 18-20 allow for the consideration of exempt information in relation to items 7, and 11 respectively.</p> <p>PROPOSED RESOLUTION TO BE MOVED BY THE MAYOR:</p> <p>That the press and public be excluded from the remainder of the meeting as the items below contain exempt information, as defined under paragraph, 3 & 5 of Part 1, schedule 12A of the Local Government Act 1972.</p>	
	Wards Affected	Contact Officers
		Clifford Hart, Senior Governance Officer

Item No	Exempt minutes of the previous meeting of Cabinet held on 20 July 2020	
17	To confirm the exempt minutes of the Cabinet meeting held on 20 July 2020 as a correct record.	(Pages 293 - 294)
	Wards Affected	Contact Officers
		Clifford Hart, Senior Governance Officer
18	Exempt minutes of Cabinet Procurement Committee held on 6 July 2020	(Pages 295 - 296)
Item No	New items of exempt urgent business	
19	To consider any EXEMPT items admitted at Item 2 above.	
	Wards Affected	Contact Officers
		Clifford Hart, Senior Governance Officer

Access and Information

Location

Hackney Town Hall is on Mare Street, bordered by Wilton Way and Reading Lane.

Trains - Hackney Central Station (London Overground) - Turn right on leaving the station, turn right again at the traffic lights into Mare Street, walk 200 metres and look for the Hackney Town Hall, almost next to The Empire immediately after Wilton Way.

Buses 30, 48, 55, 106, 236, 254, 277, 394, D6 and W15.

Facilities

There are public toilets available, with wheelchair access, on the ground floor of the Town Hall.

Induction loop facilities are available in the Assembly Halls, Rooms 101, 102 and 103 and the Council Chamber.

Access for people with mobility difficulties can be obtained through the ramp on the side to the main Town Hall entrance.

Copies of the Agenda

The Hackney website contains a full database of meeting agendas, reports and minutes. Log on at: www.hackney.gov.uk

Paper copies are also from the Governance Services Officer whose contact details are shown on page 2 of the agenda.

Council & Elections Website – www.hackney.gov.uk

The Council & Elections section of the Hackney Council website contains details about the democratic process at Hackney, including:

- Mayor of Hackney
- Your Councillors
- Cabinet
- Speaker
- MPs, MEPs and GLA
- Committee Reports
- Council Meetings
- Executive Meetings and Key Decisions Notice
- Register to Vote
- Introduction to the Council
- Council Departments

DEMOCRATIC PROCESS

Representation

Contact details for all Councillors are available on the website or by calling 020 8356 3373.

Ward Councillors may be contacted at their surgeries or through the Members' Room at the Town Hall (020 8356 3373).

You may also write to any Councillor or a member of the Cabinet c/o Hackney Town Hall, Mare Street, London E8 1EA.

Scrutiny Procedures

Details are listed in Part 4 of the Council's constitution, see the website for more details or contact the Head of Overview and Scrutiny on 020 8356 3312

Executive Meetings and Key Decisions Notice

The procedure for taking Key Decisions is listed in Part 4 of the Council's Constitution, available on the website (www.hackney.gov.uk).

The Executive Meetings and Key Decisions Notice showing Key Decisions to be taken is available on the Council's website. If you would like to receive a paper copy please contact Governance Services (Tel: 020 8356 3597). Or email: Clifford.hart@hackney.gov.uk

Emergency Procedures

In case of fire or any other emergency the Head of Governance Services or his/her nominated officer will ensure orderly evacuation of all those present in the meeting room. All Members Officers and members of the public should proceed without delay to the assembly meeting point near the car park at the back of the Town Hall where the nominated officer will conduct a count of all who have been evacuated to ensure that all are safe.

Advice To Members And Officers On Handling Exempt Papers

- Do not photocopy
- Store securely for as long as you hold it
- All papers can be given to Governance Services Officers who will dispose of them appropriately and arrange for them to be recycled
- Note that copies of all exempt papers are held by Governance Services staff.

Rights of Press and Public to Report on Meetings

Where a meeting of the Council and its committees are open to the public, the press and public are welcome to report on meetings of the Council and its committees, through any audio, visual or written methods and may use digital and social media providing they do not disturb the conduct of the meeting and providing that the person reporting or providing the commentary is present at the meeting.

Those wishing to film, photograph or audio record a meeting are asked to notify the Council's Monitoring Officer by noon on the day of the meeting, if possible, or any time prior to the start of the meeting or notify the Chair at the start of the meeting.

The Monitoring Officer, or the Chair of the meeting, may designate a set area from which all recording must take place at a meeting.

The Council will endeavour to provide reasonable space and seating to view, hear and record the meeting. If those intending to record a meeting require any other reasonable facilities, notice should be given to the Monitoring Officer in advance of the meeting and will only be provided if practicable to do so.

The Chair shall have discretion to regulate the behaviour of all those present recording a meeting in the interests of the efficient conduct of the meeting. Anyone acting in a disruptive manner may be required by the Chair to cease recording or may be excluded from the meeting. Disruptive behaviour may include: moving from any designated recording area; causing excessive noise; intrusive lighting; interrupting the meeting; or filming members of the public who have asked not to be filmed.

All those visually recording a meeting are requested to only focus on recording councillors, officers and the public who are directly involved in the conduct of the meeting. The Chair of the meeting will ask any members of the public present if they have objections to being visually recorded. Those visually recording a meeting are asked to respect the wishes of those who do not wish to be filmed or photographed. Failure by someone recording a meeting to respect the wishes of those who do not wish to be filmed and photographed may result in the Chair instructing them to cease recording or in their exclusion from the meeting.

If a meeting passes a motion to exclude the press and public then in order to consider confidential or exempt information, all recording must cease and all recording equipment must be removed from the meeting room. The press and public are not permitted to use any means which might enable them to see or hear the proceedings whilst they are excluded from a meeting and confidential or exempt information is under consideration.

Providing oral commentary during a meeting is not permitted.

ADVICE TO MEMBERS ON DECLARING INTERESTS

Hackney Council's Code of Conduct applies to **all** Members of the Council, the Mayor and co-opted Members.

This note is intended to provide general guidance for Members on declaring interests. However, you may need to obtain specific advice on whether you have an interest in a particular matter. If you need advice, you can contact:

- The Director of Legal & Governance;
- The Legal Adviser to the committee; or
- Governance Services.

If at all possible, you should try to identify any potential interest you may have before the meeting so that you and the person you ask for advice can fully consider all the circumstances before reaching a conclusion on what action you should take.

1. Do you have a disclosable pecuniary interest in any matter on the agenda or which is being considered at the meeting?

You will have a disclosable pecuniary interest in a matter if it:

- i. Is of a description specified in regulations made by the Secretary of State and either:
 - a) Is an interest of yours, or
 - b) Is an interest of
 - Your spouse or civil partner
 - A person with whom you are living as husband and wife, or
 - A person with whom you are living as if you were civil partners

And you are aware that that other person has that interest

2. If you have a disclosable pecuniary interest in an item on the agenda you must:

- i.
- ii. If you attend a meeting and are aware that you have a disclosable pecuniary interest in any matter to be considered, or being considered, at that meeting, you must subject to the sensitive interest rules, disclose that interest to the meeting and, unless you have obtained a dispensation, you cannot participate in any further discussion on the matter and must leave the meeting room whilst the matter is under discussion and takes place.
- ii. If you have, however, obtained dispensation from the Monitoring Officer or Standards Committee you may remain in the room and participate in the meeting. If dispensation has been granted it will stipulate the extent of your involvement, such as whether you can only be present to make representations, provide evidence or whether you are able to fully participate and vote on the matter in which you have a pecuniary interest.

3. Do you have any other interest on any matter on the agenda which is being considered at the meeting?

A Member will have 'other interests' in a matter if:

- i. A Member is a member of an external body, this must be disclosed on the interests form and declared at meetings.
- ii. When contractual, financial, consent, permission or licence matters are under consideration relating to an external body on which you sit as a Member, such an interest must be declared and you cannot participate in the meeting as a Member of the Committee and must leave the meeting whilst the matter is under discussion and takes place
- iii. When contractual, financial, consent, permission or licence matters are under consideration and you have actively engaged in supporting an individual or organisation on the matter, you cannot participate in the meeting as a member of the Committee and must leave the meeting whilst the matter is under discussion and takes place.
- iv. Where a Member has received a gift or hospitality with an estimated value of at least £25, this must be disclosed on the register of interests form and declared at meetings.

4. If you have other interests in an item on the agenda you must:

- i.
- ii. Declare the existence and nature of the interest (in relation to the relevant agenda item) as soon as it becomes apparent to you.
- iii. You may remain in the room, participate in any discussion or vote provided that contractual, financial, consent, permission or licence matters are not under consideration relating to the item in which you have an interest.
- iv. If you have an interest in a contractual, financial, consent, permission or licence matter under consideration, you must leave the room unless you have obtained a dispensation from the Monitoring Officer or Standards Committee. You cannot stay in the room or public gallery whilst discussion of the item takes place and you cannot vote on the matter. In addition, you must not seek to improperly influence the decision. Where members of the public are allowed to make representations, or to give evidence or answer questions about the matter you may, with the permission of the meeting, speak on a matter then leave the room. Once you have finished making your representation, you must leave the room whilst the matter is being discussed.
- v. If you have been granted dispensation, in accordance with the Council's dispensation procedure you may remain in the room. If dispensation has been granted it will stipulate the extent of your involvement, such as whether you can only be present to make representations, provide evidence or whether you are able to fully participate and vote on the matter in which you have a non pecuniary interest.

Further Information

Advice can be obtained from Dawn Carter-McDonald, Interim Director of Legal and Governance on 020 8356 6234 or email dawn.carter-mcdonald@hackney.gov.uk



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UNRESTRICTED MINUTES OF A MEETING OF THE CABINET PROCUREMENT COMMITTEE

MONDAY, 6TH JULY, 2020

Chair	Councillor Rebecca Rennison in the Chair
Councillors Present:	Councillors Deputy Mayor Anntoinette Bramble, Cllr Jon Burke and Cllr Caroline Selman
Apologies:	nil
Officers in Attendance	Mr Rotimi Ajilore – Head of Procurement Ms Sinead Burke - Head of Property and Asset Management Ms Dawn Cafferty – Category Lead Social Care Ms Karen Tait-Lane - Category Lead – Construction & Environment Ms Judith Hughes – Category Lead - Corporate Mr Patrick Rodger - Senior Lawyer - Procurement - Legal & Governance Mr Clive Sheldon - Lawyer – Procurement - Legal & Governance Mr Clifford Hart – Senior Governance Services Officer – Legal & Governance

1 APOLOGIES FOR ABSENCE

There were no apologies for absence.

NOTED

2 Urgent Business

There were no items of urgent business.

NOTED

3 DECLARATIONS OF INTEREST - Members to declare as appropriate

There were no formal declarations of interests.

Councillors Burke and Selman advised that they were Ward Members in the ward where one of the proposed block works were being proposed at agenda item 7 and were advised but the Senior Governance Services Officer – Mr Hart that it was not necessary for a formal declaration to be made in that respect.

NOTED

4 NOTICE OF INTENTION TO CONDUCT BUSINESS IN PRIVATE, ANY REPRESENTATION RECEIVED AND THE RESPONSE TO ANY SUCH REPRESENTATIONS

There were no representations.

NOTED

5 DEPUTATIONS/PETITIONS/QUESTIONS

There were no deputations, petitions or questions.

NOTED

6 UNRESTRICTED MINUTES OF THE PREVIOUS MEETING OF CABINET PROCUREMENT COMMITTEE HELD ON 8 JUNE 2020

RESOLVED

That the unrestricted minutes of the meeting of Cabinet Procurement Committee held on 8 June 2020 be confirmed as an accurate record of the proceedings.

7 Capital works to Hackney Council Housing - Key Decision No.NH Q86

The Chair asked for an introduction of the report.

Clerks note – This meeting has been live streamed and the discussion of this meeting can be viewed at the link to this meeting.

The Head of Property and Asset Management – Ms Sinead Burke in stating that the Council's unprecedented challenge from the current Covid-19 outbreak with frontline staff working to support residents directly affected by the lockdown, and others working to ensure that the Council continued to fulfill its core responsibilities, advised that an important responsibility was the maintenance of the Council's housing stock to ensure that residents remained safe and secure and homes were decent.

Ms Burke referred to the decision taken in May 2020 to extend the Council's existing main capital delivery framework by one year, and up to a value of £225m, and made in the context of the exceptional circumstances brought about by the Covid-19 outbreak as it initiated significant disruption not only to current programmes but also planned procurement work on replacement contracts.

Ms Burke went on to advise that the planned procurement work as detailed was to put in place long term contracts of up to 10 years. Securing prices for such works required market conditions to be relatively stable. The current market, and that for the immediately foreseeable future, would be quite uncertain. As indicated in May an extension to Contract 1 alone may not be sufficient to ensure the delivery of a suitable level of capital investment until new contracts could be put in place.

Ms Burke further advised that the report before the Committee recommended the procurement of a set of essential projects to be delivered to tenanted homes only, which would provide another important route for capital delivery over the next two years. The main benefits of the proposed works would be in improving fire safety, ensuring hundreds

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of tenants benefitted from new kitchen, bathroom and heating facilities in their homes, and ensuring the significant external works scheme at the Regent's Estate could be completed, with those residents particular benefitting from new windows. The estimated total contract value was £40m, to deliver the planned capital works. The works (which were non-rechargeable to leaseholders), would be placed via two pre-existing External Framework Agreements, namely *South East Consortium* and *LHC*

With regard to the management of the contracts Ms Burke advised that they would continue to be managed and monitored by Property and Asset Management. A range of enhanced contract management and governance procedures had been put in place in the past two years which focused on five key aspects to contract management: internal governance, payments, processes, project management and clerk of works inspections. These procedures and ongoing developments would be applied to this contract extension, and as reported to the Audit Committee in April 2019. Ms Burke concluded that one additional benefit of the works would be in allowing continuity of capital delivery, and consequently opportunity to continuously develop those procedures.

In response to questions by the Chair and Councillor Selman as regards the recharge situation to leaseholders planned works affecting leaseholders would be carried out under the existing contract, and the new contract would be used for works which would not be recharged to leaseholders, to ensure compliance with Section 20.

The Chair thanked Ms Burke for the response.

In response to concerns from Councillor Burke, Ms Burke advised that the contracts had within them in built requirements of compliance with all aspects of the Council's green agenda including waste management, and the Council's asset management strategy/policy, and also maintaining high quality standards in terms of build and finishing, ensuring energy efficiency and sustainability. There would continual monitoring of the contracts to ensure this.

In clarification of concerns from Deputy Mayor Bramble as to the ability to maintain and carry on with contractual obligations during the current COVID 19 situation Ms Burke responded that overall most contract work had and would be able commence with little or no disruption overall with assurance of compliance given the current situation in terms of health and safety, and where required clear social distancing in relation to tenants and leaseholder works. It was the case that currently contractors would enter a person's home for works such as a window replacement, however the contractual work of bathroom and kitchen replacement was not as yet planned and thought would need to be given to this work given that it was overall unclear of the likely long term effects of the on-going pandemic crisis. It was a fact that all contributors were completely mindful of the issues and were working collaboratively to ensure full compliance both currently and in the future.

There being no further points of clarification, on a **MOTION** by the Chair it was:

RESOLVED

- i. **That approval be given to the procurement of a group of planned capital works to Hackney Council housing which are non-rechargeable to leaseholders, via a pre-existing external framework, including specific internal, external and fire safety projects, as set out below, having a total estimated value of £40m,**

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and which would allow capital delivery to continue, pending the award of a new suite of long term contracts, which has been delayed due to the Covid-19 pandemic.

Project	Works Type	Scope of Project
Planned Internal Works	Kitchen and bathroom renewals, heating and electrical system upgrades and renewals	Qualifying properties in Lincoln Court and year 1 and 2 of the capital programme. Est 600-900 properties
Front Entrance Door Programme	Replacement front entrance doors to current fire safety standards	Qualifying non-Section 20 properties in blocks 6 stories and higher. Est 8,000-10,000 properties
Regents Estate External Works	Planned external works including window renewal	113 tenanted homes in the Regent's Estate
HRU Replacement Works	Replacement of heat recovery units	Tenanted homes in Finsbury Park Estate, Goldcrest Mews and Dunnock Mews
Seaton Point EWI	Replacement of External Wall Insulation (EWI), windows, concierge roof repairs and communal area works.	1-84 Seaton Point

- ii. That authority be delegated to the Group Director of Neighbourhoods and Housing, in consultation with the Group Director of Finance and Corporate Resources, to approve direct awards of contracts at Regent's Estate, Lincoln Court and Seaton Point under this procurement, and note that these awards will be reported as an information item at subsequent meetings of the Cabinet Procurement Committee, and that all other projects will return to Cabinet Procurement Committee for approval of contract award following a mini-tender process.

RELATED DECISIONS

May 2020: CPC approval of a one year extension, effective from 31 August 2020, to the existing contracts under the 'Contract 1' framework for Decent Homes, Planned and Responsive Maintenance Works to Hackney Council housing. These include contracts with three service providers; two of which have Project Partnering Contract (PPC) forms of contract, and one of which has both a PPC and Term Partnering Contract (TPC) form of contract.

<http://mginternet.hackney.gov.uk/ieListDocuments.aspx?CId=113&MId=4804>

June 2019: The Procurement Strategy report approval of a suite of capital contracts for planned works to Hackney the Council's housing stock. The contracts cover planned internal, external, fire safety, mechanical and electrical works to Hackney Council homes.

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This procurement exercise is, in part, a replacement to Contract 1 which is the subject of this current business case.

<http://mginternet.hackney.gov.uk/mglIssueHistoryHome.aspx?Id=37259&optionId=0>

25 March 2019: Cabinet approval of the Housing Asset Management Strategy 2019-2027. This provides an overarching framework for investment decision-making across the Council's homes and estates. It sets out the ambitions that Hackney has for the quality of its homes and the priorities that will be established to ensure that the limited available resources are directed at the greatest need.

<http://mginternet.hackney.gov.uk/ieListDocuments.aspx?CId=111&MID=4332#AI32478>

30 March 2015: Cabinet Procurement Committee Approval to award a four year framework agreement to three Main Constructors for a period of up to four years was taken by the Cabinet Procurement Committee on 30th March 2015. The relevant minutes along with the full report can be downloaded from the attached:

<http://mginternet.hackney.gov.uk/ieDecisionDetails.aspx?Id=332>

OPTIONS APPRAISAL AND BUSINESS CASE (REASONS FOR DECISION)

The Council's capital delivery programme is essential to ensuring the ongoing maintenance of the housing stock, ensuring it reaches the required standards. Most current capital delivery projects are let via 'Contract 1'; a framework contract let in 2015, and includes three main contractors. Its original end date is August 2020. In June 2019 CPC approved a business case for the procurement of a suite of contracts to replace this. Work on this procurement is progressing but has been significantly impacted by the coronavirus lockdown. This impact has both diverted staff resources, and caused significant uncertainty in the construction market which will impact the suitable timing of tendering for long term contracts. As yet the full impact remains unknown, however, it has been estimated that tendering will not start on the main framework contracts until Spring 2021, with works on the contract not starting until Summer 2022. The separate planned internal contract is expected to go out to tender and start works earlier, with works starting in early 2022. Refer to table 1 for an estimated programme for the longer term procurement work.

The Property and Asset Management team have reviewed the options to ensure that capital delivery can be maintained during the transition period to these new contracts. To that effect in May 2020, a report was brought to CPC on the extension of 'Contract 1' by one year and to a maximum value of £225m. This was approved and the relevant OJEU notice has now been posted on that contract variation.

Despite the exceptional circumstances of the coronavirus, there is a limit to the maximum value of the contract, and this is unlikely to be sufficient to ensure the required level of capital investment through to Summer 2022. As a result, as indicated in the May 2020 CPC report, further options to procure additional works in the interim have been researched, and this CPC report presents a preferred option to use a pre-existing external framework for a specific group of current planned projects which have no leaseholder recharge element. The details of these projects is set out in Section 5.4.

The impact on the programme for the current procurement work is set out in Table 1 below. This work includes the procurement of 5no. term contracts and a framework contract divided into 2no. lots. This is behind the originally planned programme for the work; that

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programme was highly ambitious and the team have been affected by unexpected resource limitations. However, significant progress has been made, and prior to the lockdown announcement the team were planning a rolling sequence of tendering exercises starting in July 2020 and continuing through to March 2021.

The phasing of the tendering processes for the different contracts is necessary as each evaluation exercise is officer resource intensive and it is critical that adequate time and resource is given to the evaluation process. Therefore, that same sequencing of issuing contracts for tender will have to remain in any amended programme.

It is difficult at present to estimate the duration of instability in the market; this issue is identified and mitigated within the risk register, however, it is expected that this pandemic will cause at least six months of serious disruption in which time, industry has limited sight of what long term recovery will be like, and during which time it will not be reasonably possible to obtain pricing which will be reliably sustainable for the long term contracts planned. Estimates are that this period of uncertainty could readily last up to one year, and given the scale of these contracts, this amount of time has been allowed for as possible delay.

The current programme anticipates letting the smaller specialist M&E contracts first, and later the planned external framework contracts. This will continue. This is as the existing planned electrical contract already expired in March 2019 and these works are already subject to interim arrangements and remain a priority. However, strategically it is likely that these contracts, offering more discreet scopes of works, are those for which tendering can resume sooner.

The table below sets out the current programme dates, and an initial estimate of a revised programme, noting this will depend on market conditions. The initial estimate is to forecast a 6 month delay to tendering starting on any contracts and the main framework incurring a 9 month delay. This places the period where the Council will be securing prices between January and July 2021. The impacts on the programme will be subject to ongoing review with an aim to minimise delays to the procurement while ensuring that a successful procurement exercise can be undertaken.

The gap between the tender period and contract award is to allow for leasehold consultation and formal approval of contract award by CPC.

Table 1. Potential Impact on Procurement Programme

	Contract	Current Programme Tender Period and Contract Award (CA) Dates	Revised Programme Tender Period and Contract Award (CA) Dates
i	Lot 1 & 2 Framework for Planned External Works	Tender: Oct '20 - Mar '21 CA: Sep '21	Tender: Jul '21 - Dec '22 CA: Jun '22
ii	Term Contract Planned Internal Works	Tender: Aug '20 - Oct '20 CA: Jan '21	Tender: Feb '21 - Apr '21 CA: Jul '21
iii	Term Contract Communal	Tender: Sep '20 - Dec '20	Tender: Apr '21 - Jun '21

	Electrical Supply	CA: May '21	CA: Nov '21
iv	Term Contract Fire Safety Systems to Large Blocks	Tender: Jul '20 - Sep '20 CA: Mar '21	Tender: Jan '21 - Mar '21 CA: Sep '21
v	Term Contract Fire Safety Systems to Street Properties	Tender: Jul '20 - Sep '20 CA: Mar '21	Tender: Jan '21 - Mar '21 CA: Sep '21
vi	Term Contract Communal Boilers	Tender: Sep '20 - Dec '20 CA: May '21	Tender: Apr '21 - Jun '21 CA: Nov '21

The council is a member of various external frameworks; these are already established in line with public procurement rules, and allow a faster tendering process than can otherwise be achieved. This enables them to be suitable for use as interim arrangements while the main procurement work goes ahead. However, they are still sufficiently flexible to allow the council to include many of its usual specific conditions to contracts let in this manner. Further details on the procurement process is set out in 5.4 and in Section 7.

ALTERNATIVE OPTIONS (CONSIDERED AND REJECTED)

The key considerations for possible approaches were to ensure the continuity of the capital programme, ensure all works can be recharged to leaseholders, to ensure all relevant procurement legislation is adhered to, to continue to secure value for money for works, and to ensure that any options can be implemented within the limited timescales. A series of options were considered and tested against the above criteria.

Option 1 - Hold procurement of these works until new contracts are in place

Contract 1 was due to end on 31 August 2020; approval has been obtained to extend this to 31 August 2021. The total value of the existing contract 1 framework is capped at £225m and therefore there is a limit to the value of remaining works which can be let.

The procurement of the new framework contracts will be delayed by the Covid-19 lockdown, both due to internal operational limitations, and the need to ensure the market is suitable to procure long term contracts. At present a delay of 9 months is estimated in issuing the contracts to tender. It is estimated that it would take until late in 2022 to achieve spend on these new frameworks contracts. This is to allow for the full procurement process including the time needed to tender the contracts via a 2-stage procurement process, carry out further leasehold consultation, the Council Governance process to award the contract to the contractors, the mobilisation period, and to carry out pre-construction surveys and leaseholder consultation on initial projects let under these new frameworks. Spend on the proposed new planned internal contract is expected to start in early 2022.

There is therefore approximately two years until spend will be realised on the new frameworks. The remaining value of Contract 1 at c.£38m, is not sufficient to maintain

the usual annual level of capital investment. It is important to retain this level of investment to avoid backlogs in capital delivery, ensure key fire safety projects are progressed, and to ensure continuity of service. Backlogs in capital delivery may also result in additional demands on repair budgets. The current investment in works delivered via Contract 1 is c.£35m per annum, therefore not allowing for additional interim arrangements to the new contracts would see a considerable shortfall in capital investment over the next two years.

The risks to continuity of the capital programme, and most notably, key fire safety works, meant that this option was rejected.

Option 2 – Procure a Stand Alone Contract

This option involves carrying out an independent procurement process to let any works required to maintain capital delivery until the new long term contracts are in place. This would include necessary two stage leasehold consultation where works were subject to recharge.

In general this option requires more resources than Option 4 to use an external framework, and it would also take a lot longer to procure. This presents a risk of diverting resources from the main procurement work for the new long term contracts and causing further delays.

There are also risks associated with securing value for money on contracts given the uncertain nature of the contract, although this is considered a much lower risk on smaller specific projects than when procuring long term qualifying agreement contracts.

A review of resource, market knowledge and relevant projects has led to the conclusion that this option is not preferred to the use of external frameworks (see Option 4) here may be future situations where stand alone procurements could be used, such as where the preparation of the tender documentation for the main long term contracts is largely complete, but it is not yet considered that the market is suitable for tendering such work. In that case, a one off procurement project may be entered into, subject to relevant governance approvals.

This approach may also be necessary should the council encounter the need for a very particular new strand of capital investment which could not be met by current arrangements, which could not be let via an external framework (e.g. due to leaseholder recharge limitations) and which could reasonably be held until the new frameworks were in place.

Due to the reasons set out above this was rejected as a main course of action at this time, though where conditions arise, the Council may elect to pursue this route in future.

Option 3 – Insourcing the Works to the DLO

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The option of in-sourcing the planned works was examined, however, the scale of the work, both in value and in type, and the timescales involved, means that it is neither desirable nor possible to restructure the DLO in time to carry out this work.

In the business case report (NH P78) to CPC in June 2019, a detailed analysis was undertaken of the capacity to grow the DLO's capital works delivery. Key opportunities for work in this area were identified, and the proposed contract divisions for the new contracts to replace Contract 1 have been developed to support this medium and long term DLO growth. The key opportunities were in planned internal works including voids, kitchens, bathrooms and electrical work.

In order to deliver on this, the DLO will require stable sustainable growth to develop resources and the necessary skill sets. A short term move away from the strategy set out in June 2019, would likely undermine the long term DLO growth plan.

Option 4 - Procure Additional Interim works via External Framework

The preferred option involves procuring a group of projects via a pre-existing external framework. This will allow works to be procured in an efficient and timely manner, and without requiring so much resource that this has further impacts on the main procurement work programme.

Works procured from a national framework cannot necessarily include leaseholders, as the Section 20 consultation has not been undertaken by the Council prior to the frameworks being let. The loss of approximately 30% of the cost of any project is too significant, and would impact on the Council's wider ability to effectively maintain homes. However, the programme of capital works includes works which are not rechargeable to leaseholders, which will suit the the use of these frameworks.

Option 2 in the CPC Report NHQ66, indicated that in addition to the extension of Contract 1, there may be some requirement to carry out additional interim procurement via this route. This report stated: *Where necessary the Council may elect to pursue this route [meaning the use of an external framework] for the delivery of non-rechargeable works. This would be subject to the relevant decision making process at the time. There is limited work which falls into this category, though and it would be inadequate as a general replacement for maintenance works. As a result this option, as a main course of action, was rejected.*

The use of these external frameworks would be insufficient as a main course of action, however, supplemented with the extension approved to Contract 1, there would be sufficient scope and capacity to continue with a range of planned capital works until 2022. Where, as indicated in 5.5.4 above a capital investment of c.£70m would be envisaged over a two year period, this option combined with the extension to Contract 1 will ensure contractual capacity for £78m. Given that the current working conditions mean that capital works are estimated to progress at a reduced rate for the remainder of the 20/21 financial year, this is likely to be broadly sufficient. However, as outlined in Option 2, any further delays to the new framework would necessitate the need for further interim arrangement to secure the necessary levels of investment.

The proposed procurement route is to make use of pre-existing frameworks, which have already been established in compliance with the Public Contract Regulations 2015 and the Directive 2014/24/EU. In particular the proposal is to draw on the frameworks established by South East Consortium and the LHC of which Hackney Council is already a member. Refer to Section 7 for details of the proposed procurement process.

8 Information Item - RENEWAL OF GAS & ELECTRICITY SUPPLY CONTRACTS - UPDATE ON CONTRACT APPROVAL Non key decision

The Chair asked for an introduction of the information report.

The Energy Manager – Ms Mary Aladegbola advised the Committee that the report before it provided the outcome of this 2020/21 purchasing round for energy used within Council offices, Hackney Housing and in Schools, where such Schools were part of the corporate contracting arrangement. The year's contract prices showed an estimated 13% average decrease on the bottom line against the previous financial year's prices. Ms Aladegbola also advised that notwithstanding the level of pricing achieved, the Council and in particular the Energy Management Unit would continue to work with other departments to pursue the delivery of energy conservation measures, some of which were highlighted in other parts of the report.

Ms Aladegbola went to comment that the London Borough of Hackney, in common with many other local authorities, relied heavily on the supply of gas and electricity from the market to deliver essential services to residents. As part of the Mayor and Council's commitment to rapidly decarbonising the full functions of the local authority, the Council switched to 100% renewable electricity on 1 April 2020. The next step which the Council was actively working towards would see the Council secure 100% renewable electricity through the Power Purchase Agreements (PPA). Whilst this was a very challenging target it was believed that it would contribute towards reaching the net zero target,

Ms Aladegbola further reported that in October 2018, the Intergovernmental Panel on Climate Change issued its starkest warning yet, through the Special Report on Global Warming of 1.5C, regarding both the timescales and level of action required to drastically reduce greenhouse gas emissions in order to avert catastrophic warming and subsequent climate change. The report concluded that "limiting warming to 1.5C was possible within the laws of chemistry and physics but doing so would require unprecedented changes" and that "the next few years were probably the most important in history." The deep decarbonisation programme that Hackney Council was undertaking in respect of its consumption of energy, both on the supply and demand-side, could not be more timely.

Ms Aladegbola further advised that in June 2019, the Council further strengthened its commitment to playing a full role in the transformation of the energy system through the agreement of a Climate Emergency motion at Full Council. This motion committed the local authority to a 45% reduction in emissions against 2010 levels by 2030 and net zero emissions by 2040, in-line with the most stretching targets contained within the IPCC 1.5C report.

Ms Aladegbola further commented that REGO certificates were a major step forward for the Council in delivering against the 2018 manifesto commitment to transform the way Hackney purchased wholesale energy to increase the generation of renewable energy beyond Hackney's borders by using its corporate spending on gas and electricity to increase investment in sources of clean energy. The natural next step in the process beyond 1 April

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2020 would be to explore the potential for a Power Purchase Agreement (PPA) with a specific generation facility. Ms Aladegbola reported that by doing so would provide greater transparency and certainty regarding the provenance of the Council's - and other bodies that procure energy jointly with the Council, such as local schools electricity. By securing such an agreement - and exploring ways of reducing the global warming impact of gas consumption, would demonstrate in a very visible way to the residents of Hackney that Hackney's corporate spending on renewables was contributing to the delivery of new sources of clean energy, rather than merely sending a signal to the market that more renewable energy was required, which was the role that the purchase of REGO certificates performs.

The Chair thanked Ms Aladegbola for her introduction and asked if there were any points of clarification from the Committee. The Chair was aware that Councillor Burke would wish to contribute to the introduction.

Councillor placed on record his thanks to both Ms Aladegbola, and the Head of Procurement – Mr Ajilore – in what he could only describe as a remarkable achievement and effort to ensure a 75% decrease in carbon levels within the Borough and a indicative level of 80% going forward. The efforts of officers to ensure was a considerable result. Councillor Burke welcomed the findings of the report and the positive and clear way forward in meeting the sustainability agenda and the effects that this would have in terms of energy efficiency, and residents being clearly able to see that the Council was committed to such high standards. He again thanked officers for their considerable efforts.

There being no further points of clarification or questions on a **MOTION** by the Chair it was:

RESOLVED

That the outcome of the purchasing arrangements which placed Supply contracts with the Energy companies be noted as follows:

- i. The Half Hourly and Unmetered Electricity Supply contract awarded to Supplier A as detailed in the exempt appendix to the report, with estimated contract values of £1,981k and £ 793k respectively;**
- ii. The Non-Half Hourly Electricity Supply contract awarded to Supplier A and B as detailed in the exempt appendix to the report, at an estimated contract value of £68k and £ 3,600k;**
- iii. The Gas Supply contract awarded to Supplier C at an estimated contract value of £1,692k as detailed in the exempt appendix to the report, and that some supplies would remain with Supplier D at £278k and that these supplies have not migrated over to the new supplier due to outstanding account debts; and**
- iv. the indicative aggregate cost impact for Hackney, including Housing and Schools, from these tender awards to be a 13% decrease against 2019/20's financial year's projection, and that the actual impact to be monitored via OFP.**

RELATED DECISIONS

Cabinet Procurement Committee approved the Business Case report in its meeting of the 15th March 2016. The report recommended the appointment of the Crown Commercial Service as the energy purchasing agent for the Council and also for the Group Director of Finance and Corporate Resources to engage the service provider for future years' purchases

REASONS FOR DECISION/OPTIONS APPRAISAL

This report provides Cabinet Procurement Committee with the results of the "risk managed flexible purchasing" exercise carried out on behalf of the Council by Crown Commercial

Service (CCS) between Oct 2019 and March 2020 for all gas and large electricity supplies (Half Hourly including public street lighting) to secure a twelve month contract.

The report also provides the outcome of the purchase carried out by CCS who were also appointed to purchase the Council's small electricity supplies (NHH supplies) based on the delegated authority provided by Cabinet Procurement Committee to the Group Director of Finance and Corporate Resources in March 2016.

The current contract prices for all supplies include those large (HH) Half Hourly electricity supplies including Unmetered (UMS) public street lighting, all gas and small (NHH) Non-Half Hourly electricity supplies for the year commencing 1st April 2020 to 31st March 2021 were presented to the Council during April and May 2020.

This year's contracted prices (pence per unit) for the NHH electricity supplies are estimated at 12% less than last year's prices. The prices include 3rd party costs, commodity rates, renewable levies as well as transmission and distribution costs. At the very end of 2019, COVID-19 has had a dramatic effect on markets around the world and the prices have reacted to this change.

An increasing proportion of the delivered electricity cost relates to non-energy costs that support providing reliable, secure, low carbon energy to the UK as part of the Government's Electricity Market Reform. Transmission and Distribution costs are pass-through costs charges set by National Grid and Distribution Network Operators. These charges are site specific and typically represent over 60% of the overall delivered cost.

Contracted gas prices (pence per unit) are estimated at 30% less than last year's prices. An increasing proportion of the delivered gas cost relates to non-energy costs that support providing reliable, secure, low carbon energy to the UK, the proportion in this contract is estimated at 28%

Large electricity supply prices have increased by an average 6% less for the Half Hourly (HH) and Unmetered (UMS) supplies. As with the NHH supplies, this is due Non Electricity Costs which the government levies on supplied to help incentivise the low-carbon economy, as well as the cost of delivering the electricity.

For this year's supplies, the electricity contract was procured with 100% of its volume from renewable sources at £0.05/p/kWh (Supplier A) and £0.11p/kWh (Supplier B)

The contracts for all supplies is for a twelve month period commencing from April 2020 to March 2021.

The Council will explore the adoption of PPAs for the 2021/22 Electricity Procurement exercise. If Electricity is procured via PPAs, the Council will continue with CCS to procure energy for the gas contracts.

ALTERNATIVE OPTIONS (CONSIDERED AND REJECTED)

Previous Business Case reports and in particular the one considered and approved by Cabinet Procurement Committee in March 2016 detailed the options available to the Council for procuring its energy supplies contracts. The risk managed flexible purchasing of energy in advance of contract start date was and is still preferred to other types of purchasing arrangements.

9 ANY OTHER UNRESTRICTED BUSINESS THE CHAIR CONSIDERS TO BE URGENT

There were no items of unrestricted urgent business.

NOTED

10 DATE OF FUTURE MEETINGS

NOTED – meetings of the Cabinet Procurement Committee commencing at 5.00pm for the remainder of the Municipal Year 2020/21 as follows:

7 September 2020
5 October 2020
9 November 2020
7 December 2020
18 January 2021
8 March 2021
12 April 2021
10 May 2021

11 EXCLUSION OF THE PUBLIC AND PRESS

RESOLVED

THAT the press and public be excluded from the proceedings of the Cabinet Procurement Committee during consideration of Exempt items 12-13 on the agenda on the grounds that it is likely, in the view of the nature of the business to be transacted, that were members of the public to be present, there would be disclosure of exempt information as defined in paragraph 3 of Schedule 12A to the Local Government Act 1972 as amended.

SUMMARY OF EXEMPT PROCEEDINGS

12 EXEMPT MINUTES OF THE PREVIOUS MEETING OF CABINET PROCUREMENT COMMITTEE HELD ON 8 JUNE 2020

AGREED the exempt minutes of the Cabinet Procurement Committee held on 8 June 2020.

13 Information Item - RENEWAL OF GAS & ELECTRICITY SUPPLY CONTRACTS - UPDATE ON CONTRACT APPROVAL Non key decision

RESOLVED

AGREED to note the exempt appendix 1 in relation to agenda item 8.

14 ANY OTHER EXEMPT BUSINESS THE CHAIR CONSIDERS TO BE URGENT

There were no exempt items of urgent business.

NOTED

Duration of the meeting: 18:00HRS – 18:40HRS

Contact:
Clifford Hart - Senior Governance Officer - Clifford.hart@hackney.gov.uk
Clifford.hart@hackney.gov.uk



UNRESTRICTED MINUTES OF A MEETING OF THE CABINET

HELD ON MONDAY, 20TH JULY, 2020

ALL COUNCIL MEETINGS UNTIL FURTHER NOTICE WILL BE HELD REMOTELY. YOU CAN ACCESS AND VIEW THIS MEETING BY CLICKING ON THE FOLLOWING LINK :
[HTTPS://YOUTU.BE/HBDL5PWSS-Y](https://youtu.be/HBDL5PWSS-Y)

Present: Mayor Philip Glanville in the Chair

Councillors

Deputy Mayor Anntoinette Bramble (Vice-Chair)

Cllr Jon Burke

Cllr Christopher Kennedy

Cllr Clayeon McKenzie

Cllr Guy Nicholson

Deputy Mayor Rebecca Rennison

Cllr Caroline Selman

Cllr Carole Williams

Mayoral Advisers

Cllr Sem Moema

Cllr Yvonne Maxwell

Also in Attendance: Cllr Rathbone

Officers: Tim Shields – Chief Executive
Ian Williams – Group Director Finance & Corporate Resources
Ajman Ali – Interim Group Director – Neighbourhoods & Housing
Dawn Carter-McDonald – Interim Director of Legal & Governance
Clifford Hart – Senior Governance Services Officer

External attendees : Young Co-Chairs Shekeila Scarlet and Jermain Jackman

1.	APOLOGIES FOR ABSENCE
	An apology for absence was received on behalf of Councillor Woodley. NOTED
2.	URGENT BUSINESS

	<p>The Mayor advised that there were no items of urgent business.</p> <p>The Mayor also advised that there were two TO FOLLOW reports at Items 8 & 9 and reasons for lateness would be given when the meeting reached those items.</p> <p>The Mayor also advised that the order of business would be varied to consider agenda item 17 after item 3.</p> <p>NOTED</p>
3.	DECLARATIONS OF INTERESTS
	<p>There were no declarations of interests.</p> <p>NOTED</p>
4.	Hackney Young Futures Commission "Valuing The Future Through Young Voices" - non key report
	<p>The Mayor welcomed to the meeting the Young Co-Chairs Shekeila Scarlet and Jermain Jackman.</p> <p>Deputy Mayor Bramble and Councillor Selman both gave an introduction to the report before the meeting.</p> <p>Jermain Jackman and Shekeila Scarlet both then highlighted to the meeting the findings of the Hackney Young Futures Commission "Valuing The Future Through Young Voices" report as circulated.</p> <p>A full recording of the consideration of this item can be found in the media link attached to the meeting.</p> <p>On a MOTION by the Mayor it was:</p> <p>RESOLVED</p> <p>i. that the recommendations contained within the report and the "Asks" findings as made by the Commission, as detailed in Appendix 1 in the main report be agreed noting:</p> <p>a. how they will feedback to young people in the borough about how Council and its Partners are going to respond to the report in a timely way; and</p> <p>b. how they will continue to engage and involve young people in decision-making in the future, post-Commission.</p> <p>REASONS FOR DECISION</p> <p>Fulfill a commitment within the Mayor of Hackney's 2018 Manifesto.</p> <p>Consider recommendations outlined in the Hackney Young Futures Commission "Valuing The Future Through Young Voices" report.</p>
5.	Notice of intention to conduct business in private, any representations received

	and the response to any such representations
	There were no representations received. NOTED

6.	QUESTIONS, DEPUTATIONS AND PETITIONS
	There were none. NOTED

7 To confirm the unrestricted minutes of the meeting of Cabinet held on 29 June 2020

RESOLVED

That the unrestricted minutes of Cabinet held on 29 June 2020 be confirmed as an accurate record of the proceedings.

8.	To receive and note the unrestricted minutes of the Cabinet Procurement Committee held on 8 June 2020
	RESOLVED That the unrestricted minutes of the Cabinet Procurement Committee held on 8 June 2020 be received and noted.

9.	2020/21 OVERALL FINANCIAL POSITION, PROPERTY DISPOSALS AND ACQUISITIONS REPORT WHICH TAKES ACCOUNT OF THE ESTIMATED FINANCIAL IMPACT OF COVID 19 AND THE ON-GOING EMERGENCY - KEY DECISION NO.FCR Q 87 TO FOLLOW
	<p>Deputy Mayor Rennison introduced the report and advised the meeting that the reasons for lateness in circulating it were in order to give the most accurate assessment of the council's 2020/21 financial position, and to include Hackney's grant allocation from the third Emergency Fund tranche of funding from the Ministry of Housing, Communities and Local Government (MHCLG). This was not published until 16th July.</p> <p>The Mayor thanked Deputy Mayor Rennison for her introduction.</p> <p>There being no points of clarification or questions, on a MOTION by the Mayor it was:</p> <p>RESOLVED</p> <p>That the overall financial position for May 2020, covering the General Fund and HRA, be agreed.</p> <p>REASONS FOR DECISION</p> <p>To facilitate financial management and control of the Council's finances</p>

CHILDREN, ADULT SOCIAL CARE AND COMMUNITY HEALTH (CACH)

The CACH directorate is forecasting an overspend of £13.0m after the application of reserves and drawdown of non-COVID-19 grants. COVID-19 related expenditure accounts for £11.5m of the reported overspend. A detailed explanation of the additional COVID-19 costs follows this narrative.

Children and Families Service (CFS)

The service is forecasting a £2.208m overspend against budget after the application of reserves. This includes a £1.735m forecast in respect of COVID-19 related spend. The draw down from reserves includes:

- £3.869m from the Commissioning Reserve, set up to meet the cost of placements where these exceed the current budget.
- £1.6m for additional staffing required to address a combination of increased demand across the service and management response to the Ofsted inspection.

The forecast also incorporates £4.650m of Social Care Grant funding (that is an additional £3.450m in 2020/21). Set against this, there is a significant increase in spend driven by looked-after children (LAC) and leaving care (LC) placements costs within Corporate Parenting where spend is forecast to increase by £3.7m (£0.9m relates to COVID-19) and an increase in forecast spend on staffing across Children and Families Services of £2.3m (£0.6m relates to COVID-19) compared to last year. Of the latter, £1.6m is linked to increased staffing levels agreed in response to increased demand and additional posts agreed to assist in responding to the Ofsted recommendations arising from the inspection in November 2019 in which the Council received a '*requires improvement*' judgement. The paragraphs below explain in more detail areas where a significant variance is forecast.

Corporate Parenting is forecast to overspend by £1.66m after the use of £3.9m of commissioning reserves (this includes £0.943m of COVID-19 expenditure). This position also includes the use of £2.5m of Social Care funding mentioned above. Gross expenditure on LAC and LC placements (as illustrated in the table below) is forecast at £26.4m compared to last year's outturn of £22.7m – an increase of £3.7m (this includes £0.943m of COVID-19 expenditure).

Placements Summary for LAC and Leaving Care - gross costs

Service Type	Budget	Forecast	Forecast Variance	Funded Placements*	Current Placements
Residential	3,131	6,730	3,599	17	36
Secure Accommodation (Welfare)	-	96	96	-	-
Semi-Independent (Under 18)	1,570	3,053	1,483	24	47
Other Local Authorities	-	83	83	-	2
In-House Fostering	2,400	2,226	(174)	99	92
Independent Foster Agency Carers	6,488	7,509	1,021	132	149
Residential Family Centre	-	241	241	-	2

(P&Child)					
Family & Friends	569	1,059	490	26	49
Extended Fostering	-	118	118	-	4
Staying Put	200	665	465	10	35
Overstayers	290	856	566	11	34
UASC	700	1,083	383	16	26
Semi-independent (18+)	1,370	2,720	1,350	72	112
Total	16,718	26,439	9,721	408	588

*based on the average cost of placements.

The gross position of £9.7m for placements excluding any income is then mitigated by reserves of £3.9m; £2.2m Social Care Grant; UASC Income of £1.7m; and other income of £0.2m to get to the net reported position of a £1.66m overspend.

One of the main drivers for the cost pressure in Corporate Parenting continues to be the rise in the number of children in costly residential placements which has continued to grow year-on-year and the number of under 18s in high-cost semi-independent placements. Where children in their late teens are deemed to be vulnerable, and in many cases are transitioning from residential to semi-independent placements, they may still require a high-level of support and in extreme circumstances bespoke crisis packages.

The forecast for Looked After Children (LAC) and Leaving Care Placements is an increase of £3.7m compared to last year, including approximately £0.9m in relation to COVID-19 additional expenditure. If we exclude the COVID-19 expenditure, the increase compared to the 2019/20 outturn is £2.8m, and this is largely attributed to increases in semi-independent placements (both under and over 18s) of £2m; and residential care £1.2m; and IFAs £0.5m. Management actions are being developed by the service to reduce the number and unit cost of residential placements. Given that the average annual cost of a residential placement is approximately £200k, a net reduction in placements would have a significant impact on the forecast.

This year we continue to see significant pressures on staffing, however this has been offset by the social care grant funding which has been allocated to the service. This is mainly due to a number of posts over and above those in the establishment recruited to meet an increase in demand (rise in caseloads), additional capacity to support the response to the Ofsted focused visit at the end of last year and cover for maternity/paternity/sick leave and agency premiums. Given the outcome of the recent inspection referred to above, alongside further increased demand in the system, as well as the ongoing impact of COVID-19, it is likely that staffing costs will continue to be above establishment and this is being built into future financial plans.

The Disabled Children's Service is forecast to overspend by £40k. Staffing is projecting an overspend of £146k due to additional staff brought in to address increased demand in the service. This is offset by £135k of additional social care grant. Commissioning is projecting a £596k overspend attributed to care packages (£391k Home Care, £255k Direct Payments, £50k Short Breaks) and (£80k) on other expenditure. This is offset by a £476k reserve drawdown.

The Safeguarding and Learning Service is forecast to overspend by £29k after the use of £62k of additional social care grant. The overspend relates to The overspend relates to the risk around an income target for which the service has yet to develop clear plans.

The Directorate Management Team is forecast to overspend by £358k after a drawdown of £635k reserves for post Ofsted staffing pressures and £166k Social Care Grant for the creation of 2 Service Manager posts. £469k of staffing pressure in relation to COVID-19 is forecast in this area, this includes an estimate of additional staffing relating to delays in closing cases.

Clinical Services is forecast to overspend by £74k as the income generated from the specialist clinicians is not confirmed for the year and there is an expectation that the Adoption Support Fund will be lower than previous years as this will be managed via the London Regional Adoption Agency.

Children's Health, Commissioning and Reporting is forecasted to overspend by £55k mainly due to the agency premium on the Service Commissioning Manager post.

Overspends across the service are partly offset by small underspends in Children in Need, Access and Assessment, NRPF, Youth Justice and Young Hackney.

Hackney Learning Trust (HLT)

HLT has a budget of £27.3m net of income of £240m. This income is primarily Dedicated Schools Grant of which the majority is passported to schools and early years settings or spent on high needs placements.

As at the end of May 2020, HLT is forecasting to overspend by around £8.7m. Approximately £3.6m of this is the forecast financial impact of the COVID-19 outbreak. The balance of the overspend (£5m) is mainly as a result of a £7m forecast overspend in SEND (Special Education Needs), offset by forecast £2m of savings in other areas of HLT. The £7m overspend in SEND is a result of previously reported factors, mainly a significant increase in recent years of children and young people with Education Health and Care Plans (EHCP's).

The Government has formally confirmed its intention to ensure that local authorities are not left with the burden of SEND cost pressures and have issued new funding regulations which state that deficits arising from Dedicated Schools Grant (DSG) shortfalls will not be met from local authorities' general funds unless Secretary of State approval is gained. The finance team are working on what exactly this will mean for the Council's finances and are also consulting with the auditors and other Councils. At this time, it is thought that it is unlikely these changes to funding regulations will have a material impact on the forecast. The Government's expectation is that the DSG overspend will remain in the Council's accounts as a deficit which will then reduce in future years as additional funding is received. However, the Government's commitment to this additional funding and the level this will be at is not clear. There is therefore a financial risk to the Council of carrying this deficit forward and we will need to consider options for mitigating this risk which might include setting aside a reserve equivalent to the deficit at year end.

A summary of the HLT variance from budget is as follows

	Variance £'000	Variance due to COVID £'000	Forecast variance excluding C19 £'000
SEND Forecast (excluding transport)	5,544	311	5,233
SEND Transport	1,723	63	1,660
HLT forecast other	1,437	3,270	-1,833
Net variance	8,704	3,644	5,060

The detailed impact of COVID-19 on Children's Services (including HLT) and costs is detailed below

Impact of COVID-19 on Children's Services (including HLT) Costs and Income

Additional Spend	Reduced Income	Net Effect	Sub-Service	Variance Narrative
640	-	640	Family Learning Intervention Project Young Hackney and Domestic Abuse Intervention Service Children in Need, Access & Assessment and Disabled Children's Services Directorate Management Team	Workforce Pressure: Termination dates for some FLIP staff have been extended and support is being provided to other service areas (including EDT) via Rapid Support. This is for an additional YH business support officer and DAIS intervention officer due to a peak in workload created by COVID-19 Delays in CIN agency staff leaving due to COVID-19 lockdown; A&A staff unable to obtain work permit due to COVID-19; additional DCS staff due to increase in workload. Increase staffing pressure due to workload cases that are not closed as a result of COVID-19.
690	-	690	Corporate Parenting (LAC)	This relates to CP placements costs, and is due to delays in step-downs, placements being extended (i.e. beyond their 21st birthday) as well as additional support hours. Also increased residential placements due to unavailability of foster carers during this period.
315	-	315	Corporate Parenting	Care Leavers: April/May actual = £18k plus June £18k plus July £27k, then £27k a month for 8 months =£279k. Close to £315k so not affected

			no Recourse to Public Funds(NRPF)	NRPF: This is for increasing the subsistence payment by 25%, £25 internet allowance for each family and Free School Meal allowance for childrens who are not receiving school meal allowance from their school from COVID-19 lockdown.
90	-	90	DCS / Short Breaks	This assumes pressure to apply a 10% increase to DCS home care packages in line with home care for adults providers.
2,400		2,400	ASC - Care Support Commissioning	Additional funds provided to care providers - estimated across 12 month.s
648		648	ASC - Provided Services & ASC Commissioning	ASC - Workforce Pressures: Cost of engaging additional care staff to cover permanent officers shielding or self-isolating. Estimated cost of support workers for COVID-19 Urgent Housing Pathway (£54k).
1,413		1,413	ASC - Care Support Commissioning	A number of care packages across ASC are now being funded by NHS discharge funds. This is the full year estimate of the additional demand cost of care packages not being supported by NHS discharge funding.
	300	300	ASC - Care Support Commissioning	ASC - Loss of care charges income
150			ASC Commissioning	Delay in delivery of Housing Related Support savings
55		55	Public Health (PH)	PH - COVID 19 Triage Service: Contracted cost for the year
740		740	PH	PH - Additional Mortuary costs
375			PH	Delay in delivery of PH savings in Substance Misuse and the Healthier City and Hackney Fund
30	344	374	HLT	High Needs and School Places: Kench Hill Charity grant and loss of SEND traded income.
50	1,125	1175	HLT	Education operations: Loss of traded income and additional ICT costs
	826	826	HLT	Early Years, Early Help and Wellbeing: Loss of child care income in children's centres.
	362	362	HLT	Schools Standards and Performance: Loss of traded income.
906	-	906	HLT	Contingencies and Recharges: Mainly potential payments to schools to compensate for loss of children's centre income and potentially supporting schools with additional costs

				through COVID-19 in areas not covered by Government schemes.
8,502	2,957	11,459	Total	

Adult Social Care & Community Health

The May 2020 revenue forecast for Adult Social Care is an overspend of £6.4m. COVID-19 related expenditure accounts for £4.9m of the reported budget overspend. This does not include COVID-19 NHS discharge related spend of £0.56m where there is an agreement to fully recharge the cost to City and Hackney CCG.

The overall position for Adult Social Care last year was an overspend of £4.027m. The revenue forecast includes significant levels of non-recurrent funding including iBCF (£1.989m), Social Care Support Grant (£4.644m), and Winter Pressures Grant (£1.405m).

The non-recurrent funding we have received was only intended to be a 'stop-gap' pending a sustainable settlement for social care through the planned Green Paper, however this is subject to ongoing delay. The implications of any loss of funding will continue to be highlighted in order that these can be factored into the Council's financial plans. This will include ensuring that it is clear what funding is required to run safe services for adults. Alongside this the service continues to take forward actions to contain cost pressures.

Care Support Commissioning (externally commissioned packages of care) contains the main element of the overspend in Adult Social Care, with a £4.99m pressure. COVID-19 related expenditure accounts for £4.2m of the total budget pressure. The forecast also includes £1.4m of the Winter Pressures grant to fund the ongoing additional care package cost as a result of hospital discharges. The full £1.4m was committed at the beginning of the financial year.

Care Support Commissioning (£k)

Service type	2020/21 Budget	May 2020 Forecast	Full Year Variance to budget	Variance from Apr 2020	Management Actions
Learning Disabilities	16,735	17,541	806	-	<ul style="list-style-type: none"> - ILDS transitions/demand management and move on strategy - Three conversations - Review of homecare processes - Review of Section 117 arrangements - Personalisation and direct payments - increasing uptake
Physical and Sensory	13,748	17,353	3,606	-	
Memory, Cognition and Mental Health ASC (OP)	8,297	8,747	450	-	
Occupational Therapy Equipment	740	718	(21)	-	
Asylum Seekers Support	170	325	155	-	
Total	39,689	44,684	4,994	-	

Physical & Sensory Support is forecasting an overspend of £3.6m. This includes a

forecast of £2.4m of additional funding support for care providers in response to the COVID-19 pandemic. The remaining pressure of £1.2m relates directly to the number and complexity of care support packages in Physical and Sensory Support. The gross forecast spend on care packages in Physical Support is £17.8m (£17.3m in 19/20) and in Sensory Support is £1.18m (£1.04m in 19/20). The forecast includes £350k of iBCF and £755k of Winter Pressure funding towards care packages in 2020/21.

Memory, Cognition and Mental Health ASC (OP) is forecasting an overspend of £450k. The gross forecast spend on care packages for 20/21 is £8.9m (£9.7m in 19/20). £500k of Winter Pressure funding and £350k of iBCF have been applied to these care packages in 20/21.

The Learning Disabilities service is forecasting an overspend of £0.8m. There continues to be increased pressures related to new clients and the cost of the increasing complexity of care needs for Learning Disability clients. The gross forecast spend on care packages in Learning Disabilities is £31.9m (£30.9m in 19/20). The forecast also includes significant non-recurrent funding from the iBCF (£1m) and Social care (£4.6m) grants. In addition, a contribution from the NHS of £2.7m (£2.1m in 2019/20) for jointly funded care packages for service users has been factored into the forecast. This is building on the work completed in 2019/20 to agree the share of funding for complex care packages.

The Mental Health service is provided in partnership with the East London Foundation Trust (ELFT) and is forecast to overspend by £1.185m. The overall position is made up of two main elements - a £1.35m overspend on externally commissioned care services and £167k underspend across staffing-related expenditure. The gross spend on care packages in Mental Health (ELFT) is £4.95m (£4.9m in 19/20).

Provided Services is forecasting a £267k overspend which is largely attributed to:

- Housing with Care overspend of £642k, of which £595k is in relation to the significant cost of additional agency staff cover employed for staff absences due to shielding or self-isolating due to COVID-19.
- Day Care Services are projected to underspend by £328k, primarily due to the current staff vacancies across the service and that the Oswald Street day centre is currently closed.

Preventative services are forecasting an overspend of £7k. Forecast underspends on Concessionary Fares (£57k) and the Median Road Resource Centre (£198k) are offset by pressures of staff costs within the Hospital Social Work team and the Information and Assessment team.

ASC Commissioning is forecasting a £48k underspend which masks significant one-off reserve funding of £1.579m in 2020/21 supporting activity within commissioning - across teams and projects including the project management office, the commissioning team, the direct payments team and supporting the Lime Tree and St Peters' care scheme prior to recommissioning. Dedicated Facilities Grant has been applied in 2020/21 to the Telecare contract. Additional grant funding has been received for domestic violence services resulting in a favourable £70k variance to budget.

Care Management and Adult Divisional Support is forecasting a £35k overspend.

Public Health

Public Health is forecasting a breakeven position, and this includes £55k for the COVID-19 triage service and delays in the delivery of planned savings (£375k).

The Public Health grant increased in 2020/21 by £1.569m. This increase included £955k for the Agenda for Change costs for eligible staff working in organisations such as the NHS that have been commissioned by the local authority. The remaining grant increase has been distributed to Local Authorities on a flat basis, with each given the same percentage growth in allocations from 2019/20. There will be a separate grant allocation for PrEP related activity for which we will receive £344k.

The service has pressures in demand led services including sexual health and is working closely with commissioners to ensure future provision remains within the allocated sexual health budget in future financial years. In this year this is being offset by underspends in other areas of the service and from the increased grant allocation.

Hackney has been allocated £3.1 of the total £300m announced by Government to support Local Authorities to develop and action their plans to reduce the spread of COVID-19 in their local area as part of the launch of the wider NHS Test and Trace Service. This funding will enable the local authority to develop and implement a tailored local COVID-19 outbreak plan. A working group has been established and plans are being developed to allocate these funds accordingly.

Mortuary costs have substantially increased as one tragic consequence COVID-19, and the response to the pandemic plan required the Mortality Management Group to activate the Dedicated Disaster Mortuary (DDM) plans for London. Additional capacity was required rapidly to ensure that there was enough capacity to meet predictions in the initial wave. This has come at an increased cost of approximately £23m to date across London, and based on ONS figures, Hackney's estimated additional cost is likely to be £740k. This has been factored into the reporting position this month.

NEIGHBOURHOODS AND HOUSING

The forecast position for Neighbourhoods and Housing Directorate as at May 2020 is a £14.6m overspend, all of which is a direct result of COVID-19. The forecast includes the use of £1.2m of reserves, the majority of which are for one off expenditure/projects. Of the £14.6m, £10.9m is an income shortfall and £3.7m is additional expenditure.

Environmental Operations is showing an overspend of £3.4m which is made up of £2.4m related to a shortfall in income mainly from commercial waste and hygiene services due to the lockdown as businesses have closed and all services which require going to residents' homes have been paused in line with Government guidelines. A further £625K expenditure relates to additional supplies and services such as PPE, and hand sanitisers for all staff.

The Parking service is showing a net overspend of £6.3m of which £6.5m is an income shortfall (so an underspend of £0.2m before COVID-19). The current lockdown has meant a reduced amount of income in all income streams within Parking. In the first two months of the lockdown, parking income has dropped by 44% from last year. If this pattern is maintained for the full year then income is likely to be in the region of £14.6m against a budget of £25.8m, which would be a shortfall in income of £11.2m in the parking account. The current forecast in parking income is £19.3m, which is still a shortfall in income of £6.5m (25%) from budget. This forecast assumes easing of the lockdown and people's behaviour going back to

some sort of normality in the coming months. The Parking income model is being updated on a weekly basis, taking into account actuals being received and activity volumes which will inform the forecast accordingly in the coming months.

Market and Shop Front Trading is overspent by £806k of which £795k is income shortfall and £5k additional expenditure which is a direct result of the lockdown. Combined Markets and Shop Trading income budget is £1.6m and it is expected that half of this will be achieved as the lockdown is lifted.

Even though the lockdown is beginning to be lifted on markets' activities it is difficult to make the markets safe for social distancing and therefore, take-up of market stalls is limited because the footfall into markets is restricted due to the need to maintain social distancing. This will continue to be the case for the foreseeable future and will be reflected in the reduced income forecast in the markets' budget over the coming months.

Streetscene is showing a net overspend of £476k which is due to the lockdown. The current forecast is showing a shortfall in income of £504k against a budget of £2.4m. The service is expecting things to improve in the coming months as the lockdown eases in the construction industry.

Other than the impact of COVID-19, Libraries & Heritage and Leisure and Green Spaces are forecasting a break-even position and the impact of COVID-19 on these services is listed in the table below.

Planning is forecasting an overspend of £813k which is due to a shortfall in planning application fee income. The shortfall in planning application fee income is linked to a decline in the number of very large major applications being received rather than a significant fall in overall planning application numbers. There are a number of large schemes at the pre-application stage which are due to be submitted in early 2020/21. The development industry is also putting on hold the submission of major planning applications until there is more clarity on the impact of COVID-19, Brexit and the Hackitt review on build cost and sales value as this impacts the viability and deliverability of their schemes.

Despite a 20% uplift in planning fees 2 years ago, the income has consistently fluctuated between £1.5-1.7m over the past 3 years. With a budget of £2.2m and a plateau in the housing market, this budgeted level of income is unachievable this year. The income target for minor applications of £1.2m is forecast to be achieved, however the cost of determination of minor applications is more than the fee received as Local Authorities have not yet been afforded the option by the Government of setting their own fees. In practice, major applications help subsidise minor applications therefore the shortfall in new major applications will also detrimentally affect this cross subsidy.

The Head of Planning is taking the following actions to address this budget pressure for 2020/21:

- The implementation of a new planning back office system will deliver process and cost efficiencies especially within the planning application registration and validation process, these efficiencies will help offset any underachievement of income.
- Review of the Planning Service cost base including non-staff costs.
- Benchmarking with other planning authorities with a focus on sustainable caseloads.
- Review of the Growth Team activity and Planning Performance Agreements

Impact of COVID-19 on N&H

Additional Spend	Reduced Income	Net Effect	Sub-Service	Variance Narrative
61	101	162	Libraries & Heritage	The service is not expecting any income during 20/21 for library fines, room bookings, sales etc due to the current closure and future uncertainty of when and how the service will reopen. The additional expenditure is based on a prudent approach to security where the contract has not changed despite the closures. Also additional deep cleaning will be required before the service can reopen in whatever form and some allowance has been made for this.
2,700		2,700	Leisure Services	This is the estimate of additional costs required to support GLL who manage the Leisure centres within Hackney. £700k has already been utilised for Qtr 1 being taken from the contract surplus share which GLL holds on Hackney's behalf.
145	379	524	Events & Green Spaces	Parks & Green Spaces have two main areas of expenditure relating to COVID-19, which are additional emptying and cleaning of the bins (£74k) across parks and green spaces and cleaning of the toilets (£71k) (which had to be re-opened due to increased usage of the parks since lockdown). The loss of income is primarily down to the Events Team - as no bookings are expected this year and Parks in general where all income including from internal sources is on a much reduced expectancy or none at all (corporate volunteering and General parks Events).
625	2,569	3,194	Environment Ops	Environment Ops has three main areas of expenditure that have been impacted heavily by COVID-19. The use of agency staff to cover both sickness and staff absences, use of agency staff to cover food deliveries for the council, internal vehicle cleaning every day and where required to help the service or Council (£357k). The ongoing purchase of PPE and other equipment to aid daily operational works, such as masks, gloves and sanitisers (£268k). The virus has also had a large impact on income especially Commercial Waste due to so many

					businesses closing during the ongoing lock down (£2,361k). Hygiene Services - the inability to go into people's homes and buildings (£117k) and (£50k) on Bulky waste collections which had a significant drop off in requests in Apr and May 20. Whilst the lockdown has started to ease and businesses slowly start to reopen there is still much uncertainty surrounding how many clients will reopen or struggle to continue in business or pay existing charges.
		6,500	6,500	Parking	There has been a significant impact on Parking services due to COVID-19 in all income areas from PCNs, Pay and Display, Suspension and Permits. Current full year income forecast is £19.3m against a budget of £25.8m which is a shortfall in income of £6.5m. There are various minor underspend variances in other areas of the service of (£233k) giving a net overspend position of £6.3m.
	5	795	800	Markets and Shop Front Trading	Market stalls and Shop Front Trading have been heavily impacted by COVID-19 as shops and markets have been closed since the lockdown. There has been no income in April or May 2020. As the lockdown continues with the Government advice on markets being able to open the take up has been very little and it's difficult to make the areas safe for social distancing.
		504	504	Streetscene	All the variance relates to income shortfall. Whilst the current circumstances have decimated some areas, in particular around NRSWA (s74), there are some signs of recovery. The service anticipates that utilities and developers will start to use their services as lockdown eases and "normal" circumstances resume. The forecast figures are a current cautious projection for this year.
	159	24	183	Community Safety, Enforcement & Business Regulation	Civil Protection - £159k overspend consists of expenditure for: 1) PPE 2) Overtime, extra staff costs and other expenses for staff recruited for COVID-19, after authorisation by Gold. 3) Training provided to other teams such as Gold Loggists. 4) Extra infrastructure and equipment costs for needs such as temporary mortuaries, the Mobile Testing Unit site, the PPE Sub regional

				Hub, Food Hub etc. Enforcement - reduced income £24k due to fewer Fixed Penalty Notices.
3,695	10,872	14,567		

FINANCE & CORPORATE RESOURCES

Finance and Resources is forecasting an overspend of £11.364m (before the inclusion of reduced council tax and business rates income of £20.500m, primarily reflecting lower forecast collection rates). Of this £11.011m is owed to COVID-19, which leaves a non-COVID overspend of £353k which is spread across various services.

The impact of COVID-19 on the directorate is as follows: -

Commercial Property is forecasting a £2.5m rental loss relating to COVID-19. £1.5m is expected to be written off and currently we have a 'deferred' amount of £0.94m. Of this 50% is assumed to be paid by year end. There is also increased expenditure on security and patrols of retail properties during lockdown.

Additional cost pressures in Revenues and Benefits sum to £2.5m. The collection of benefits overpayments has reduced by £1m because of COVID-19. The remaining £1.5m is primarily owed to additional staffing requirements across the service to deal with increased workload resulting from COVID-19 (particularly claims management), and there are also increased administrative costs associated with re-billing (print costs and postage costs), reduced court cost income and anticipated additional expenditure on the Discretionary Crisis Support Scheme.

Customer Services is reporting a COVID-19 related cost of £282k relating to additional staff and software needed to add capacity to handle the support for vulnerable residents.

There is an estimated £1.8m of Housing Needs costs arising from COVID-19 which result from two main sources. Firstly, the service has incurred additional staff costs to carry out the rough sleeping initiative and to move people into emergency accommodation and latterly into more settled accommodation; and has incurred additional direct costs of emergency accommodation. The service has also incurred costs with landlord incentives, required to secure accommodation and is forecasting having to make provision for those residents in Temporary Accommodation unable to pay their rents due to COVID-19.

Registration Services have been severely affected by COVID-19 which has created a forecast £700k shortfall resulting from a significant reduction in Ceremony Services (75%) and Citizenship Awards (50%). The impact of COVID-19 has led to a decrease of approximately 61% of income compared to last year whilst expenditure on staffing has also increased as there has been a requirement for sessional staff to cover front line services whilst some vulnerable staff work from home.

The Central Procurement and the Energy Team is forecasting COVID-19 related costs of £2.7m. The COVID expenditure relates to PPE which is being managed as a coordinated effort across the council with the ordering being led by Procurement. The spend on PPE to date is approximately £1.7m. It is difficult to try to estimate the usage going forward, and a number of items of equipment are still held in stock such that in some instances the stock levels will be sufficient for several months.

However, the use of PPE will probably be required over a longer period of time than may have been anticipated at the start of lockdown, so a forecast of £1m further expenditure has been added to the spend to date to try to account for this.

There is a £242k COVID-19 cost in ICT resulting from the requirement for additional agency staff and equipment to ensure staff are able to work from home; and there are additional operational costs in Facilities Management (Cleaning) arising from COVID-19.

CHIEF EXECUTIVE

Overall, the Directorate is forecasting to overspend by £1.211m of which £1.123m is owed to COVID-19.

Policy, Strategy & Economic Development are reporting an overspend of £612k all of which is due to COVID-19, arising from food parcels for residents who cannot access or afford food during COVID-19 (£500k) and Emergency Grants to 4 organisations in the Voluntary Sector to provide COVID-19 related services (£121k)

Communications is forecasting an overspend of £590k, most of which is due to the impact of COVID-19, which has reduced film income by £100k; venues income by £350k (refunds and lost bookings) and advertising income by £52k

Housing Revenue Account (HRA)

The impact of COVID-19 on the HRA is to increase expenditure and reduce income by £7.4m.

It is estimated that there will be increased arrears of £5.9m in respect of dwelling rents, tenant charges and commercial income arising from COVID-19. It is assumed there will be an increase in irrecoverable debts and therefore an increase in the bad debt provision. Income, especially rent collection, is being monitored on a weekly basis and improvements in the rent collection rate will inform the level of provision for bad debts as the year progresses.

There is also likely to be a further reduction in rent income and tenant charges during the year arising from voids, increased expenditure on Housing Repairs and reduced Commercial properties income - Q1 rental charges have been deferred and Property Services are currently reviewing deferral of Q2 rents. It is estimated that income collection will reduce by £100k as some properties will require rent reductions / rent free periods. Any non-payment of rents will be accounted for within the bad debt provision. In addition, Community halls income is forecast to reduce by £150k due to a lack of bookings.

There are also variations from budget which are not related to COVID-19 but the only significant variation is within Special Services. The Special Services variance is due to increased costs of the integration of the Estate Cleaning service which is being reduced over 3 years. The overspend here is offset by variations to budget within other services.

DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

This report is primarily an update on the Council's financial position and there are no alternative options here.

KEY DECISION NO. FCR Q90 - TO FOLLOW

The Mayor, in his introduction to the report advised the meeting that he would be addressing a number of matters at the forthcoming Council meeting on 22 July, but he wanted to express some comments and concerns in relation to the report before the meeting this evening. The Mayor commented that the coronavirus pandemic, and the wider impact the pandemic had had on people's lives, continued to be the most disruptive period for the borough in a generation. The Borough had lost 222 friends, neighbours, family members and valued members of our community, and 34,000 employees in Hackney businesses had been furloughed. It was a fact that Hackney's Jobcentre Plus centres were processing around 1,000 new Universal Credit claims a week, a 60% increase since the beginning of March, and there had been more than 1,000 new applications for Council financial support.

The Mayor stated that whilst the Borough had gotten through the worst period of the pandemic, the challenges that the borough had faced would continue. But residents, volunteers, local charitable and voluntary organisations, local NHS and care staff – and of course council staff – should still be proud of everything they had achieved over the last four months. Together all had ensured that the Borough had got through these extraordinary times while keeping the #HackneySpirit going throughout. It was a fact that all had to come together to meet the priorities of the administration for the Council including:

1. Supporting the local NHS system, and helped save lives.
2. Working cooperatively with communities to help our most vulnerable.
3. Having directly intervened in the local economy to support people's livelihoods
4. Keeping Hackney's vital frontline council services running throughout.

1. Support our local NHS system, and help save lives.

- 800,000 items of PPE issued – from the beginning supply levels of PPE identified, centrally tracked and well procured, and worked with other local public bodies on their own supply.
- Nearly 3,000 people have been tested at the Dalston testing centre which Hackney advertised and supported.
- Hundreds of banners with social distancing measures advertised supplied to the borough's 58 parks and green spaces.
- Posters and banners issued to local businesses to help advertise social distancing measures.

2. Work cooperatively with our communities to help our most vulnerable.

- 2,000 local volunteers recruited to support vulnerable residents
- 2,000 households registered with the Council's emergency food supply – a new service that was set-up in a matter of days.
- Through this new service, 14,000 emergency food parcels have been delivered so far.
- 4,000 Rose Vouchers, which can be exchanged for fresh fruit and

vegetables, have been accepted at Council-run markets.

- 7,300 calls have been made to vulnerable tenants and leaseholders, with over 400 elderly and vulnerable Council tenants receiving help, advice or simply a friendly chat through the Council's Let's Talk initiative.
- Around 20,000 families and single people on low incomes have received a further rebate of up to £150 on their Council Tax bill.
- £500,000 invested into the Council's Discretionary Crisis Support Scheme, which residents can apply to for urgent financial support with emergency needs.
- A further £120,000 invested to support Discretionary Housing Payments for those needing support to pay rent.
- The Council has also set up a £100,000 fund to support local residents financially impacted by the coronavirus crisis but unable to access the welfare system due to their immigration status.

3. Directly intervene in the local economy to support people's livelihoods

- A package of support for the local economy, worth £100 million.
- A four-month rent-free period from April to July for all of nearly 50 voluntary and charity organisations renting Council buildings, with an ongoing review of any future payments.
- A three-month no-quibbles rent deferral for all 300 other commercial tenants, with an ongoing review of future payments, as well as suspension of enforcement or eviction proceedings.
- £58.2million in grants paid to nearly 4,000 businesses.
- Further £3.4m discretionary grants launched, specifically supporting businesses excluded from the previous tranches of BR relief and grant funding, with rateable businesses over £51K.
- Advice and support sent to over 250 cultural and creative organisations, and took part in two roundtable discussions with cultural organisations in the borough.

4. Keep our vital frontline council services running.

- Earmarked £12 million additional spending in frontline services.
- Hundreds of Council staff redeployed to other vital services where they have closed.

The Mayor commented that as the Council left the worst period of this crisis, it was right that there be some reflection, and for the everyone to be proud of everything achieved together. Issues such as poverty, equality, sustainability, and well-funded public services were now at the forefront of the national public debate. But under a Labour administration here in Hackney, these issues had always been its priority, and building a fairer, safer and more sustainable Hackney was, and still would be the administration's mission, and that mission was restated from this time and a pledge to rebuild a better Hackney. The Council would continue to support its communities, rebuild a fairer economy, and ensure

Hackney's recovery was a green recovery.

The ambitions included:

- Using this once in a generation opportunity to end rough sleeping.
- To want to ensure that no one in Hackney goes hungry — that anyone with an empty fridge and cupboards knows where they can turn to for help.
- To make sure that the vulnerable get the support they need — not just from council services, but voluntary and community sector partners too.
- support an inclusive economy, one that was fairer, worked for residents and shared growth and opportunity with local people.
- To keep building the homes the borough needs, and not forget about the housing crisis that had compounded the impact of the pandemic on some of Hackney's residents.
- To make sure there was a clear employment and skills offer available to all — whether someone was coming off furlough and losing their job or were a young person leaving school or college and needing support to start their career.

The Mayor emphasised that none of this would be easy, or achieved quickly, partly because there would be a need for staying flexible and keep listening to Hackney's residents' most pressing needs. But there was also a growing financial challenge as the report before Cabinet set out. The Council's finances illustrated that Hackney had done 'whatever it had taken' to support its services, residents, businesses and the voluntary sector — but this had cost the Council an additional £70 million this year, an unprecedented budget gap. This was not however an 'emergency budget' nor did the report signal one in the autumn. Hackney had continued to have sound financial management that meant that the Council would not need to make in-year cuts. But the lack of a long-term, sustainable funding model continued to be a threat to council services.

The Mayor commented that Hackney would continue to lobby the Government, and demand no return to austerity, for the sake of frontline staff and vulnerable residents. At the same time, none of this Plan could be achieved alone or in silos. It was no coincidence that Cabinet was also considering today the work of the Hackney Young Futures Commission (YFC). The YFC was one example of the commitment to more deeply involve local people, in this case local young people, in shaping the future direction of the borough. This would continue to be an iterative and adaptive process as the Council grappled with the health, social and economic challenges ahead.

In commending the report to Cabinet for approval the Mayor advised that the reason for the lateness of the report was because in order to give the most accurate assessment of the council's financial position going forward, and to include the grant allocation from the third Emergency Fund tranche of funding from the Ministry for Housing, Communities and Local Government (MHCLG) and technical information from MHCLG on the working of the sales, fees and charge compensation scheme. The former was not published until 16th July and the latter had still not been made available and so the Council was still forced to use estimates and projections in the report.

There being no points of clarification or questions on a MOTION by the Mayor it was:

RESOLVED

- i. That approval be given to Appendix 1 of the report being the**

- refreshed direction of travel for the corporate plan and priorities detailed in the main body of the report, which takes account of the direct and indirect impacts of the pandemic and response and includes some key public policy asks;
- ii. That the financial considerations that underpin the direction of travel, as set out in the medium term financial plan provided as Appendix 2 of the report be approved; and
 - iii. That the updated 2021/22 Budget forecast which reflects the additional costs pressures and income reductions resulting from Covid-19 and the outline of its impact on the financial position over the following two years, be noted.

REFRESHED DIRECTION OF TRAVEL FOR THE CORPORATE PLAN

Hackney adopted a new Community Strategy and Corporate Plan in 2018. An update on progress against the Corporate Plan was taken in February 2020.

This report takes stock of the direct and indirect impacts of pandemic and considers the ways that community, businesses and the Council has been affected. The report sets out how our corporate plan will change to take account of this and the financial impacts on the Council and partners, setting out the ways of working and direction of travel for our corporate priorities.

Even before the pandemic, we were trying to progress priorities in an extremely challenging context. The situation is now far worse and so this refresh of the corporate plan is needed, to set the direction of travel for the Council in terms of the corporate priorities we should all be focused on and to put this in the context of the latest financial assessment. The main risk is that we are unable to make progress with our priorities without changes to the way we work, to public policy and a fairer financial settlement

The refresh of the corporate plan covers:

The Impacts on the Community

The Council's Response

Resetting our Corporate Plan:

- Principles for re-opening services and moving to a new normal for the workforce

- Revisiting our existing corporate plan

- Ways of working

- Workforce strategy

- Reset of strategic priorities

Planned investment in 2020/21 budget to tackle poverty and inequality

Asks of central government

2021/22 BUDGET FORECAST AND OUTLINE MEDIUM TERM FINANCIAL PLAN

To facilitate financial management and control of the Council's finances.

DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

The Council could have chosen to do nothing and continue to work on the existing corporate plan. This has been rejected because we would be ignoring impacts and missing opportunities to work differently and learn from our

response. We would be out of step with other local authorities making collaborations more difficult. We would lose the confidence of our staff, partners and communities who will be looking for the Council to lead a process to take stock and reset priorities.

The Council could have chosen to adopt a completely new vision and corporate plan. We have not done this because our analysis of impacts tells us that we were focused on the right priorities and approaches: poverty reduction, inclusive economy, housing, climate emergency, serious violence, children and families, community wellbeing and health inequalities and also a focus on the key inequalities. We also concluded we had identified the right ways of working in terms of workforce and engagement. This report identifies what more we need to sharpen our approach or accelerate our response, or to adopt different ways of working, rather than starting again.

With regards to the budget forecast and medium term financial plan, this is primarily an update on the council's financial position and there are no alternatives here.

11. CAPITAL UPDATE REPORT- KEY DECISION NO. FCR Q 72

The Mayor introduced the report.

There being no points of clarification or questions, on a MOTION by the Mayor it was:

RESOLVED

i. That approval be given to the schemes for Children, Adults and Community Health as set out in section 9.2 as follows:
Final Devolved Formula Capital (DFC) Allocation Capital Funding: Resource and spend approval of £414k in 2020/21 is requested for the allocation of the DfE grant to individual schools maintained by Hackney Council for 2020/21;

ii. That approval be given to the schemes for Neighbourhood and Housing (Non) as set out in section 9.3 of the report as follows:

Electrical Power Upgrade to 80 Eastway: Virement and spend approval of £100k in 2020/21 to finance the power upgrade at 80 Eastway.

iii. That approval be given to the S106 schemes as set out in section 9.4 of the report and resource and spending approval as follows:

S106	2020/21 £'000	2021/22 £'000	2022/23 £'000	Total
	£'000	£'000	£'001	£'000
Capital	812	140	15	967
Total S106 Resource and Spend Approvals	812	140	15	967

S106	2020/21 £'000	2021/22 £'000	Total
	£'000	£'000	£'000

Revenue	105	60	165
Total Revenue S106 Approval	105	60	165

- iv. That the expenditure plans and associated resources to be carried from 2019/20 to 2020/21 as set out in section 9.5 of the report and summarised below be approved:

Directorate	Slippage 19/20
	£'000
Children, Adults & Community Health	130
Finance & Corporate Resources	(1,480)
Neighbourhoods & Housing	361
Total Non-Housing	(989)
Housing	16,805
Total	15,816

- v. That the schemes outlined in section 9.6 of the report be noted.

REASONS FOR DECISION

The decisions required are necessary in order that the schemes within the Council's approved Capital programme can be delivered as set out in this report.
In most cases, resources have already been allocated to the schemes as part of the budget setting exercise but spending approval is required in order for the scheme to proceed. Where however resources have not previously been allocated, resource approval is requested in this report.

DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

None.

11. LOCAL PLAN 2033 - ADOPTION - KEY DECISION NO. NH Q17

Councillor Nicholson introduced the report. During the introduction Councillor Nicholson commented on the collaborative efforts of the service in drawing together the proposals and thanked Ms Broughton and the planning officers for their magnificent effort.

The Mayor and other Cabinet Members, in welcoming the report and its proposals thanked Councillor Nicholson for his tireless work in bringing the report to Cabinet for adoption, and all the work of the planning service.

There being no points of clarification, or questions, on a **MOTION** by the Mayor, on a vote there being nine for – Mayor Glanville, Deputy Mayor Councillor Bramble, Councillors Burke, Kennedy, Mckenzie, Nicholson, Deputy Mayor Councillor Rennison, Councillors Selman, and Williams, none against, and no abstentions, it was:

RESOLVED

- i. That approval be given to the adoption of Hackney's Local Plan as detailed in appendix 1 of the report and Policies Map as detailed in appendix 2 of the

	<p>report in accordance with the Planning Inspector’s Report of June 2020 and Schedule of Main Modifications as detailed at appendix 3 of the report;</p> <p>ii. That Full Council be recommended to approve the adoption of Hackney’s Local Plan (Appendix 1) and Policies Map (Appendix 2) in accordance with the Planning Inspector’s Report June 2020 and Schedule of Main Modifications (Appendix 3).</p> <p>iii. That authority be delegate authority to the Group Director of Neighbourhoods and Housing to approve administrative alterations, typographical amendments, to improve cross referencing (e.g para numbering, page numbering) and typographical errors prior to the publication of the final plan.</p> <p>REASONS FOR DECISION</p> <p>The Council is required by legislation to have an up to date Local Plan. The Local Plan will help inform and influence the plan and Hackney’s spatial approach to the challenges up to 2033. The National Planning Policy Framework requires Local Planning Authorities to maintain an up-to-date local plan and that it should clearly demonstrate a 5-year housing supply. In the absence of such, the NPPF and its presumption in favour of sustainable development takes precedence, meaning that proposed developments should be granted planning permission unless their adverse impacts "significantly and demonstrably" outweigh their benefits.</p> <p>DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED</p> <p>The alternative is to retain the suite of existing development plan documents, primarily the Core Strategy (2010) Development Management Local Plan (2015), and Site Allocations Local Plan (2016) and adopted Area Action Plans. This has been rejected as it would result in Hackney’s Local Plan being out of date. LP33 ensures that Hackney’s planning policies are robust, up to date, and opportunities to effect change are maximised.</p>
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<p>12.</p>	<p>S106 PLANNING CONTRIBUTIONS SPD - KEY DECISION NO. NH Q84</p>
	<p>Councillor Nicholson introduced the report.</p> <p>There being no points of clarification or questions, on a MOTION by the Mayor it was:</p> <p>RESOLVED</p> <p>i. That approval be given to the adoption of the Planning Obligations Supplementary Planning Document as detailed in appendix 1 of the report to take effect on 23 July 2020 following approval of the Local Plan 33 report by Full Council on 22 July 2020; and</p> <p>ii. That authority be delegated to the Group Director of Neighbourhoods and Housing to approve administrative alterations, typographical amendments, to improve cross referencing (e.g para numbering, page numbering) and typographical errors prior to the publication of final publication.</p> <p>REASONS FOR DECISION</p>

	<p>The current S106 SPD will become out of date on adoption of LP33 so needs to be updated, brought into line with LP33 policies and then adopted to become a material planning consideration while also providing developers with clarity and certainty for submitted proposals.</p> <p>DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED</p> <p>There are no alternative options. The existing Planning Obligations Supplementary Planning Document becomes outdated upon adoption of the new borough Local Plan (scheduled for July Cabinet and Council) therefore it is necessary to update and adopt the revised SPD to provide clarity to developers and decision-makers on the requirements of planning obligations for different types of development as set out in the new borough-wide Local Plan (LP33).</p>
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<p>13.</p>	<p>STATEMENT OF COMMUNITY INVOLVEMENT ADDENDUM - KEY DECISION NO. NH Q89</p>
	<p>Councillor Nicholson introduced the report.</p> <p>There being no points of clarification or questions, on a MOTION by the Mayor it was:</p> <p>RESOLVED</p> <p>That approval be given to the Addendum to Hackney's Statement of Community Involvement as detailed in Appendix 1 of the report.</p> <p>REASONS FOR DECISION</p> <p>In line with recent government guidance, the SCI has been updated to outline temporary measures that have been put in place to enable the public to view and access copies of policy documents / materials (including hard copies) whilst COVID-19 restrictions are in place. This update to the SCI by way of an addendum is required to enable the Council to progress with the adoption of the Local Plan and Planning Obligations Supplementary Planning Document.</p> <p>DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED</p> <p>The alternative of not approving an addendum to the SCI has been rejected as it will have implications for progressing with plan making including the adoption of the Council's new borough-wide Local Plan, and could also give rise to legal challenge through non-compliance with some requirements of the adopted SCI.</p>

<p>14.</p>	<p>HACKNEY COUNCIL'S SELF-BUILD CHALLENGE - KEY DECISION NO. NH Q85</p>
	<p>Deputy Mayor Rennison introduced the report.</p> <p>There being no points of clarification or questions, on a MOTION by the Mayor it was:</p> <p>RESOLVED</p>

- i. That approval be given to the disposal of two small sites through a 'Self-Build Challenge' bidding process to be administered by the Council; and
- ii. that authority be to the Group Director of Finance and Resources and the Group Director of Neighbourhoods and Housing to agree the terms of the transfers of the sites noted in appendix 1 of the report; and
- iii. that the Director of Legal and Governance be authorised to prepare, agree, settle and sign the necessary legal documentation to effect the proposals and to enter into any other ancillary legal documentation required.

REASONS FOR DECISION

The reasons for providing this report and the recommendations set out within it are:

To deliver on the administration's manifesto commitment to "encourage housing innovation, including cooperative and self-build ideas where this can support the delivery of a blend of housing products that meet Hackney residents' needs."

To support households who are in housing need who would otherwise be unable to live long term in the borough .¹

To support innovation in housing construction and design and encourage environmentally-friendly development.

To offer an opportunity for local residents to build their own home, supporting housing delivery in the borough.

To bring appropriate undeveloped residential sites into use as an intermediate housing option for a local resident/household.

To use the statutory Self-Build Register as well as Self-Build communications to attract interested applicants and bring redundant sites suitable for housing back into productive use.

To use two small sites to pilot a Self-Build Challenge, which will engage self-build or community-led housing initiatives to support affordable housing delivery in the borough and meet local housing need.

The disposal of Housing Land (HRA) is pursuant to S32 of the Housing Act 1985 and the secretary of state general consent order titled The General Housing Consents 2013 Section 32 of the Housing Act 1985.

DETAILS OF ALTERNATIVE OPTIONS CONSIDERED

Do nothing - it was decided that this was unappealing because the Council is committed to promoting and facilitating housing delivery in the borough in order to help address the housing crisis. Promoting alternative approaches to housing delivery on small under-utilised sites supports the delivery of housing in the borough.

The sites proposed have been identified by Property Services for disposal.

	<p>Property Services estimated their value each to be below £100,000 without planning permission. It has been decided that if the sites were instead used through the proposed Self-Build Challenge they would most likely result in a greater receipt or a higher value asset for the Council. Furthermore, disposal would eliminate the Council's ability to meet housing need, whereas the Challenge could enable an intermediate affordable housing product to meet the needs of a local household.</p> <p>The sites were reviewed by Council officers through the Asset Review Process. This process concluded that these sites were appropriate for self-build use but were undesirable to the Council for our Housing Supply Programme due to their small size and their locations. Both of the sites identified are not part of estates that are part of the Housing Supply Programme or Estate Regeneration Programme. Due to this, there wouldn't be any economies of scale for direct Council led development.</p> <p>The sites have been considered for community led housing and to fulfill the administration's commitment to Community Land Trusts. The sites were determined to be too small to fit more than two units maximum and thus unlikely to be of interest to these community-led housing groups. However, groups registered on the Self-Build Register will be notified of the opportunities and welcomed to bid.</p> <p>The Council often receives approaches from registered providers (RPs) who are seeking land to build affordable homes. One option that was considered was to sell or transfer the sites to RPs. In the case of these sites it was decided that it was unlikely that RPs, through a joint venture with the Council, would be able to provide any additionality above the Council's direct delivery approach and thus the offer would be unappealing.</p> <p>Officers have considered using the GLA's Small Site Programme as a method of promotion and funding. It has been decided that the Council will pursue delivery outside of the GLA scheme, but will use the GLA Small Sites Portal to promote the sites. The Council will keep potential future engagement under review.</p>
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<p>15.</p>	<p>KINGS CRESCENT APPROPRIATION OF LAND FOR PLANNING PURPOSES - NON - KEY DECISION</p>
	<p>The Mayor advised the meeting that the report before them had an exempt appendix to consider and if any members wished to ask any points of clarification then they would need to wait to move in to the private part of the meetings.</p> <p>There were no indications of questions regarding the exempt appendix.</p> <p>Deputy Mayor Rennison introduced the report.</p> <p>There being no points of clarification or questions, on a MOTION by the Mayor it was:</p> <p>RESOLVED</p> <p>i. That approval be given to the appropriation for planning purposes under S122 of the Local Government Act 1972 of land at Kings Crescent Phases 3</p>

& 4 shown outlined in red on the plan at Appendix 1 of the report , subject to the Secretary of State Consent under S19(2) of the Housing Act 1985; and

- ii. **That the Group Director of Neighbourhoods and Housing and the Director of Legal be authorised to deal with all necessary arrangements to effect the appropriation set out in this report subject to the Secretary of State Consent, under S19(2) of the Housing Act 1985.**

REASONS FOR DECISION

Appropriation of land for planning purposes under section 122 of the Local Government Act 1972 ('the 1972 Act') provides the Council with a mechanism for helping minimise the delay or uncertainty associated with regeneration projects by ensuring that the proposed developments cannot be held up by injunctions in support of third party rights.

In order to de-risk the development of the mixed tenure scheme at Kings Crescent Phases 3 & 4, the appropriation of the land shown within the red line at Appendix 1 is required. As the red line boundary includes existing residential homes, the decision is required to go to the Secretary of State for approval.

The land at Kings Crescent as shown in Appendix 1, for which authority to appropriate is being sought, is currently housing land and the tenancies on the land are administered under the Housing Revenue Account (HRA). The land following appropriation will be transferred to and administered from the General Fund Account. Once the development has been completed, the land will be appropriated as housing land and transferred back to the HRA.

Subsequent to the transfer back to the HRA the Council will lose the benefits of the appropriation for planning purposes. The Council will not, however, lose the protection over whatever was built whilst the land was appropriated for planning purposes, and as such the newly built development would not be subject to an injunction (i.e. third parties whose rights have been injured as a result of the development will not be able to halt the redevelopment). The affected parties may however be able to seek compensation. Exempt Appendix 2 provides further background information.

DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

At its meeting in July 2011 the Council's Cabinet agreed to the Estate Regeneration Programme. A further report updating the Programme was approved in March 2014 and subsequently in October 2015 and April 2019. These Cabinet reports outlined the need for regeneration and the Council's approach to the delivery of high quality new build housing and improved living standards across a number of housing estates in the borough.

The Kings Crescent Phases 3 & 4 site is identified within this Programme. As such it is accepted that the site needs to be appropriated for planning purposes.

A 'do nothing' approach has been rejected, as not appropriating the land would put the scheme at risk of time delays and increased costs as a result of possible third party injunctions, and would diminish the commercial and market attractiveness of the project to prospective contractors.

<p>16.</p>	<p>PILOT RESIDENT BALLOT FOR TRINITY COURT (DE BEAUVOIR PHASE 2) - KEY DECISION NO. NH Q88</p>
	<p>Deputy Mayor Rennison introduced the report.</p> <p>There being no points of clarification or questions, on a MOTION by the Mayor it was:</p> <p>RESOLVED</p> <p>That approval be given to the principle of undertaking a pilot resident ballot at Trinity Court (De Beauvoir Phase 2).</p> <p>REASONS FOR DECISION</p> <p>As Hackney is facing an unprecedented housing crisis, the Council is building new genuinely affordable homes across a range of sites in the borough to help meet housing demand, engaging and consulting with the local community and putting residents at the heart of any proposals for redevelopment.</p> <p>To ensure that regeneration brings real benefits to local communities and opportunities are given to existing tenants, the Council has already developed and adopted Local Lettings Policies as well as the Leaseholder and Freeholder Options Document. Moreover, the Council follows the guidance provided in the ‘Better Homes for Local People’, the Mayor of London’s Estate Regeneration Good Practice Guide. The latter sets out good practice and principles to deliver better homes for local communities, and encourages housing providers to openly engage with residents affected by a regeneration project, from its inception. The Mayor of London’s Guide encourages the use of ballots when demolition is involved in a regeneration scheme in receipt of GLA funding (specific requirements for ballots are set out in the GLA’s Capital Funding Guide).</p> <p>Although the De Beauvoir Phase 2 regeneration project is not in receipt of GLA funding and resident ballots are not mandatory for this project, the Council is committed to placing residents at the heart of decision-making and giving residents at Trinity Court (De Beauvoir Estate) the final say on whether their homes should be included in the redevelopment proposal. Holding a ballot of Trinity Court residents will give them the possibility of voting in favour of or against the demolition and redevelopment of their homes casting a ‘yes’ or ‘no’ vote.</p> <p>The experience of undertaking a pilot ballot at Trinity Court will positively contribute to informing the forthcoming resident ballots policy for Hackney that will set out how resident ballots will be implemented in future regeneration projects not in receipt of GLA funding (where they are already required). The experience at Trinity Court will be used to inform the development of the resident ballots policy for other regeneration projects in Hackney.</p> <p>Organising the ballot may generate some additional costs in the De Beauvoir Phase 2 project. For instance, an independent body may have to be appointed to undertake the ballot and give more independence and credibility to the vote. However, the Council already invests in extensive engagement with residents and wider stakeholders when developing regeneration schemes and the ballot would not result in any significant increase in costs.</p>

DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

Holding a resident ballot at Trinity Court is not mandatory and an alternative option would be not to undertake the pilot. However, this would be a missed opportunity to:

1. give residents at Trinity Court a say on including their homes in the redevelopment proposal;
2. gain experience useful to better inform the borough-wide resident ballots policy for regeneration projects; and
3. fulfill a commitment within the Mayor of Hackney's 2018 Manifesto.

17. Schedule of Local Authority School Governor appointments

There were no appointments.

NOTED

18. Appointments to Outside Bodies

There were no appointments.

NOTED

19. New items of unrestricted urgent business

There were no items of unrestricted urgent business.

NOTED

20. EXCLUSION OF THE PUBLIC AND PRESS

RESOLVED

THAT the press and public be excluded from the proceedings of the Cabinet during consideration of Exempt item 21 on the agenda on the grounds that it is likely, in view of the nature of the business to be transacted, that were members of the public to be present, there would be disclosure of exempt information as defined in paragraph 3 of Schedule 12A to the Local Government Act 1972 as amended.

SUMMARY OF EXEMPT PROCEEDINGS

21. KINGS CRESCENT APPROPRIATION OF LAND FOR PLANNING PURPOSES - NON - KEY DECISION

AGREED – The exempt appendix 2 in relation to agenda item 15 in the unrestricted part of the proceedings.

22.	ANY OTHER EXEMPT BUSINESS THE CHAIR CONSIDERS TO BE URGENT
	There were no exempt items of urgent business. NOTED

Duration of the meeting: 18:00hrs – 19:10hrs

Mayor Philip Glanville
Chair at the meeting on
Monday, 20 July 2020



**2020/21 OVERALL FINANCIAL POSITION, PROPERTY DISPOSALS AND ACQUISITIONS REPORT THAT TAKES ACCOUNT OF THE ESTIMATED FINANCIAL IMPACT OF COVID 19 AND THE ON-GOING EMERGENCY
KEY DECISION NO. FCR Q97**

<p>CABINET MEETING DATE 2020/21</p> <p>29TH SEPTEMBER 2020</p>	<p>CLASSIFICATION:</p> <p>OPEN</p>
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<p>WARD(S) AFFECTED: ALL WARDS</p>
<p>CABINET MEMBER</p> <p>Deputy Mayor Rebecca Rennison</p> <p>Cabinet Member for Finance, Housing Needs and Supply</p>
<p>KEY DECISION</p> <p>Yes</p> <p>REASON</p> <p>Spending or Savings</p>
<p>GROUP DIRECTOR</p> <p>Ian Williams: Finance and Corporate Resources</p>

1. CABINET MEMBER'S INTRODUCTION

- 1.1 This Overall Financial Position (OFP) is based on detailed July monitoring data from directorates.
- 1.2 We are forecasting an overspend on the General Fund (i.e. excluding Housing costs) of £64.4m before the application of the Government's Emergency Funding (£21.4m). Of this, £60.8m relates to additional expenditure and reduced income incurred on the General Fund that is owed to COVID-19. The non-COVID-19 related overspend is £3.6m.
- 1.3 This report demonstrates that commitments from central Government, coupled with our own sound financial management, reduce the forecast COVID-19 related shortfall for 2020/21 to £9.4 million. While this places an extra pressure on Council finances, we are confident at this point that we can manage this shortfall.
- 1.4 What we now urgently need is certainty over future funding. We have been clear that we are prepared to work with the Government on addressing the funding shortfall brought about by COVID-19. The Government's commitment, while welcome, to fund a significant portion of, but not all, lost Council income as a result of COVID-19 would appear to show that they are likewise expecting local authorities to step-up and help manage the additional costs. This is also reflected in the Government's decision to only part fund Council Tax losses.
- 1.5 It is therefore vital that the Comprehensive Spending Review focuses on ensuring stability in local government finances. We have acted as honest partners to the Government in addressing the current crisis and we now need them to do the same. After £140 million in cuts over the past decade, the biggest immediate threat now facing Hackney's finances is the decisions the Government will take within the Comprehensive Spending Review.
- 1.6 Local authorities do not have the same financial flexibilities and powers open to central Government. We need a funding settlement that is truly fair and gives us the resources we need to manage the financial impact of COVID-19 and to continue to deliver the services our residents rely on.

2. GROUP DIRECTOR OF FINANCE AND CORPORATE RESOURCES INTRODUCTION

- 2.1 The OFP shows that the Council is forecast to have a £64.4m funding shortfall (General Fund) before the application of the Government's Emergency Funding. This is equivalent to 6% of the total gross budget and 19% of the net budget. This is a £3.7m increase in the overspend from May of which £2.1m relates to COVID-19 and £1.6m to other pressures.
- 2.2 As Cabinet is aware, we were awarded £17.835m of grant in the first two tranches and a further £3.516m from the third tranche, giving a total of £21.351m. With regards to the scheme that would partially compensate councils for losses in some sales, fees and charges income streams arising from COVID-19, we have had guidance and a template to complete to make our claim. At the time of writing this

report, work had begun on completing the template but until completion we will not know our estimated funding allocation and so the report therefore includes the same estimate as in the previous OFP - £9.6m.

- 2.3 At the end of August we submitted a further Covid-19 survey to MHCLG. The return showed a larger impact of Covid-19 than shown in this OFP. There are various reasons for this. Firstly, we are required to record the total of budgeted business rates losses including the GLA and Government's share as well as Hackney's share in the survey whereas in the OFP we just show Hackney's share (our share is 30%). We are also required to show Council Tax losses including the GLA's share in the Covid-19 return whereas in the OFP we just show Hackney's share. Our share is 78%. Additionally, we are required to show expenditure gross of grants in the survey, but we show expenditure net in the OFP (this is significant for Public Health track and trace spend). So, whilst the survey provides us with a good opportunity to make the Government aware of our financial losses and need for funding, because of the specific information requirements of the survey, it is not a very reliable measure of our current financial position and funding requirements.
- 2.4 The estimates contained within this report are very indicative and will be revised further as more information becomes available. It must also be noted that the Government funding listed in this report is intended to cover the pandemic only and funding is of a one-off nature. It follows that, while speed has necessitated some decisions to be taken through delegated authority over recent months, to protect the Council's financial position going forward, any further expenditure commitments that are of an ongoing nature must have full political oversight and be agreed through the Cabinet process.
- 2.5 The position of the General Fund is shown below. The first table shows the funding shortfall of £64.4m of which £60.8m is owed to COVID-19 while the second table analyses the impact of applying Government funding.

TABLE 1: OVERALL ESTIMATED BUDGET SHORTFALL 2020/21

Revised Budgets	Service Unit	Forecast : Change from Revised Budget after Reserves	Variance from Previous Month	Amount of variance owed to Covid	Variance excluding Covid
		£k	£k	£k	£k
87,515	Children's Services	6,075	221	4,730	1,345

93,921	ASC & Commissioning	6,584	143	4,911	1,673
33,684	Community Health	1,250	510	1,680	-430
215,120	Total CACH	13,909	874	11,321	2,588
34,414	Neighbourhood & Housing	13,681	-922	13,216	465
17,028	Finance & Corporate Resources	14,805	3,509	14,313	492
0	Reduced Council Tax & Business Rates Income	20,500	0	20,500	0
8,657	Chief Executive	1,540	329	1,468	72
37,659	General Finance Account	0	0	0	0
312,878	GENERAL FUND TOTAL	64,435	3,790	60,818	3,617

2.6 In order to look at the budgetary implications of this shortfall in 2020/21 we must first make adjustments in respect of Council Tax and Business Rates. The governing regulations require that any difference between the budgeted income and outturn income for these two income streams is not charged to the General Fund in 2020/21 but instead is charged in the following year. And so without changes to the regulations if we do make a shortfall of £20.5m on Council Tax and Business Rates income in 2020/21, it would all be charged to the General Fund in 2021/22 thereby increasing the budget gap by an equivalent amount in this year.

2.7 However, as noted in the May OFP, the Government is intending to partially alleviate the burden in 2021/22. It is proposing to fund part of the shortfall on Council Tax and Business Rates (but we will not know how much until it produces the next Spending Review in the Autumn) and it will then direct that the remaining losses after the funding will be a charge against the General Fund in 2021/22 and in the following 2 years in equal amounts. So if the Government funds 33% for example (this is just a number for illustrative purposes) and we have a shortfall of £20.5m then we will have to charge £13.7m to the General Fund over the next 3 years, at a rate of £4.6m per annum beginning in 2021/22. Obviously, we will be able to offset against this any payments we receive in respect of 2020/21 debts in 2021-22 and beyond from local taxpayers and businesses.

2.8 The application of the grant, compensatory funding and the deferral of Council Tax and Business Rates losses to future years is shown in table 2 below

TABLE 2: SHORTFALL AFTER THE APPLICATION OF GRANT

Revised Budgets	Service Unit	Forecast: Change from Revised Budget after Reserves	Amount of variance owed to COVID-19	Variance excluding COVID-19
		£k	£k	£k
87,515	Children's Services	6,075	4,730	1,345
93,921	ASC & Commissioning	6,584	4,911	1,673
33,684	Community Health	1,250	1,680	-430
215,120	Total CACH	13,909	11,321	2,588
34,414	Neighbourhood & Housing	13,681	13,216	465
17,028	Finance & Corporate Resources	14,805	14,313	492
8,657	Chief Executive	1,540	1,468	72
37,659	General Finance Account	0	0	0

312,878	GENERAL FUND TOTAL	43,935	40,318	3,617
	Estimated Emergency Fund	-21,351	-21,351	
	Funding to Partially Compensate loss of Sales, Fees & Charges income	-9,575	-9,575	
	FUNDING STILL REQUIRED AFTER APPLICATION OF GRANT	13,009	9,392	

2.9 So as can be seen we have a total shortfall of £13m of which £9.4m relates to Covid-19.

2.10 The Group Director Finance is meeting this financial challenge by: -

- Reviewing the Council's reserves to develop options for re-appropriating reserve funds to help support the Council's response to COVID-19. This may mean delaying some projects or activities initially expected to be funded from reserves.
- Refining and developing a governance process to ensure expenditure is signed off by appropriate officers to keep expenditure focused on the COVID-19 response.
- Closely monitoring the Council's income streams and debt levels to see what effect the COVID-19 crisis is having on the Council's income.

2.11 We will also be continuing to review and refine our work on the robustness of the calculation processes and data used to calculate the COVID-19 estimates.

2.12 On other matters, on 28th April, the Government confirmed that the review of relative needs and resources (Fair Funding) and the move to 75% business rates retention will no longer be implemented in April 2021. On 21st July, it also launched the 2020 Comprehensive Spending Review (CSR). The Review, which will be published in the autumn, will set out the Government's spending plans for the remainder of this Parliament. It follows that at this stage, we will need to continue to plan with little or no funding certainty over the medium term in the context of significant additional spending and reduced income because of COVID-19.

2.13 As reported in previous reports to Cabinet, It is by no means clear what the longer term financial impact on local government will be as a result of COVID-19 but it looks likely that the UK faces a significant recession, possibly its sharpest recession on record. It is also worth noting that the UK's debt is now worth more than its economy after the government borrowed a record amount in May. The £55.2bn figure was nine times higher than in May last year and the highest since records began in 1993 and it sent total government debt surging to £1.95trn. Income from tax, National Insurance and VAT all dived in May amid the coronavirus lockdown as spending on support measures soared.

- 2.14 Clearly this will have an impact on future public sector and local authority budgets. It seems that at this time there is much less of an appetite within Government for austerity than that following the financial crisis in 2008 but it remains to be seen whether sufficient resources are made available to put local government on a sound and sustainable financial footing going forward.

3.0 RECOMMENDATIONS

- 3.1 **To update the overall financial position for July, covering the General Fund, HRA and Capital.**

4. REASONS FOR DECISION

- 4.1 To facilitate financial management and control of the Council's finances.

4.2 CHILDREN, ADULT SOCIAL CARE AND COMMUNITY HEALTH (CACH)

Summary

The CACH directorate is forecasting an overspend of £13.9m after the application of reserves and drawdown of grant with COVID-19 related expenditure accounting for £11.3m of the reported overspend.

Children & Families Service

Children and Families Service (CFS) is forecasting a £3.080m overspend as at the end of July against budget after the application of reserves including a £1.735m forecast drawdown in respect of COVID-19 related spend. The draw down from reserves includes:

- £3.869m from the Commissioning Reserve, set up to meet the cost of placements where these exceed the current budget.
- £1.6m for additional staffing required to address a combination of increased demand across the service and management response to the Ofsted inspection.

The forecast also incorporates £4.650m of Social Care Grant funding (that is an additional £3.450m in 2020/21 when compared to last year). Set against this, there is a significant increase in spend driven by looked-after children (LAC) and leaving care (LC) placements costs within Corporate Parenting where the overall spend is forecast to increase by £4.9m (£0.9m has been identified as relating to COVID-19) compared to last year. There is also an increase in forecast spend on staffing across CFS of £2.87m when compared to last year (£0.6m has been identified as relating to COVID-19 and £0.67m relates to an increase in the employer pension contribution from 15.6% to 18.5%). £1.6m is linked to increased staffing levels agreed in response to increased demand and additional posts agreed to assist in responding to the Ofsted recommendations arising from the inspection in November 2019 in which the Council received a '*requires improvement*' judgement.

Corporate Parenting is forecast to overspend by £2.72m after the use of £3.9m of commissioning reserves (includes £0.943m of COVID-19 expenditure). This position also includes the use of £2.9m of Social Care funding that was announced in the October 2019 Budget. The overall position for Corporate Parenting has increased by £1.06m since May 2020 and this is due to a significant increase in high cost LAC placements such as Residential Care (£801k) and Independent Fostering Agency (£217k). Gross expenditure on LAC and LC placements (as illustrated in the table below) is forecasted at £27.5m compared to last year's outturn of £22.7m – an increase of £4.8m (this includes £0.943m of COVID-19 expenditure).

Table 3: Placements Summary for LAC and Leaving Care - gross costs

<i>Service Type</i>	<i>Budget £000</i>	<i>Forecast £000</i>	<i>Forecast Variance £000</i>	<i>Funded Placements*</i>	<i>Current Placements</i>
<i>Residential</i>	3,131	7,531	4,400	16	40
<i>Secure Accommodation (Welfare)</i>	-	121	121	-	-
<i>Semi-Independent (Under 18)</i>	1,570	3,098	1,528	25	50
<i>Other Local Authorities</i>	-	84	84	-	2
<i>In-House Fostering</i>	2,400	2,254	(146)	98	92
<i>Independent Foster Agency Carers</i>	6,488	7,726	1,238	131	152
<i>Residential Family Centre (P&Child)</i>	-	212	212	-	1
<i>Family & Friends</i>	569	1,017	448	25	44
<i>Extended Fostering</i>	-	56	56	-	2
<i>Staying Put</i>	200	704	504	8	33
<i>Overstayers</i>	290	748	458	13	32
<i>UASC</i>	700	1,065	365	17	27
<i>Semi-independent (18+)</i>	1,370	2,860	1,490	78	120
Total	16,718	27,476	10,758	411	595

*based on the average cost of placements.

This is the gross position of an adverse variance of £10.7m for placements excluding any income. This is mitigated by reserves of £3.9m, £2.2m Social Care Grant; UASC Income of £1.7m; and other income of £0.3m to get to a net reported position of £2.7m.

Table 4: LAC/ Leaving Care Placement Analysis

Placement Type	Annual Forecast £ 000	Weekly Cost £ 000	Weekly Unit Cost (Avg)	Current YP No	Last month YP No
Residential Care (inc. HLT element)	8,167	167	4,165	40	35
Secure Accommodation (Welfare)	121	-	7,385	0	1
In-House Fostering	2,254	43	469	92	92
Independent Foster Agency	7,726	145	951	152	149
Semi-Independent (Under 18)	3,098	59	1,186	50	47
Semi-independent (18+)	2,860	40	337	120	112
Family & Friends	1,017	19	431	44	49
Residential Family Centre (Parent & Child)	212	3	3,487	1	2
Other Local Authorities	84	2	810	2	2
Total	25,539	478	19,221	501	489

One of the main drivers for the cost pressure in Corporate Parenting continues to be the rise in the number of children in costly residential placements which has continued to grow year-on-year and the number of under 18s in high-cost semi-independent placements. Where children in their late teens are deemed to be vulnerable, and in many cases are transitioning from residential to semi-independent placements, they may still require a high-level of support and in extreme circumstances bespoke crisis packages. We are also seeing an increase in the number of Independent Fostering Agency (IFA) placements and a stagnation in the number of in-house fostering placements. IFA placements (£50k) are double the cost of in-house fostering placements (£25k).

The forecast for LAC and Leaving Care Placements is an increase of £4.9m compared to last year, and this is largely attributed to increases in Semi-independent placements (both under and over 18s) of £2.1m; Residential care £2.4m; and IFAs £0.6m, this includes approximately £0.9m in relation to COVID-19 additional expenditure. If we exclude the COVID-19 expenditure, the increase compared to the 2019/20 outturn is £3.9m. Management actions are being developed by the service to reduce the number and unit cost of residential placements. Given that the average annual cost of a residential placement is approximately £200k, a net reduction in placements would have a significant impact on the forecast.

This year we continue to see significant pressures on staffing, however this has been partly offset by the social care grant funding which has been allocated to the service. This is mainly due to over-established posts recruited to meet an increase in demand (rise in caseloads), additional capacity to support the response to the

Ofsted focused visit at the end of last year and cover for maternity/paternity/sick leave and agency premiums. Given the outcome of the recent inspection referred to above, alongside further increased demand in the system, as well as the ongoing impact of COVID-19, it is likely that staffing costs will continue to be above establishment and this is being built into future financial plans.

Disabled Children's Service is forecast to break-even after the use of £447k of reserves. Staffing is projecting an overspend of £169k due to additional staff brought in to address increased demand in the service. This is offset by £215k of additional social care grant. Commissioning is projecting a £564k overspend primarily attributed to care packages (£391k Home Care, £255k Direct Payments) and £30k on other expenditure partially offset by a £82k underspend on Short breaks. This position is also offset by £100k of internal procurement income.

Directorate Management Team is forecast to overspend by £386k after a drawdown of £635k reserves for Post Ofsted staffing pressure and £166k Social Care Grant on creation of 2 Service Manager posts. £397k of staffing pressure in relation to COVID-19 is forecast in this area, this includes an estimate of additional staffing relating to delays in closing cases.

Children in Need is forecasted to underspend by £23k after the use of reserves. There are significant levels of non-recurrent funding in the service including £625k of Social Care Grant funding in recognition of staffing pressure at the start of the financial year. Recruitment to permanent Social Worker posts are in progress which should address the high numbers of agency staff currently in this service.

Access and Assessment is forecasted to underspend by £98k after the use of reserves. There are significant levels of non-recurrent funding in the service including approximately £600k of reserve funding to provide additional capacity following the Ofsted inspection last year. This month, staffing is underspending by £51k due to delayed recruitment to vacant posts and £47k relates to underspend in Section 17 and other non-staffing expenditure.

Overspends across the service are partly offset by small underspends in Children in Need, Access and Assessment, No Recourse to Public Funds and Youth Justice. Youth Justice is forecasted to underspend by £64k primarily due to late recruitment to vacant posts.

Management action which is being taken to mitigate the overspend is shown below

Management actions to contain CFS overspend

Service unit	Description	Commentary on action
Corporate Parenting	Joint funding on health and children's social care packages	The Transition Steering Group has agreed a process and individual placements are in the process of being reviewed. Placement contributions from the CCG towards eligible healthcare needs will be backdated to 1 April 2020.
Corporate Parenting	Review and reduction in high cost placements as part of budget review meetings.	Reviewing high cost residential, semi-independent and IFA placements on a rolling monthly basis to see if any packages can be stepped down. Residential and semi-independent placements are expensive so a reduction in placements can have a significant impact on the forecast.
Corporate Parenting	Mockingbird Project and Supported Lodgings	The extended family model for delivering foster care with an emphasis on respite care and peer support, and new arrangements for implementing Supported Lodgings will also be reviewed going forwards.
Corporate Parenting	FLIP & Edge of Care	Work undertaken by FLIP and Edge of Care workers aimed at preventing children and young people coming into care and supporting young people back to their families.
Service wide	Improved flexible use of staffing and recruitment controls	The Director of Children and Families is developing an improved system for monitoring staffing levels, enhancing flexible use of staff across the service, and increasing controls over recruitment.

Hackney Learning Trust

HLT has a budget of £25.7m net of budgeted income of circa £240m. This income is primarily Dedicated Schools Grant of which the majority is passported to schools and early years settings or spent on high needs placements. As at the end of July 2020, HLT is forecasting to overspend by around £9.3m. Approximately £3m of this is the forecast financial impact of the COVID-19 outbreak. The balance of the overspend (£6.3m) is mainly because of a £8.6m forecast over-spend in SEND, offset by forecast £2.3m of savings in other areas of HLT. The £8.6m over-spend in SEND is a result of previously reported factors, mainly a significant increase in recent years of children and young people with Education Health and Care Plans (EHCP's).

The Government has formally confirmed its intention to ensure that local authorities are not left with the burden of SEND cost pressures and have issued new funding regulations which state that deficits arising from DSG shortfalls will not be met from local authorities' general funds unless Secretary of State approval is gained. The finance teams are working on what exactly this will mean for the Council's finances and are also consulting with the auditors and other Councils. At this time, it is thought that it is unlikely these changes to funding regulations will have a material impact on the forecast. The Government expectation is that the DSG overspend will remain in the Council's accounts as a deficit balance which will then reduce in future years as additional funding is received. However, Government's commitment to this additional funding and the level this will be at is not clear. There is therefore a financial risk to the Council of carrying this deficit forward and we will need to consider options for mitigating this risk which might include setting aside a reserve equivalent to the deficit at year end.

The tables below provide a breakdown of the forecast against service areas in the HLT and an explanation for significant variances.

Variances

	Variance £'000	Variance due to COVID £'000	What the variance might have been excluding C19 £'000
SEND Forecast (excluding transport)	8,055	388	7,667
SEND Transport	1,034	80	954
HLT forecast other	236	2,527	-2,290
Net variance	9,326	2,995	6,331

HLT Budget Commentary Excluding the C19 Impact				
Service area	2020/21 budget £k	Forecast Year-end Exp Excl C19 £k	Variance Excluding C19 £k	Budget commentary
High Needs and School Places	47,578	56,199	8,621	The forecast assumes an increase in spend by around £3.8m from what was incurred in 2019/20. A group of key Council officers will meet to develop/refine the forecast. Furthermore, officers are undertaking a fresh review of options for reducing spend and therefore the recurrent deficit.
Education Operations	3,684	3,661	-23	Immaterial variance
Early Years, Early Help and Wellbeing	41,318	41,919	600	This reflects forecast spending in children's centres and residual costs associated with an in-year closure of a school-based children's centre where the full-year budget was vired as savings so is partly offset under contingencies and recharges. A full financial review of the children's centres is currently underway.
School Standards and Performance	1,843	1,859	16	Immaterial variance
Contingencies and recharges	11,055	9,514	-1,541	Forecast under-spends in contingency and savings delivered in previous years.
Delegated school funding to maintained mainstream schools	133,844	132,900	-944	Forecast variance reflects Schools Forum agreement to vire from Schools Block of the DSG to the High Needs block to contribute to the SEND pressure.
DSG income	-213,611	-214,012	-400	Estimated additional Early Years DSG
TOTAL	25,711	32,040	6,329	

Adult Social Care & Community Health

The forecast for Adult Social Care is a £6.6m overspend. Covid-19 related expenditure accounts for £4.9m of the reported budget overspend. To note, this overspend does not include Covid-19 NHS discharge related spend of £1.3m where there is an agreement to fully recharge the cost to CH-CCG or provider support from the Infection Control Fund (£0.5m).

The overall position for Adult Social Care last year was an overspend of £4.027m. The revenue forecast includes significant levels of non-recurrent funding including iBCF (£1.989m), Social Care Support Grant (£4.644m), and Winter Pressures Grant (£1.405m).

Announcements on social care funding as part of the Spending Round 2019 provided further clarity on funding levels for 2020/21, however, it is still unclear what recurrent funding will be available for Adult Social Care in the longer term. The on-going non-recurrent funding was only intended to be a 'stop-gap' pending a sustainable settlement for social care through the Green Paper, however this is subject to continued delay. The implications of any loss of funding will continue to be highlighted in order that these can be factored into the Council's financial plans. This will include ensuring that it is clear what funding is required to run Covid safe services for adults. Alongside this the service continues to take forward actions to contain cost pressures.

Care Support Commissioning (external commissioned packages of care) contains the main element of the overspend in Adult Social Care, with a £5.10m pressure against the £39.69m budget. Covid-19 related expenditure accounts for £4.1m of the total budget pressure. The forecast also includes £1.4m of the Winter Pressures grant to fund the ongoing additional care package cost because of hospital discharges. The full £1.4m had already been committed at the beginning of the financial year.

Care Support Commissioning (£k)

Service type	2020/21 Budget	Jul 2020 Forecast	Full Year Variance to budget	Variance from May 2020	Management Actions
Learning Disabilities	16,735	17,587	851	46	<ul style="list-style-type: none"> - ILDS transitions/demand management and move on strategy - Three conversations - Review of homecare processes - Review of Section 117 arrangements - Personalisation and direct payments - increasing uptake
Physical and Sensory	13,748	16,825	3,078	(528)	
Memory, Cognition and Mental Health ASC (OP)	8,297	9,334	1,037	587	
Occupational Therapy Equipment	740	652	(88)	(66)	
Asylum Seekers Support	170	393	223	68	
Total	39,689	44,790	5,101	106	

Physical & Sensory Support is forecasting an overspend of £3.1m. This includes a forecast of £2.4m of additional funding support for care providers in response to the COVID-19 pandemic. The remaining pressure of £700k relates directly to the number and complexity of care support packages in Physical and Sensory Support. The overall position has improved by £528k on the previously reported May position. The gross forecast spend on care packages in Physical Support is £18.5m (£17.3m in 19/20) and in Sensory Support is £1.09m (£1.04m in 19/20). The forecast also includes £350k of iBCF and £755k of Winter Pressure funding towards care packages in 20/21.

Memory, Cognition and Mental Health ASC (OP) is forecasting an overspend of £1,037k. The overall position has moved adversely by £587k on the last reported May position, primarily driven by significant growth in client activity within long term care services. The gross forecast spend on care packages for 20/21 is £12.2m (£12.2m in 19/20). Previous reductions in forecast overspend relating to reduced service user numbers due to mortality driven by the Covid-19 pandemic have now been offset by new service users primarily in nursing care settings. £500k of Winter Pressure funding and £350k of iBCF have been applied to these care packages in 20/21.

The Learning Disabilities service is forecasting an overspend of £0.9m. There continues to be increased pressures related to new clients and the cost of increasing complexity of care needs for Learning Disability clients. The gross forecast spend on care packages in Learning Disabilities is £32.3m (£30.9m in 19/20). The forecast also includes significant non-recurrent funding from the iBCF (£1m) and social care (£4.6m) grants. In addition, a contribution from the NHS of £2.7m (£2.1m in 2019/20) for jointly funded care packages for service users has been factored into the forecast. This is building on the work completed in 2019/20 to agree the share of funding for complex care packages.

The Mental Health service is provided in partnership with the East London Foundation Trust (ELFT) and is forecast to overspend by £1.105m. The overall position is made up of two main elements - a £1.35m overspend on externally commissioned care services and £243k underspend across staffing-related expenditure. The gross spend on care packages in Mental Health (ELFT) is £4.97m (£4.9m in 19/20).

Provided Services is forecasting a £252k overspend against a budget of £9.87m. This is largely attributed to:

- Housing with Care overspend of £597k, of which £595k is in relation to the significant cost of additional agency staff cover employed for staff absences due to shielding or self-isolating at present due to Covid-19.
- Day Care Services are projected to underspend by £345k, primarily due to the current staff vacancies across the service and that the Oswald Street day centre is currently closed.

Preventative Services is forecasting an overspend of just £35k against a budget of £19.57m. Forecast underspends on Concessionary Fares (£57k) and the Interim Bed facility at Leander Court (£171k) are offset by pressures of staff costs within the Hospital Social Work team and the Information and Assessment team.

ASC Commissioning is forecasting a £209k underspend, which masks significant one-off reserve funding of £1.795m in 20/21 supporting activity within commissioning - across teams and projects including the project management office, the commissioning team, the direct payments team and supporting the Lime Tree and St Peters' care scheme prior to recommissioning. Disabled Facilities Grant funding has been applied in 20/21 to the Telecare contract. Additional grant funding has been received for domestic violence services resulting in a favourable £70k variance to budget.

Care Management and Adult Divisional Support is forecasting a £300k overspend which is driven primarily by staffing costs within the Integrated Learning Disabilities team (£268k). The team has a relatively high number of agency staff which management is actively addressing with planned recruitment campaigns.

Management action which is being taken to mitigate the overspend is shown below

Management actions to contain ASC overspend

Service unit	Description	Commentary on action
Implementing the three conversations practice model	Implementing a transformative frontline practice culture change that emphasises personalisation, a strengths-based approach and 'quality conversations' with individuals in order to connect them with the appropriate support at the right time.	<ul style="list-style-type: none"> Based on evidence from other authorities that have implemented this approach, the conversion rate of those contacting us for the first time and ending up with a care package will reduce from between 5% - 10% These figures are still very indicative and may vary once the programme begins to be implemented and we have emerging evidence coming out of the innovation sites.
Homecare processes	Improving the efficiency of home care processes in Adult Services so that more assurance can be provided on the controls in place to manage this significant area of spend.	<ul style="list-style-type: none"> We plan to reduce our current levels of spot purchasing of homecare We will reduce any overpayments to providers by tighter management of homecare payments processes
Personalisation and DPs	Increasing uptake of direct payments by improving process efficiency, developing the market for personal assistants, and promoting personalisation with staff.	<ul style="list-style-type: none"> Increase the number of people receiving their care through a Direct Payment by an additional 25 - 50 people.
ILDS Move on Strategy and transitions demand	Working with our service users with learning disabilities supporting them to live in a safe way in the most independent setting for them. This will include growing our shared lives provision in the long-term. Working with young people with learning disabilities from an earlier age to manage their transition to	<ul style="list-style-type: none"> Low end: Step down 5 users from supported living to shared lives. Based on average package cost. High end: Step down 5 users from residential care to shared lives. Based on average package cost. Between 5 - 15 % reduction against the package cost once someone

	adult services and developing the right market provision for this cohort that promotes independence.	has moved from Children's/Education to Adults, assuming we can put in place a less costly package because we have developed a stronger day opportunity offer.
Joint Funding (LD and Operational Services)	Working in collaboration with the CCG to develop processes for the funding and review of health and social care packages.	<ul style="list-style-type: none"> Effective processes developed in 2019/20 for Learning Disabilities and the review of packages should be completed by the end of October 2020. This will help to establish a baseline for future years.
Housing Related Support Phase 2	The proposal for HRS Phase 2 is to ensure good contract management and review the evidence base from the new HRS contracts (phase 1) to look at working closely with providers to identify which services are delivering the best outcomes and value, and varying investment and contracts accordingly.	<ul style="list-style-type: none"> Next step is for this proposal to be discussed / approved by Members with agreed timeframes.
Review of Housing with Care	Working with the service to review and remodel the Housing with Care service to develop extra care and supported living provision. Objectives include admissions avoidance, supporting DToC and effective management of voids in the scheme.	<ul style="list-style-type: none"> Project paused due to CQC inspections, and subsequent focus on delivering associated action plans. Planning work commenced in early 2020 then paused due to Covid Timescales currently being re-scoped with a view to starting this project.

Public Health

Public Health is forecasting a breakeven position, and this includes £55k for the Covid 19 triage service and delays in the delivery of planned savings (£375k).

The Public Health grant increased in 2020/21 by £1.569m. This increase included £955k for the Agenda for Change costs, for costs of eligible staff working in organisations such as the NHS that have been commissioned by the local authority. The remaining grant increase has been distributed to Local Authorities on a flat basis, with each given the same percentage growth in allocations from 2019/20. There is a separate grant allocation for PrEP related activity that was recently announced, and the local authority will receive £344k to fund the costs incurred this year.

The service has pressures in demand led services including sexual health and is working closely with commissioners to ensure provision remains within the allocated sexual health budget in future financial years. In this year this is being offset by underspends in other areas of the service and from the increased grant allocation.

Hackney has been allocated £3.1m of the total £300m announced by Government to support Local Authorities to develop and action their plans to reduce the spread

of the virus in their local area as part of the launch of the wider NHS Test and Trace Service. This funding will enable the local authority to develop and implement tailored local Covid 19 outbreak plans. A working group has been established and plans are being developed to allocate these funds accordingly.

Mortuary costs have substantially increased during Covid 19, and the response to the pandemic plan required the Mortality Management Group to activate the Dedicated Disaster Mortuary (DDM) plans for London. Additional capacity was required rapidly to ensure that there was enough capacity to meet predictions in the initial wave. This has come at an increased cost of approximately £23m to date across London, and based on ONS figures, Hackney's estimated additional cost is likely to be £740k. In anticipation of a potential second spike, a further £16m fund will be created as a provision across London, and Hackney's share of this will be a further £510k. This has been factored into the reporting position this month.

Detailed impact of COVID-19 on CACH

This is set out below

Impact of COVID-19 on CACH Costs and Income

Additional Spend £000	Reduced Income £000	Net Effect £000	Sub-Service	Variance Narrative
640	-	640	FLIP Young Hackney and DAIS CIN, A&A and DCS DMT	<p>Workforce Pressure Termination dates for some Family Learning Intervention Project (FLIP) staff have been extended and support is being provided to other service areas via Rapid Support.</p> <p>This is for an additional YH business support officer and DAIS intervention officer due to a peak in workload created by COVID-19</p> <p>Delays in CIN agency staff leaving due to COVID-19 lockdown; A&A staff unable to obtain work permit due to COVID-19; additional DCS staff due to increase in workload.</p> <p>Increase staffing pressure due to workload cases that are not closed because of COVID-19.</p>
690	-	690	Corporate Parenting (LAC)	<p>LAC placement costs This relates to CP placements costs, and is due to delays in step-downs, placements being extended (i.e. beyond their 21st birthday) as well as additional support hours. Also increased residential placements due to unavailability of foster carers during this period.</p>
315	-	315	Corporate Parenting (LC) NRPF	<p>Care Leavers April/May actual = £18k plus June £18k plus July £27k, then £27k a month for 8 months =£279k.</p>

				This also includes increasing the subsistence payment by 25%, £25 internet allowance for each family and Free School Meal allowance for children who were not receiving a school meal allowance from their school during COVID-19 lockdown
90	-	90	DCS / Short Breaks	Other This assumes pressure to apply a 10% increase to DCS home care packages in line with home care for adult providers.
2,400		2,400	ASC - Care Support Commissioning	ASC - Supporting the Market Additional funds provided to care providers - estimated across 12 months
648		648	ASC - Provided Services & ASC Commissioning	ASC - Workforce Pressures Cost of engaging additional care staff to cover permanent officers shielding or self-isolating. Estimated cost of support workers for COVID-19 Urgent Housing Pathway (£54k)
1,413		1,413	ASC - Care Support Commissioning	ASC - Additional Demand Several care packages across ASC are now being funded by NHS discharge funds. This is the full year estimate of the additional demand cost of care packages not being supported by NHS discharge funding.
	300	300	ASC - Care Support Commissioning	ASC - Loss of care charges income
150			ASC Commissioning	Delay in delivery of Housing Related Support savings
55		55	PH	PH - COVID 19 Triage Service Contracted cost for the year
1,250		1,250	PH	PH - Additional Mortuary costs
375			PH	Delay in delivery of PH savings in Substance Misuse and the Healthier City and Hackney Fund
30	438	468	HLT	High Needs and School Places Kench Hill Charity grant and loss of SEND traded income.
	141	141	HLT	Education operations Loss of traded income and additional ICT costs
	1,018	1,018	HLT	Early Years, Early Help and Wellbeing Loss of child care income in children's centres.
	462	462	HLT	Schools Standards and Performance Loss of traded income.
906	-	906	HLT	Contingencies and Recharges Mainly potential payments to schools to compensate for loss of children centre income and potentially supporting schools with additional costs through COVID-19 in

				areas not covered by Government schemes.
9,662	2,359	11,321	Total	

4.3 NEIGHBOURHOODS AND HOUSING

The forecast position for Neighbourhoods and Housing Directorate is a £13.7m overspend, primarily as a direct result of COVID19. The forecast includes the use of £1.2m of reserves, the majority of which are for one off expenditure/projects.

The estimated total COVID19 impact in Neighbourhoods and Housing as of July 2020 is £13.2m of which £11.0m is an income shortfall and £2.2m is additional expenditure.

Environmental Operations is showing an overspend of £3.618m, which is an adverse movement of £214k from May position. The movement relates to an increase in agency forecast for COVID cover until the end of Sep 2020 and additional purchase of PPE. The overall overspend is made up of £2.549m relating to a shortfall in income mainly from commercial waste and hygiene services due to the lockdown as businesses have closed and all services which require going to residents' homes have been ceased in line with Government guidelines. A further £783k expenditure relates to additional supplies and services such as PPE, and hand sanitisers for all staff. £286k is the net non-COVID-19 overspend in the service which relates to various operational running costs within the service.

The Parking service is showing a net overspend of £6.1m accounted for by a £6.5m income shortfall. There has been a positive movement of (£164k) from May 2020 position due to staffing under spends. The lockdown has meant a reduced amount of income in all income streams within Parking. In the first two months of the lockdown parking income dropped by 44% from last year. If this pattern is maintained for the full year then income forecast is likely to be in the region of £14.6m against a budget of £25.8m, which would be a shortfall in income of £11.2m in the parking account. The current forecast in parking income is £19.2m, which is still a shortfall in income of £6.5m (25%) from budget. This forecast assumes people's behaviour going back to some sort of normality in the coming months.

The Parking income model is being updated on a weekly basis considering actuals being received and activity volumes which will inform the forecast accordingly in the coming months.

Market and Shop Front Trading is overspent by £849k of which £796k is an income shortfall and £75k is additional expenditure both of which are a direct result of the lockdown. There is an adverse movement of £43k from May 2020 position as additional safety and security measures are put in place for the markets to open. The combined Markets and Shop Trading income budget is £1,600k and it is expected that half of that is likely to be achieved now the lockdown is being lifted. Even though the lockdown is beginning to be lifted on markets' activities it is difficult to make the markets safe for social distancing and therefore take-up of market stalls is limited because the footfall into markets is limited due to the need to maintain social distancing. This will continue to be the case for the foreseeable

future and will be reflected in the reduced income forecast in the market's budget over the coming months.

Streetscene is showing a net overspend of £417k which is a positive movement of (£59k) from the May 20 position due to staffing. The current forecast is showing a shortfall in income of £479k. The service is expecting things to improve in the coming months as the lockdown eases in the construction industry.

Other than the impact of COVID-19, Libraries & Heritage and Leisure and Green Spaces are forecasting a break-even position and the COVID detail is listed in the table below.

Planning is forecasting an overspend of £1.5m which is due to a shortfall in planning applications fee income, PPA (Planning Performance Agreement & CIL income. The shortfall in planning application fee income is linked to a decline in the number of very large major applications being received rather than a significant fall in overall planning application numbers for the past 2 years. This has further resulted in a reduction in the CIL and s106 income for the 1st quarter, further increasing the overspend this month by £692k.

There are several large schemes at the pre-application stage which are due to be submitted in early 2020/21. The development industry is also putting on hold the submission of major planning applications until there is more clarity on the impact of Covid-19, Brexit and the Hackitt review on build cost and sales value as this impacts the viability and deliverability of their schemes.

Despite a 20% uplift in planning fees 2 years ago, the income has consistently fluctuated between £1,500k to £1,700k over the past 3 years. With a budget of £2,200k and a plateau in the housing market, this level of income is unachievable. The income target for minor applications of £1,200k is forecast to be achieved, however the cost of determination of minor applications is more than the fee received as Local Authorities have not yet been afforded the option by the Government of setting their own fees. In practice, major applications help subsidise minor applications therefore the shortfall in new major applications will also detrimentally affect this cross subsidy. This is a national issue which the LGA is highlighting to government, stating

"Council planning departments work hard to approve nine in 10 planning applications as quickly as possible with the number of permissions granted for new homes doubling since 2012. However, taxpayers are still having to subsidise a £180 million annual bill to cover the cost of processing applications, which is why councils need to be able to set their own planning fees."

The Head of Planning is taking the following actions to address this budget pressure for 2020/21:

- The implementation of a new planning back office system will deliver process and cost efficiencies especially within the planning application registration and validation process, these efficiencies will help offset any underachievement of income.
- Review of the Planning Service cost base including non-staff costs.
- Benchmarking with other planning authorities with a focus on sustainable caseloads.
- Review of the Growth Team activity and Planning Performance Agreements

Within the Housing General Fund, there are some small underspends within Staffing which are offset partly by increased staffing expenditure within Regeneration.

Impact of COVID-19 on N&H

Additional Spend, £000	Reduced Income £000	Net Effect £000	Sub-Service	Variance Narrative
113	101	214	Libraries & Heritage	The service is not expecting any income during 20/21 for library fines, room bookings, sales etc due to the initial closure and future uncertainty of how the long-term service will operate. The additional expenditure was based on a prudent approach to security where the contract had not changed despite the closures. Additional deep cleaning was required before the service could reopen in its reduced form and some allowance had been made for this. The change in forecast to May is due to the measures required to safely reopen a restricted service in terms of additional daily cleaning and security staff on site during the library opening hours.
715		715	Leisure Services	This is the estimate of additional costs required to support GLL who manage the Leisure centres within Hackney. The total amount is being taken from the contract surplus share which GLL are holding on Hackney's behalf.
145	379	524	Events & Green Spaces	Parks & Green Spaces have two main areas of expenditure relating to COVID-19, which are additional emptying and cleaning of the bins (£74k) across parks and green spaces and cleaning of the toilets (£71k) (which had to be re-opened due to increased usage of the parks since lockdown). The loss of income is primarily down to the Events Team - as no bookings are expected this year and Parks in general where all income including from internal sources is on a much reduced expectancy or none at all

				(corporate volunteering and General parks Events).
783	2,549	3,332	Environment Ops	Environment Ops has three main areas of expenditure that have been impacted heavily by Covid-19. The use of agency staff to cover both sickness and staff absences, use of agency staff to cover food deliveries for the council, internal vehicle cleaning every day and where required to help the service or Council (£441k). This forecast is up to the end of Sept 20, the figures will be reviewed after this to update the forecast. The ongoing purchase of PPE and other equipment to aid daily operational works, such as masks, gloves, and sanitizers (£302k). The virus has also had a large impact on income especially Comm Waste due to so many businesses closing during the ongoing lockdown (£2,361k), also an increase in the bad debt provision of (40K) to account for more defaulters due to either struggling to reopen or struggling to continue as going concerns. Hygiene Services - the inability to go into people's homes and buildings (£137k) and (£50k) on Bulky waste collections which had a significant drop off in requests in Apr and May 20. Whilst the lockdown has started to ease, and businesses slowly start to reopen there is still much uncertainty surrounding how many clients will reopen or struggle to continue in business or pay existing charges.
0	6,568	6,568	Parking	There has been a significant impact on Parking services due to COVID19 in all income areas from PCNs, Pay and Display, Suspension and Permits. Current full year income forecast is £19.3m against a budget of £25.8m which is a shortfall in income of £6.5m . There are various minor underspend variances in other areas of the service of (£397k) giving a net overspend position of £6.1m.
74	796	870	Markets and Shop Front Trading	Market stalls and Shop Front Trading have been heavily impacted by COVID19 as shops and markets have been closed since the lockdown. There has been no

				income in quarter one. As the lockdown continues with the Government advice on markets being able to open, the take up has been very little and it is difficult to make the areas safe for social distancing.
	479	479	Streetscene	All the variance relates to income shortfall. Whilst the current circumstances have decimated some areas, in particular around NRSWA (s74), there are some signs of recovery. The service anticipates that utilities and developers will start to use their services as lockdown eases and "normal" circumstances resume. The forecast figures are a current cautious projection for this year.
420	94	514	Community Safety, Enforcement & Business Regulation	Civil Protection - £256k overspend consists of expenditure for: 1) PPE sourced for procurement. 2) Overtime, extra staff costs and other expenses for staff recruited for COVID-19, after authorisation by Gold. 3) Training provided to other teams such as Gold Loggists. 4) Extra infrastructure and equipment costs for needs such as temporary mortuaries, the Mobile Testing Unit site, the PPE Sub regional Hub, Food Hub etc. Enforcement - reduced income £24k due to less Fixed Penalty Notices. Enforcement officers' overtime £69K. CS Enforcement BR Management £28K, High court fees for Hackney Marshes & London Fields, £60K Security patrols in Parks. Licensing & Technical Support - Reduced income £70K TENS. Business Regulation EH & TS - Specialist Noise Advice and Control Officer overtime £7K
2,250	10,966	13,216		

4.4 FINANCE & CORPORATE RESOURCES

Finance and Resources is forecasting an overspend of £14.805m (before the inclusion of reduced council tax and business rates income of £20.500m (primarily reflecting lower forecast collection rates). Of this £14.313m is owed to COVID-19, which leaves a non-COVID overspend of £492k which is spread across various services.

The impact of COVID-19 on the directorate is as follows: -

Commercial Property is forecasting a £2.8m rental loss relating to COVID-19 and £165k additional security costs. £1.8m is expected to be written off and currently

we have a 'deferred' amount of £0.78m. Of this 50% is assumed to be paid by year end. There is also increased expenditure on security and patrols of retail properties during lockdown.

Additional cost pressures in Revenues and Benefits sum to £3m. The collection of benefits overpayments has reduced by £1.6m because of COVID-19. The remaining £1.4m is primarily owed to loss of court costs income (£0.9m), additional staffing requirements across the service to deal with increased workload resulting from COVID-19 (particularly claims management), increased administrative costs associated with re-billing (print costs and postage costs), and anticipated additional expenditure on the Discretionary Crisis Support Scheme.

Customer Services is reporting a COVID-19 related cost of £282k relating to additional staff and software needed to add capacity to handle support for vulnerable residents.

There is an estimated £3.8m of Housing Needs costs arising from COVID-19 which result from two main sources. Firstly, the service has incurred additional staff costs to carry out the rough sleeping initiative and to move people into emergency accommodation and latterly into more settled accommodation; and has incurred additional direct costs of emergency accommodation. The service has also incurred costs with landlord incentives, required to secure accommodation and is forecasting having to make provision for those residents in Temporary Accommodation unable to pay their rents due to COVID-19.

Registration Services have been severely affected by COVID-19 which has created a forecast £500k shortfall resulting from a significant reduction in Ceremony Services (75%) and Citizenship Awards (50%). The impact of COVID-19 has led to a decrease of approximately 56% of income compared to last year whilst expenditure on staffing has also increased as there has been a requirement for sessional staff to cover front line services whilst some vulnerable staff work from home.

The Central Procurement and the Energy Team is forecasting COVID-19 related costs of £2.6m. The COVID expenditure relates to PPE which is being managed as a coordinated effort across the council with the ordering being led by Procurement. The spend on PPE to date is approximately £1.9m. It is difficult to try to estimate the usage going forward, and several items of equipment are still held in stock such that in some instances the stock levels will be sufficient for several months. However, the use of PPE will probably be required over a longer period of time than may have been anticipated at the start of lockdown, so a forecast of £0.7m further expenditure has been added to the spend to date to try to account for this.

There is a £245k COVID-19 cost in ICT resulting from the requirement for additional agency staff and equipment to ensure staff are able to work from home;

and there are additional operational costs in Facilities Management (Cleaning) arising from COVID-19.

4.5 CHIEF EXECUTIVE

Overall, the Directorate is forecasting to overspend by £1.54m of which £1.468k is owed to COVID-19.

Policy, Strategy & Economic Development are reporting an overspend of £770k all of which is due to COVID-19, arising from food parcels for residents who cannot access or afford food during COVID-19, security and moving costs (£649k) and Emergency Grants to 4 organisations in the Voluntary Sector to provide COVID-19 related services (£121k)

Communications is forecasting an overspend of £770k, most of which is due to the impact of COVID-19, which has reduced film income by £75k; venues income by £430k (refunds and lost bookings) and advertising income by £52k.

Legal and Governance, Chief Executive Office and HR are forecast to come in at budget.

4.6 Housing Revenue Account (HRA)

The impact of COVID-19 on the HRA is to increase net expenditure (income less expenditure) by total of £3.1m

It is estimated that there will be increased arrears of £1.7m in respect of dwelling rents, tenant charges and commercial income arising from COVID-19. It is assumed there will be an increase in irrecoverable debts and therefore an increase in the bad debt provision. Income, especially rent collection, is being monitored on a weekly basis and improvements in the rent collection rate will inform the level of provision for bad debts as the year progresses.

There is also likely to be a further reduction in rent income and tenant charges during the year arising from voids, increased expenditure on Housing Repairs and reduced Commercial properties income - Q1 rental charges have been deferred and Property Services are currently reviewing deferral of Q2 rents. It is estimated that income collection will reduce by £100k as some properties will require rent reductions / rent free periods. Any non-payment of rents will be accounted for within the bad debt provision. In addition, Community halls income is forecast to reduce due to a lack of bookings. The total reduction is an estimated £420k.

There are also variations from budget which are not related to COVID-19 but the only significant variation is within Special Services (£100k). The Special Services variance is due to increased costs of the integration of the Estate Cleaning service which is being reduced over 3 years. The overspend here is offset by variations to budget within other services.

4.7 CAPITAL

This is the first OFP Capital Programme monitoring report for the financial year 2020/21 and COVID-19 has had a significant impact on project timing. The actual year to date capital expenditure for the four months April 2020 to July 2020 is £20.7m and the forecast is currently £215m, £131.7m below the revised budget of £346.7m.

In each financial year, two re-profiling exercises within the capital programme are carried out in order that the budgets and monitoring reflect the anticipated progress of schemes. In normal circumstances the phase 1 re-profiling is done as part of Quarter 2 capital monitoring but considering the additional financial pressures arising from Covid-19, the decision to bring forward phase one re-profiling as part of Quarter 1 capital monitoring was taken. September Cabinet is asked to approve a total movement of £126.7m into future years. A summary of the forecast and phase 1 re-profiling by directorate is shown in the table below along with brief details of the reasons for the major variances.

Table 1 Summary of the Capital

Table 1 – London Borough of Hackney Capital Programme – Q1 2020-21	Revised Budget Position	Spend as at end of Q1	Forecast	Variance (Under/Over)	To be Re-profiled Phase 1
	£'000	£'000	£'000	£'000	£'000
Children, Adults & Community Health	16,446	146	6,740	(9,705)	8,905
Finance & Corporate Resources	15,292	680	13,693	(1,598)	2,748
Mixed Use Development	105,203	8,010	60,487	(44,716)	44,716
Neighbourhoods & Housing (Non)	47,282	3,549	26,146	(21,136)	15,693
Total Non-Housing	184,222	12,386	107,066	(77,156)	72,062
AMP Capital Schemes HRA	94,358	4,952	49,147	(45,211)	45,211
Council Capital Schemes GF	1,007	261	1,404	397	(397)
Private Sector Housing	2,464	90	1,020	(1,444)	1,444
Estate Renewal	28,758	306	33,879	5,122	(5,122)
Housing Supply Programme	21,592	499	15,464	(6,128)	6,128
Other Council Regeneration	14,314	2,235	6,986	(7,328)	7,328
Total Housing	162,493	8,342	107,900	(54,593)	54,593
Total Capital Expenditure	346,715	20,728	214,966	(131,749)	126,656

CHILDREN, ADULTS AND COMMUNITY HEALTH

The current forecast is £6.7m, £9.7m below the revised budget of £16.4m. More detailed commentary is outlined below.

CACH Directorate Capital Forecast	Revised Budget	Spend	Forecast	Variance
	£000	£000	£000	£000

Adult Social Care	1,136	7	197	(939)
Education Asset Management Plan	5,887	111	1,577	(4,309)
Building Schools for the Future	586	12	97	(489)
Other Education & Children's Services	1,226	(7)	964	(262)
Primary School Programmes	4,054	(73)	1,957	(2,096)
Secondary School Programmes	3,558	96	1,949	(1,609)
TOTAL	16,446	146	6,740	(9,705)

Adult Social Care

The overall scheme is forecasting an underspend of £0.9m against the respective budget of £1.1m. The two main capital projects in this area are Oswald Street and Median Road Day Resource Centre. Oswald Street Day Centre project is complete and the expenditure this year relates to health and safety and fixtures. The minor variance relates to final accounts and will be reprofiled to 2021-22 when these are expected to be settled. The new day centre was officially opened back in October 2018 and brings all existing day centre services together under one roof and will be used by people with a range of complex needs including dementia, learning disabilities, physical disabilities, and autism.

Median Road feasibility was concluded last year but there is more detail to work through. On this basis the resources held for Median Road will be reprofiled to 2021-22 and a small budget held this year for further feasibility studies. This capital project is the first phase of the Council's proposal to transform the current configured Median Road Resource Centre into a new facility which provides interim care services, intermediate care services and residential nursing care accommodation to adults with learning disabilities.

Education Asset Management Plan

The overall scheme is forecasting an underspend of £4.3m against an in-year respective budget of £5.9m. The main variance relates to Shoreditch Park Primary School which is forecasting a £2.2m underspend against the in-year respective budget of £2.6m. The roof and kitchen alterations are completed. The next round of capital works includes the first-floor internal alteration, music room, playground, and toilet refurbishment. All are due to be completed by the end of the year. The structural repairs to the main school are completed. The Art block element of the project is likely to spend 15% of its budget this financial year and the balance has been reprofiled. Due to Covid-19, the external toilet works have been deferred until Summer 2021. The MUGA element is ongoing and planned to complete this financial year. The resurfacing of the playground is currently on hold with the external gate works now completed. The refurbishment of the internal toilets has been completed and it is currently in the defect period. The variance will be reprofiled to 2021-22.

Building Schools for the Future

The overall scheme is forecasting an underspend of £0.5m against the in-year respective budget of £0.6m. The works at Stormont College SEN and Mossbourne are complete and part of the underspend this financial year will be offered up as savings and the remainder will be used to support the cooling works at Ickburgh which is on-going with no delays anticipated at this time.

Other Education & Children's Services

The overall scheme is forecasting an underspend of £0.3m against the in-year respective budget of £1.2m. There are no asbestos works planned for this financial year therefore the funding for this has been re-profiled to 2021-22. The tendering at The Garden School SEND is due in January 2021 and the revised budget is currently re-profiled to actual spend. These capital works will increase the number of the Post-16 places for pupils with Autistic Spectrum Disorder and Severe Learning Difficulties Places.

The forecast for Gainsborough SEND is the cost of technical advisers projected for this financial year. The plan is to complete the scheme this financial year with any overspends supported from the 2021-22 budget which will be reprofiled accordingly. Retention payments are planned for 2021-22. This project aims to provide additional capacity for 10 additional resourced provision placements to allow primary aged children with Social, Emotional and Mental Health Needs (SEMH) to access a mainstream setting at a level which supports their learning and development.

Primary School Programmes

The overall Primary School Programme is forecasting an underspend of £2.1m against the in-year respective budget of £4.1m. The most significant variance is Woodberry Down which is reporting an underspend of £1m against the in-year respective budget of £1.1m. The expenditure this financial year will be consultants' costs projected up to the tender phase with costs relating to ground-breaking works and the remaining budget has been re-profiled to 2021-22.

Further surveys at several schools have been carried out for the next phase of remedial works to the facades and it recognises additional works are required. This is the rolling programme of health and safety remedial works to facades of 23 London School Board (LSB) schools that began in 2017. On the outcome of these surveys there will be a spending approval request via CPRP bid to increase the current budget from the available resources which was already approved during budget setting. The overall variances have been reprofiled to 2021-22 to support any retention payments and to support the next phase of the programme.

Secondary School Programmes

The overall scheme is forecasting an underspend of £1.6m against the in-year respective budget of £3.6m. The two main significant variances relate to The Urswick School Expansion and Stoke Newington School Drama Theatre and associated ancillary spaces.

The Urswick School Expansion works to the science lab will start later in the year and the expansion of the school element will start possibly in early 2021-22. The variance has been re-profiled to 2021-22 to reflect the actual expected delivery of

the works. This capital project is to support the increased pupil growth of the school to the 6th Form Entry to include the additional three general classrooms, two seminar rooms, science studio, ICT room, general stock room and ICT equipment store.

The Stoke Newington School forecast includes the works identified this year and the projected retention for the refurbishment of the drama theatre. During the BSF programme, Stoke Newington was one of the three schools that was partially refurbished rather than rebuilt and as a result there were certain areas that still required upgrading to BSF standards. This drama theatre is one such area. It is crucial for the delivery of the drama curriculum, as well as for use as an assembly hall and for general teaching.

FINANCE AND CORPORATE RESOURCES

The overall forecast in Finance and Corporate Resources is £74.2m, £46.3m under the revised budget of £120.5m. More detailed commentary is outlined below.

F&R Directorate Capital Forecast	Revised Budget	Spend	Forecast	Variance
	£000	£000	£000	£000
Property Services	10,126	502	9,846	(280)
ICT	4,150	292	2,882	(1,268)
Financial Management	209	(109)	520	311
Other Schemes	807	(4)	445	(362)
Total	15,292	680	13,693	(1,598)
Mixed Use Development	105,203	8,010	60,487	(44,716)
TOTAL	120,494	8,691	74,180	(46,315)

Strategic Properties Services - Strategy & Projects

The overall scheme is forecasting an overspend of £2.9m against the in-year respective budget of £10.1m. Covid-19 has impacted the wider Corporate Estate Rationalisation (CER) Programme with increased staff working from home and the re-opening of public buildings with strict rules of social distancing. The main variance relates to the refurbishment of the Council Office building Christopher Addison House which is forecasting an overspend of £0.8m. Several design issues relating to the structure were realised after work had commenced by the contractor. This has resulted in proposed variations to the contract which if approved will increase the ceiling price of the main contract. There will also be an increase to other costs associated with the project, but these will be covered by the existing contingency. Assuming the approval is given, the project is scheduled to complete in October 2020. This programme is part of the wider Corporate Estate Rationalisation (CER) Programme and the need to consolidate the Council's buildings to make better use of the space.

The other significant variance relates to the flooring replacement to the Council's Hackney Service Centre. The decision to bring forward several works at this building was taken. A large part of the Council's workforce continues to work from home which is a good opportunity to complete all the works this financial year. The budget from 2021-22 has been re-profiled back to current year to cover this overspend.

ICT Capital

The overall ICT scheme is forecasting an underspend of £1.3m against the in-year respective budget of £4.1m. The main variance relates to the resources held for the overall ICT capital programme which will support future capital projects planned for 2021-22. The variance has therefore been re-profiled.

The rolling programme of the End-user and Meeting Room Device Refresh should have ended last financial year but due to priorities shifting to home working, more support is required relating to the roll out of new devices. Several additional chrome books have been purchased as part of the new way of working. Expenditure this financial year will be on staffing and hardware with the remainder of the budget to be earmarked for installing kit in Christopher Addison House, meeting room refresh and hardware. This is dependent on council plans as kit may be transferable from existing buildings if they are not at full capacity. This project relates to the roll out of the device refresh model for council staff and meeting room devices across the core Hackney campus.

The other variance is the Hackney Learning Trust G-Suite work which is underway but the actual migration to G-suite is likely to start in September due to most staff being on school holidays. This project is for consultation and implementation only so no devices will be purchased. The variance has been re-profiled to 2021-22.

Other Schemes

The overall scheme is forecasting an underspend of £0.4m against the in-year respective budget of £0.8m. These schemes cover smart meter data, the home energy efficiency measures (Green Homes Fund), Solar PV Panel and the pilot of Solar Panel in Leisure centres. The forecast spend is to pay the current installer, planning applications costs and cost of two plaques for the pilot solar panels. There will be further feasibility studies on the wider solar panels' rollout for the Council's stock, therefore, the variance has been re-profiled to 2021-22.

Mixed Use Developments

Tiger Way and Nile Street is forecasting an underspend of £10.1m against the in-year respective budget of £14.1m. The Design and Build (D&B) projects at Tiger Way are in the defects periods. Outstanding defects are being undertaken on a priority basis; where works are a priority for reasons of health, safety, and security they have been undertaken by McLaren and their subcontractors. Until recently defects that were not a priority had been put on hold, but more recent updates from Government have enabled McLaren and their subcontractors to put in place revised safe methods of working and action practically all of the lower priority defects too. The situation continues to be the subject of regular review in accordance with the latest Government advice. In addition to the above defects, the replacement of the Nightingale School roof is a significant piece of defect rectification at Tiger Way. In respect of Covid-19 the principal contractor, McLaren, is organising the works in compliance with site operating procedures and guidance issued by construction industry organisations. Close liaison has been maintained with the school, so that the operations of McLaren do not conflict with those of the school, who have their own Covid-19 operating procedures relating to their teaching environment to comply with. The variance relates to final accounts, forecasted voids and associated costs, project management costs, sales agent and marketing fees and has been re-profiled to 2021-22.

Britannia Site is forecasting an underspend of £34.6m against the in-year respective budget of £87.6m. Phase 1a (Leisure Centre) is on target for completion in March 2021. Phase 1a - South elevation is being fast tracked to enable the temporary energy centre installation in September. Pool works continue to increase in momentum to make up for lost time due to COVID-19. Phase 1b (School) is on target for completion in May 2021. Phase 1b - Windows have commenced to ground and first floors. Concrete topping to precast concrete floors is now complete and lift installations have commenced. Morgan Sindall continues to progress at speed and there are no major issues to report. Phase 2a (Homes) is still awaiting Section 77 approval and will be reprofiled once this is received. Phase 2b remains under review. The variance has been re-profiled to 2021-22 to reflect the actual programme of works.

NEIGHBOURHOODS AND HOUSING (NON-HOUSING)

The overall forecast in Neighbourhoods and Housing (Non-Housing) is £26.1m, £21.1m under the revised budget of £47.3m. More detailed commentary is outlined below.

N&H – Non-Housing Capital Forecast	Revised Budget	Spend	Forecast	Variance
	£000	£000	£000	£000
Museums and Libraries	6,070	222	1,310	(4,760)
Leisure Centres	1,590	0	1,490	(100)
Parks and Open Spaces	13,457	649	7,025	(6,432)
Infrastructure Programmes	12,411	543	7,294	(5,117)
Environmental & Other EHPC Schemes	5,409	1,055	5,162	(246)
Public Realms TfL Funded Schemes	4,185	1,045	1,425	(2,760)
Parking and Market Schemes	358	0	0	(358)
Other Services	900	0	100	(800)
Regulatory Services	79	0	0	(79)
Safer Communities	1,133	3	1,133	0
Regeneration	1,691	31	1,206	(484)
Total	47,282	3,549	26,146	(21,136)

Museums and Libraries

The overall scheme is forecasting an underspend of £4.8m against the in-year respective budget of £6.1m. Several of the capital works relating to Hackney's museum and libraries have been reviewed considering Covid-19 and are unlikely to progress this financial year. Therefore, the variance has been re-profiled to 2021-22.

Leisure Centres

The overall scheme is forecasting to come in line with the in-year respective budget of £1.6m. The leisure centres have been closed to the public since Covid-19 and during this closure the Council has attempted to progress vital repair works. The works to pools have been delayed due to the contractor's staff being furloughed which has led to the delayed opening of some of the pools. The phased re-opening of services at our leisure centres started from 25 July 2020 with additional safety and hygiene measures in place in line with coronavirus regulations. The forecast this financial year will fund the essential works to the roof of King's Hall Leisure Centre and essential repair works at Clissold Baths to continue meeting the Council's landlord obligations in respect of on-going maintenance. It is likely that the repair works that are currently being done at London Fields Lido (not new works) will also need to be funded from this budget. This capital spend will maintain the leisure facilities and ensure they are accessible and welcoming for the whole community.

Parks and Open Spaces

The overall scheme is forecasting an underspend of £6.4m against the in-year respective budget of £13.5m. The most significant variances relate to Abney Park restoration project, Shoreditch Park and West Reservoir Improvements.

The Abney park project is underway following the successful grant application to the National Lottery Heritage Fund (NLHF) in December 2019. We have entered the delivery stage of the project to refurbish the chapel, building of a new cafe, rebuilding of the Southern entrance and delivery of activity programme. Covid-19 has had very little impact on the project as the design team are successfully working remotely. The project is on target for on-site work in May 2021. The underspend of £1.5m has been re-profiled to 2021-22 to reflect the anticipated delivery of the programme of works.

Shoreditch Park feasibility and design works will be completed in 2020-21 and the main construction works will take place early in 2021-22. Like most projects the variance is mainly due to Covid-19 and the known financial pressures facing the Council.

Springfield Park Restoration is on budget (£2.6m). The construction site closed for six weeks because the contractor was experiencing problems sourcing materials and they were unable to work on site and adhere to the Government's social distancing regulations. The site has now reopened, and progress is being made with utility suppliers and providers on new supplies, routes, and metering. Stables Marketing has been affected as most agents are furloughed and the market is slow. The closure has meant that the practical completion date has been pushed back to December 2020. The NLHF are aware of the delay to the programme and it has no impact on the funding or our ability to meet their requirements.

West Reservoir Improvements Project is a big project and it is likely that the plans may have to be scaled down. The project has been put on hold for this financial year and will be reviewed next year. The variance has been re-profiled to 2021-22.

Play areas, sport courts and toilets were closed since Covid although most have now reopened or are planned to be opened by September/October in line with strict rules from Public Health. The development works have been put on hold and the variance re-profiled to 2021-22.

The parks have remained open during the lockdown and remain the main hub for recreational space for the community. Expenditure this financial year will be essential repair and maintenance and the variance re-profiled.

Infrastructure

The overall scheme is forecasting an underspend of £5.1m against the in-year respective budget of £12.4m. Covid-19 has impacted the delivery of several projects and up to 50% of the overall budget has been re-profiled to 2021-22. The department is conducting a full review of the capital projects to identify critical sites and produce a slimmed down version of the programme of works. This includes Park Trees, Highways Surface Water Drain Risk, LED Lights on Highways Bridge Maintenance Schemes, and highways works to several sites in the borough. The main risk will be costs potentially being higher in the future if work is delayed.

Environmental Services and Other

The overall scheme is forecasting to come in line with the in-year respective budget of £5.4m. The only underspend relates to bin weighing equipment which will be procured in 2021-22 and the variance re-profiled.

Public Realm's TfL Funded Schemes

The overall scheme is forecasting an underspend of £2.8m against the in-year respective budget of £4.2m. All of these schemes are grant funded to facilitate the delivery of the TfL funded schemes to implement measures to reduce road traffic accidents and fund projects to encourage sustainable transport within the borough. Most of these schemes are being ceased due to TfL funding shortfall. All spend to date will be claimed and the remaining budget offered up as savings. The Council's department is conducting a full review of the capital projects to identify a new replacement scheme.

Regeneration (Non-Housing)

The overall scheme is forecasting to come in line with the in-year respective budget of £1.7m with a minor underspend. Full spend of budget confirmed by the Project Manager before the end of Mar 2021. Contract for works to the Multi Games Area at 80-80a Eastway including the erection of support classrooms and structures will be signed imminently.

HOUSING

The overall forecast in Housing is £107.9m, £54.6m below the revised budget of £162.5m. More detailed commentary is outlined below.

Housing Capital Forecast	Revised Budget	Spend	Forecast	Variance
	£000	£000	£000	£000
AMP Housing Schemes HRA	94,358	4,952	49,147	(45,211)
Council Schemes GF	1,007	261	1,404	397
Private Sector Housing	2,464	90	1,020	(1,444)
Estate Regeneration	28,758	306	33,879	5,122
Housing Supply Programme	21,592	499	15,464	(6,128)
Woodberry Down Regeneration	14,314	2,235	6,986	(7,328)
Total Housing	162,493	8,342	107,900	(54,593)

AMP Housing Schemes HRA

The overall scheme is forecasting an underspend of £45.2m against the in-year respective budget of £94.4m. The projected underspend at Quarter 1 represents the latest assessment of Covid-19 and its enduring impact on capital projects and in particular their starting times.

Contract 1 contributes 50% of the reprofiling with uncertainties arising from; social distancing, a backlog of Section 20 applications (where we must consult leaseholders on any major works taking place in the block) and access for Kitchen and Bathroom installations. Contract 1 is also undergoing renegotiation of its principal contracts under Project Partnering Contract (PPC) and through the South East Consortium for circa £40m.

Both the Electrical and Mechanical sectors have downgraded their programmes but are hopeful of improving their forecast for Quarter 2 following the collation and assessment of field intelligence. The variance has been reprofiled to 2021-22 to recognise the change which has affected the programme of works.

Council Schemes GF

The overall scheme is forecasting an overspend of £0.4m against the in-year budget of £1m. This relates to the allowance made for major repair works at multiple Hostels (Housing Needs) properties and the Borough Wide Housing Under Occupation where some regeneration properties are being used as Temporary Accommodation. Borough-wide Housing regeneration void works for Temporary Accommodation have accelerated along with the works at 111 Clapton Common. The budget from 2021-22 has been re-profiled back to current year to cover this overspend.

Private Sector Housing

The main variance relates to the Disabled Facilities Grant which is forecasting an underspend of £1.1m against the in-year budget of £1.9m. There is a reduction in spend due to Covid 19 access issues. The variance has been reprofiled to 2021-22 to recognise the change affecting the programme of works.

Estate Regeneration

The overall scheme is forecasting an overspend of £5.1m against the in-year respective budget of £28.8m. The Estate Regeneration (ERP) was first approved in 2011 (updated in 2015, refreshed in 2016 and updated in 2019) is a Council-led programme that will deliver nearly 3,000 homes across 18 sites/estates including 195 refurbished properties. The programme will deliver new homes of mixed tenure of social rent, shared ownership and outright sale focused on meeting existing and future housing needs with the aim of achieving the highest proportion of genuinely affordable homes that is viable. The progress on the capital projects is set out below:

Tower Court works have accelerated again after a slow down due to Covid-19. The budget from 2021-22 has been re-profiled back to current year to cover this overspend.

Kings Crescent Phase 1 and 2 sites are now complete and the spend in 2020-21 relates to retention payment.

Kings Crescent Phase 3 and 4 on site dates will be early 2021-22. Expenditure this year relates to Design fees and Planning.

Colville Phase 2 site was handed over and the spend in 2020-21 relates to final construction payment and consultant fees.

Colville Phase 2C demolition due to start next financial year and the spend this year relates to consultancy and survey fees.

The Colville Phase 4 and 5 estimated four buybacks to be completed this financial year.

St Leonard's Court site handed over and the spend in 2020-21 relates to consultant fees and sales and marketing.

Nightingale spend relates to consultation fees.

Marian Court Phase 3 demolition takes place this financial year and procurement is on-going.

Garage Conversion Affordable Workspace design work and surveys to be carried out this financial year.

Sheep Lane purchase of 'off the shelf' units should be handed over in Quarter 3.

Housing Supply Programme

The overall scheme is forecasting an underspend of £7.3m against the in-year respective budget of £14.3m. The Housing Supply Programme (HSP) was approved by Cabinet in 2016 (updated 2020) to focus on delivering new homes on Council owned sites for social rent and shared ownership. The additional affordable housing will help meet the challenge of reducing the number of families being housed in temporary accommodation. The progress on the capital projects is set out below:

Gooch House works are currently forecast to start in Quarter 4 of 2020-21.

Wimbourne Street is due to start on site next financial year. Procurement will take place during 2020-21.

Buckland Street is due to start on site next financial year. Procurement will take place during 2020-21.

Murray Grove procurement to take place during this financial year.

Downham Road 1 and 2 planning application to be submitted this financial year. Design work ongoing.

Balmes Road planning application to be submitted this financial year. Design work ongoing.

Pedro Street project now started on site and works to accelerate during this financial year.

Mandeville Street works have now re-started after slowing during the Covid period. Due for handover in April 2021.

Tradescant House planning application to be submitted this financial year. Design work ongoing.

Lincoln Court design options being considered. Planning application to be submitted before the end of the financial year.

Rose Lipman project now started on site and works to accelerate during this financial year.

Woolridge Way project now started on site and works to accelerate during this financial year.

81 Downham Road project now started on site and works to accelerate during this financial year.

Daubeney Road project now started on site and works to accelerate during this financial year.

Hereford Road planning application to be submitted this year. Design work ongoing.

Woodberry Down Regeneration

The £7.3m underspend on Woodberry Down is based on a reduction of Buybacks this financial year and the variance re-profiled to 2021-22. The Woodberry Down Regeneration was first approved by Cabinet in 2004 with the forecast to deliver over 5,500 homes over a 20 year period and is being delivered by a partnership of the Council, Berkeley Homes, Notting Hill Genesis, Woodberry Down Community Organisation and the Manor House Development Trust.

5.0 DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

This budget monitoring element report is primarily an update on the Council's financial position and there are no alternative options here. With regards to the Property Proposal, letting of the building on a floor by floor basis has been considered but this is not considered to be viable because of the significant management cost (including a concierge, maintenance, and statutory compliance) and the much higher risk of voids.

6.0 BACKGROUND

6.1 Policy Context

This report describes the Council's financial position as at the end of July 2020. Full Council agreed the 2020/21 budget on 26th February 2020.

6.2 Equality Impact Assessment

Equality impact assessments are carried out at budget setting time and included in the relevant reports to Cabinet. Such details are not repeated in this report.

6.3 Sustainability

As above

6.4 Consultations

Relevant consultations have been carried out in respect of the forecasts contained within this report involving the Mayor, the Deputy Mayor and Member for Finance, Housing Needs and Supply, HMT, Heads of Finance and Directors of Finance.

6.5 Risk Assessment

The risks associated with the Council's financial position are detailed in this report.

7. COMMENTS OF THE GROUP DIRECTOR OF FINANCE AND CORPORATE RESOURCES

7.1 The Group Director, Finance and Corporate Resources' financial considerations are included throughout the report.

8. COMMENTS OF THE DIRECTOR OF LEGAL AND GOVERNANCE

8.1 The Group Director, Finance and Corporate Resources is the officer designated by the Council as having the statutory responsibility set out in section 151 of the Local Government Act 1972. The section 151 officer is responsible for the proper administration of the Council's financial affairs.

8.2 In order to fulfil these statutory duties and legislative requirements the Section 151 Officer will:

- (i) Set appropriate financial management standards for the Council which comply with the Council's policies and proper accounting practices and monitor compliance with them.
- (ii) Determine the accounting records to be kept by the Council.
- (iii) Ensure there is an appropriate framework of budgetary management and control.
- (iv) Monitor performance against the Council's budget and advise upon the corporate financial position.

- 8.3 Under the Council's constitution although full Council set the overall budget it is the Cabinet that is responsible for putting the Council's policies into effect and responsible for most of the Council's decisions. The Cabinet must take decisions in line with the Council's overall policies and budget.
- 8.4 Paragraph 2.6.3 of FPR2 Financial Planning and Annual Estimates states that each Group Director in charge of a revenue budget shall monitor and control Directorate expenditure within their approved budget report progress against their budget through the Overall Financial Position (OFP) Report to Cabinet. This Report is submitted to Cabinet under such provision.
- 8.5 Article 13.6 of the Constitution states that Key decisions can be taken by the Elected Mayor alone, the Executive collectively, individual Cabinet Members and officers. Therefore, this Report is being submitted to Cabinet for approval.
- 8.6 All other legal implications have been incorporated within the body of this report.

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<p>Capital Update Report</p> <p>KEY DECISION NO. FCR Q96</p>	
<p>CABINET MEETING DATE</p> <p>29 September 2020</p>	<p>CLASSIFICATION:</p> <p>Open</p> <p>If exempt, the reason will be listed in the main body of this report.</p>
<p>WARD(S) AFFECTED</p> <p>All Wards</p>	
<p>CABINET MEMBER</p> <p>Philip Glanville, Mayor of Hackney</p>	
<p>KEY DECISION</p> <p>Yes</p> <p>REASON</p> <p>Spending or Savings</p>	
<p>GROUP DIRECTOR</p> <p>Ian Williams Finance and Corporate Resources</p>	

1. CABINET MEMBER'S INTRODUCTION

- 1.1 This report on the capital programme for 2020/21 updates members on the capital programme agreed in the 2020/21 budget, but updated following our pledge to rebuild a better Hackney as we move further into the next stage of the coronavirus crisis.
- 1.2 The capital projects recommended for funding in this report will help the Council rebuild a greener Hackney. During lockdown, our parks had never been more important to people that needed exercise and a chance to reconnect with nature and green space. Office for National Statistics figures show one in five (21%) households in London have no access to a private or shared garden. This report recommends £60K to redesign Daubeney Fields park entrances to help our residents keep connecting with their local green space, enhancing the work already undertaken with the new playground, planting, nearby new homes and the Kings Park Moving together programme. The new entrances through the Council's Connecting Green Spaces programme will encourage play, provide new wildlife habitat and sustainable urban drainage.
- 1.3 We know we can not go back to the way things were; our climate emergency motion in 2019 committed the Council to do everything it can to decarbonise council services and stop the climate emergency. That is why, following the successful pilot of installing solar panels on London Fields Lido and the West Reservoir Center, this report recommends £700K to install solar panels on the roofs of 9 council-owned community and leisure buildings. This will reduce energy costs to the Council by 10%-15% and save 389 tonnes of carbon emissions in the Borough. This report also recommends £1m to convert estate street lighting to LED bulbs, reducing energy consumption, carbon emissions, sky glow and light pollution and ensuring that our estates are fully included in our greening and sustainability work. In the medium and long-term it will also reduce energy bills for our tenants and leaseholders.
- 1.4 This report also recommends £683K to procure plastic waste bins as part of the introduction of fortnightly waste collections for street properties. Tackling the climate emergency also means tackling residual, non-recyclable waste. The Council's plans to introduce fortnightly waste collections will increase recycling rates in Hackney from 27% up to 36%, and to help our residents manage the transition we will procure new plastic waste bins.
- 1.5 Finally, we know the coronavirus pandemic has impacted our local economy. We want to rebuild a fairer economy following this crisis, and the recommended £1.8m for feasibility studies on council-owned sites in Dalston and Hackney Central will help take a strategic approach to making sure council-owned underused sites are developed to benefit their local communities, with affordable homes and workspace. This will build on the community conversations we have been leading in Dalston through the Dalston Conversation, and the new sites will be led by the Dalston Plan developed with residents. The same conversations will start with Hackney Central residents in the coming months about what they want to see in their local areas, and the benefits that council-owned sites could bring will be front and centre of that engagement.

1.6 I commend this report to Cabinet.

2. GROUP DIRECTOR'S INTRODUCTION

2.1 This report updates Members on the current position of the Capital Programme and seeks spending and resource approval as required to enable officers to proceed with the delivery of those schemes as set out in section 9 of this report.

3. RECOMMENDATION(S)

3.1 **That the schemes for Finance and Corporate Resources as set out in section 9.2 be given approval as follows:**

Tier 1 Commercial Asset Solar Project: Resource and spend approval of **£700k (£310k in 2020/21 and £390k in 2021/22)** is requested for the installation of solar panels on the roofs of nine corporate sites in the borough.

3.2 **That the schemes for Neighbourhood and Housing (Non) as set out in section 9.3 be given approval as follows:**

Residual Waste Wheeled Bins: Resource and spend approval of **£683k in 2020/21** is requested for the procurement of plastic wheeled bins as part of the introduction of fortnightly residual waste collections.

Dalston & Hackney Town Centres Feasibility Studies: Resource and spend approval of **£335k (£30k in 2020/21 and £305k in 2021/22)**, resource approval of **£1,505k (£505k in 2021/22 and £1,000k in 2022/23)** is requested to commission development feasibility studies for various sites in Dalston and Hackney.

Connecting Green Spaces - Daubeney Fields: Resource and spend approval of **£40k in 2020/21** and virement and spend approval of **£20k in 2020/21** is requested to fund the redesign of the entrances to the park.

3.2 **That the schemes for Housing as set out in section 9.4 be given approval as follows:**

Street Lighting SLA: Virement and spend approval of **£1,000k in 2020/21** is requested to support the maintenance of Street Lighting for the Council's Housing Estates as a result of the asset survey in August/September 2018.

PAM Delay Costs Covid-19: Virement and spend approval of **£1,000k in 2020/21** is requested to support the expenditure for the delay in costs associated with Covid-19.

3.3 That the re-profiling of the budgets as detailed in para 9.5 and Appendix 1 be approved as follows:

Summary of Phase 1 Re-profiling	To Re-Profile 2020/21	Re-Profiling 2021/22	Re-Profiling 2022/23
	£'000	£'000	£'000
Non-Housing	(74,148)	71,873	2,275
Housing	(54,593)	54,593	0
Total	(128,741)	126,466	2,275

3.4 That the capital programme adjustments summarised below set out in detail in para 9.6 be approved accordingly.

Summary of Capital Adjustments	Budget 2019/20	Change 2019/20	Updated 2019/20
	£'000	£'000	£'000
Non-Housing	8,313	(3,644)	4,669
Housing	136,840	0	136,840
Total	145,153	(3,644)	141,509

3.5 That the schemes outlined in section 9.7 be noted.

4. REASONS FOR DECISION

4.1 The decisions required are necessary in order that the schemes within the Council's approved Capital programme can be delivered as set out in this report.

4.2 In most cases, resources have already been allocated to the schemes as part of the budget setting exercise but spending approval is required in order for the scheme to proceed. Where however resources have not previously been allocated, resource approval is requested in this report.

5. DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

None.

6. BACKGROUND

6.1 Policy Context

The report to recommend the Council Budget and Council Tax for 2020/21 considered by Council on 26 February 2020 sets out the original Capital Plan for 2020/21. Subsequent update reports considered by Cabinet amend the Capital Plan for additional approved schemes and other variations as required.

6.2 **Equality Impact Assessment**

Equality impact assessments are carried out on individual projects and included in the relevant reports to Cabinet or Procurement Committee, as required. Such details are not repeated in this report.

6.3 **Sustainability**

As above.

6.4 **Consultations**

Relevant consultations have been carried out in respect of the projects included within this report, as required. Once again details of such consultations would be included in the relevant detailed reports to Cabinet or Procurement Committee. As referenced above the feasibility work in both Dalston and Hackney Central will be subject to further community engagement and eventually consultation.

6.5 **Risk Assessment**

The risks associated with the schemes detailed in this report are considered in detail at individual scheme level. Primarily these will relate to the risk of the projects not being delivered on time or to budget. Such risks are however constantly monitored via the regular capital budget monitoring exercise and reported to cabinet within the Overall Financial Position reports. Specific risks outside of these will be recorded on departmental or project based risk registers as appropriate.

7. **COMMENTS OF THE GROUP DIRECTOR OF FINANCE AND CORPORATE RESOURCES**

7.1 The gross approved Capital Spending Programme for 2020/21 currently totals **£346.715m (£184.222m non-housing and £162.493m housing)**. This is funded by discretionary resources (borrowing, government grant support, capital receipts, capital reserves (mainly Major Repairs Reserve and revenue contributions) and earmarked funding from external sources.

7.2 The financial implications arising from the individual recommendations in this report are contained within the main report.

7.3 If the recommendations in this report are approved, the revised gross capital spending programme for 2020/21 will total **£215.392m (£107.512m non-housing and £107.880m housing)**.

Directorate	Revised Budget Position	Capital Adjustments	Re-Profile Phase 1	Sept 2020 Cabinet Update	Updated Budget Position
	£'000	£'000	£'000	£'000	£'000
Children, Adults & Community Health	16,446	(338)	(8,905)	0	7,203
Finance & Corporate Resources	120,494	0	(47,464)	310	73,340
Neighbourhoods & Housing	47,282	(3,306)	(17,779)	773	26,969
Total Non-Housing	184,222	(3,644)	(74,148)	1,083	107,512
Housing	162,493	0	(54,593)	(20)	107,880
Total	346,715	(3,644)	(128,741)	1,063	215,392

8. COMMENTS OF THE DIRECTOR OF LEGAL

- 8.1 The Group Director, Finance and Corporate Resources is the officer designated by the Council as having the statutory responsibility set out in section 151 of the Local Government Act 1972. The section 151 officer is responsible for the proper administration of the Council's financial affairs.
- 8.2 In order to fulfil these statutory duties and legislative requirements the Section 151 Officer will:
- (i) Set appropriate financial management standards for the Council which comply with the Council's policies and proper accounting practices, and monitor compliance with them.
 - (ii) Determine the accounting records to be kept by the Council.
 - (iii) Ensure there is an appropriate framework of budgetary management and control.
 - (iv) Monitor performance against the Council's budget and advise upon the corporate financial position.
- 8.3 Under the Council's Constitution, although full Council set the overall Budget it is the Cabinet that is responsible for putting the Council's policies into effect and responsible for most of the Council's decisions. The Cabinet has to take decisions in line with the Council's overall policies and budget.

- 8.4 The recommendations include requests for spending approvals. The Council's Financial Procedure Rules (FPR) paragraphs 2.7 and 2.8 cover the capital programme with 2.8 dealing with monitoring and budgetary control arrangement
- 8.5 Paragraph 2.8.1 provides that Cabinet shall exercise control over capital spending and resources and may authorise variations to the Council's Capital Programme provided such variations: (a) are within the available resources (b) are consistent with Council policy.

9. CAPITAL PROGRAMME 2020/21 AND FUTURE YEARS

- 9.1 This report seeks spending approval for schemes where resources have previously been allocated as part of the budget setting process, as well as additional resource and spending approvals for new schemes where required.

9.2 Finance and Corporate Resources:

- 9.2.1 **Tier 1 Commercial Asset Solar Project:** Resource and spend approval of **£700k (£310k in 2020/21 and £390k in 2021/22)** is requested for the installation of solar panels on the roofs of nine corporate sites set out in the table below. We aim to install around 1 MW of energy system across nine corporate sites. The project is the first scheme in line to widen rollout of solar power across corporate and residential Council stock. The project is planned to use the maximum roof space available across nine buildings in the corporate portfolio. It follows the successful pilot on two Leisure Centres, London Fields "Lido" and West Reservoir, approved by Cabinet in January 2020. This capital expenditure will significantly reduce energy costs for the Council by about 10-15%, save around 389 tonnes of carbon emissions in the borough, contribute to wider decarbonisation of the borough and assist with the Council's green agenda towards becoming zero-net carbon by 2040. The project will not only benefit the Council directly but also send a positive message to businesses and residents in the borough, that the Council is implementing its green agenda and encourage others to invest in renewable generation. This capital spend supports the Council's 2018-2028 Sustainable Community Strategy Priority 3 'A greener and environmentally sustainable community which is prepared for the future'. This approval will have no net impact on the capital programme as the resources will be funded by discretionary resources held by the Local Authority.

No.	Sites	Site Addresses
1	Concorde Centre	Kingsmead Way, King's Park, E9 5PP
2	Queensbridge Leisure Centre	30 Holly Street, E8 3XW
3	Webb Estate Community Hall	Clapton Common, E5 9BB
4	Kingshold Community Hall	49 Ainsworth Road, E9 7JE
5	Gascoyne Community Hall	2a Wick Road, E9 7BH
6	Springfield Mansion Lodge	Springfield, E5 9EF
7	Clissold Park Mansion	Clissold Park, N16 9HJ
8	Clissold Pavilion	3 Queen Elizabeth's Walk, N16 0BF
9	Hackney Marshes Centre	Homerton Road, E9 5PF

9.3 Neighbourhood and Housing (Non)

- 9.3.1 **Residual Waste Wheeled Bins:** Resource and spend approval of **£683k in 2020/21** is requested for the procurement of plastic wheeled bins as part of the introduction of fortnightly residual waste collections for street level properties by 2021 (recycling and food waste services will remain weekly). May 2020 Cabinet approved the Council's move to fortnightly collections for residual waste. This will improve recycling and reduce the amount of residual waste being incinerated, reduce street level black bag waste being incinerated, reduce the associated carbon dioxide emissions from incineration thereby reducing the carbon intensity of Hackney's waste system. This capital spend demonstrates Hackney's commitment to The Mayor of London's Environment Strategy published in 2018 to achieve a London wide recycling rate of 45% by 2025. This will result in increasing Hackney's recycling rate from 27.4% (baseline year 2017/18) to 33%-36% (based on two modelled scenarios). This capital spend also supports the Council's 2018-2028 Sustainable Community Strategy Priority 1 'A borough where everyone can enjoy a good quality of life and the whole community can benefit from growth' and Priority 3 'A greener and environmentally sustainable community which is prepared for the future'. This approval will have no net impact on the capital programme as the resources will be funded by discretionary resources held by the Local Authority.
- 9.3.2 **Dalston & Hackney Town Centres Feasibility Studies:** Resource and spend approval of **£335k (£30k in 2020/21 and £305k in 2021/22)**, resource approval of **£1,505k (£505k in 2021/22 and £1,000k in 2022/23)** is requested to commission development feasibility studies for various sites set out in the table below. The approach to taking these sites forward will assess the development potential of redevelopment of Council owned sites as well as their financial feasibility and potential delivery routes such as direct delivery, partnership/joint venture with a developer, or land sale with conditions. The current proposal is to initially develop the feasibility studies to RIBA stage 2 (with the exception of Hackney Central Station which, following the agreement of Cabinet on 16th March 2020, will be progressed to RIBA stage 3). The progress of each site to both RIBA stage 2 and 3 will be subject to a gateway review and will be conditional upon the satisfactory completion of the preceding stage and an acceptable viability position for the sites. The initial costs to undertake this work will be to appoint a consultant team including an architect, commercial advisor and quantity surveyor for each site. The sites identified have the potential to bring 1.65 hectares of underutilised land back into more productive use and have the potential to deliver hundreds of new homes, affordable homes, and affordable workspace as well as contributing financially to the Council through capital receipts and/or longer term rental income. If the Council were to progress all of the sites identified to RIBA stage 3 the total cost is up to £1.84m. The exact scale of financial return to Council is not yet known as the testing of viable options via the development feasibility studies is the first stage of this programme. The sites will contribute to the Council's new Local Plan (LP33) target of delivering 26,250 new homes and 23,000 new jobs by 2033. This capital project also supports the all five Priorities of the Council's 2018-2028 Sustainable Community Strategy. This approval will have no net impact on the capital programme as it will be funded by discretionary resources held by the authority.

Sites

Hackney Central Station car park (and surrounding Council owned land)
Florfield Depot in Hackney Central
Iceland, Mare Street
Hackney Town Hall car park (not allocated in LP33)
1-7 Dalston Lane and 1-7 Ashwin Street
2-16 Ashwin Street, 11-15 Dalston Lane
Former CLR James Library, 16-22 Dalston Lane, 62 Beechwood Road,
2 Abbot Street Car Park, Dalston (not allocated in LP33)

9.3.3 **Connecting Green Spaces - Daubeney Fields:** Resource and spend approval of **£40k in 2020/21** and virement and spend approval of **£20k in 2020/21** is requested to fund the redesign of the entrances to the park. In January 2020, the Council was successfully awarded £40k external funding from the GLA (The Greener City Fund Community Grant Scheme) to improve the entrances to Daubeney Fields and the delegated report dated 7 July 2020 approved the acceptance of the grant. This follows on from the £48k funding from the Ministry of Housing Communities and Local Government (MHCLG) funding for parks across Hackney which was approved by Cabinet in June 2019. Daubeney Fields is a small park, 3.8Ha in size, located in the Kings Park ward of Hackney serving the Kingsmead and Clapton Park estates. This project will transform the park's six entrances opening the park up removing barriers to its use and help to connect the park to its community. The improved entrances will encourage play and provide new wildlife habitats and sustainable urban drainage, whilst providing welcoming open, safe access for all. The virement is from the budget from Unilateral undertaking Daubeney Road garage site development, currently within Housing, which is opposite one of the park's entrances. The Council has long recognised the impact that quality parks and green spaces can have on the achievement of its vision, and over the last ten years has made significant improvements to both the quality and operation of its Green Spaces service. This capital project links in with the Council's 2018-2028 Sustainable Community Strategy Priority 3 'A greener and environmentally sustainable community which is prepared for the future' and Priority 4 'An open, cohesive, safer and supportive community'. This approval will have no net impact on the capital programme as the resources are funded by grant.

9.4 Re-Profiling of the Capital Budgets:

- 9.4.1 The capital programme is re-profiled twice each year to ensure that the budgets reflect changes in the anticipated development and progress of schemes within the approved programme. This helps to enhance capital budget monitoring and associated financing decisions. The table below summarises the re-profiling of the capital programme between years, the full details of which are shown in **Appendix 1**.

Summary of Phase 1 Re-profiling	To Re-Profile 2020/21	Re-Profiling 2021/22	Re-Profiling 2022/23
	£'000	£'000	£'000
Children, Adults & Community Health	(8,905)	8,905	0
Finance & Corporate Resources	(2,748)	2,748	0
Mixed Use Development	(44,716)	44,716	0
Neighbourhood & Housing (Non)	(17,779)	15,504	2,275
Total Non-Housing	(74,148)	71,873	2,275
Housing	(54,593)	54,593	0
Total	(128,741)	126,656	2,275

9.5 Capital Programme Adjustments:

- 9.5.1 Capital Programme adjustments are requested in order to adjust and reappportion the 2020/21 approved budgets to better reflect project delivery of the anticipated programme. The full details for the required changes are set out in the table below.

Capital Adjustments	Budget 2020/21	Change 2020/21	Updated 2020/21
	£	£	£
Children, Adults & Community Health			
Shacklewell Primary	35,315	(35,315)	0
AMP Contingency	600,039	28,185	628,224
Mossbourne Victoria Park Acad	32,738	(32,738)	0
Stormont College SEN Pre BSF	151,083	(151,083)	0
Ickburgh BSF Ph3	402,004	-154,411	247,593
DFC Holding Code	413,701	(35,581)	378,120
Queensbridge ARP	115,705	7,130	122,835
Contingency Facade Repairs	430,331	(18,376)	411,954
Shoreditch Park School Façade	19,160	18,376	37,536
Gayhurst Façade	309,371	(197,471)	111,900

Morningside Façade	29,252	197,471	226,723
BSF LC Early Failure Contingency	503,946	35,581	539,526
Finance & Corporate Resources			
ICT Infrastructure Upgrades	611,374	(404,684)	206,690
Network refresh	416,592	404,684	821,276
Neighbourhood & Housing (Non)			
Cycle Super Highway	555,505	(555,505)	0
Comm Vehicles Environ Enforcement	11,164	(11,164)	0
Comm Vehicles Co-mingle Recycling	871,758	11,164	882,922
Corridors (TfL)	1,398,000	(1,398,000)	0
Mayors Air Quality Fund	153,567	(153,567)	0
Zero Emissions Network	4,600	(4,600)	0
Low Emission Neighbourhood	114,240	(102,674)	11,566
Neighbourhoods of the Future	212,161	(184,980)	27,182
Liveable Neighbourhoods (TfL)	183,739	(168,509)	15,230
Liveable Neighbourhoods (TfL)	548,000	(548,000)	0
Local Transport Fund (TfL)	90,080	(90,080)	0
Local Transport Fund (TfL)	100,000	(100,000)	0
Housing			
Decent Homes	0	150,000	150,000
HiPs North West	26,358,021	(8,783,677)	17,574,344
HiPs Central	5,382,072	6,791,262	12,173,334
HiPs South West	5,972,884	6,193,612	12,166,496
PAM Delay Costs Covid-19	0	1,000,000	1,000,000
Estate Lighting	1,223,245	(723,245)	500,000
Ventilation Systems	739,492	(339,492)	400,000
CCTV upgrade	1,649,620	380	1,650,000
Street Lighting SLA	0	1,000,000	1,000,000
Door Entry Syst (Replacements)	1,252,517	(752,517)	500,000
Drainage	919,269	(19,269)	900,000
Lifts Major Components	696,241	(196,241)	500,000
Dom Boiler Replace/Cen Heating	2,077,078	(77,078)	2,000,000
Replace Play Equipment	103,854	96,146	200,000
Road & Footpath Renewals	207,708	(7,708)	200,000

Void Re-Servicing	2,077,078	(77,078)	2,000,000
Water Mains/Boosters	473,476	(73,476)	400,000
Disabled Adaptations	1,129,884	(9,884)	1,120,000
H & S and Major Replacement	789,485	1,010,640	1,800,125
Community Halls Maj. Reps/DDA	429,820	70,180	500,000
Lift Renewals	3,197,851	(2,200,309)	997,542
Integrated Housing Manag System	2,689,835	(689,835)	2,000,000
Boiler Hse Major Works	550,358	849,642	1,400,000
Planned & Reactive Water Mains	127,472	(27,472)	100,000
High Value Repairs/Imp & Wk	2,474,087	(474,087)	2,000,000
Lightning Conductors	457,139	242,861	700,000
Estate Boundary Security Impr	103,854	(3,854)	100,000
Garage Review	207,708	(107,708)	100,000
Capitalised Salaries	5,192,695	807,305	6,000,000
Lateral Mains	1,443,204	(1,043,204)	400,000
Re-wire	1,663,123	(1,063,123)	600,000
Green initiatives	2,454,386	(954,386)	1,500,000
Cycle Facilities	588,390	(588,390)	0
Contingency PM	4,077,078	(147,270)	3,929,808
District Heating System	0	11,758	11,758
Hardware Smoke Alarms	0	50,000	50,000
Gypsy & Trav Bung Roof Repair	407,708	(407,708)	0
Commercial Properties	506,776	93,224	600,000
Bridport	0	400,000	400,000
B/wide Housing under occupation	253,497	180,948	434,445
Hostels - Major Repairs	744,725	(180,948)	563,777
Estate Renewal Implementation	0	6,303,980	6,303,980
Bridge House Phase 2	0	214,645	214,645
ER1 Tower Court	11,797,468	(3,740,727)	8,056,741
Kings Crescent Phase 1+2	0	178,430	178,430
Kings Crescent Phase 3+4	5,345,431	(1,992,965)	3,352,466
Colville Phase 2	1,030,099	351,868	1,381,967
ER1 Colville phase 3	0	53,308	53,308
St Leonard's Court	52,052	106,711	158,763

Frampton Park Regeneration	1,406,936	(261,845)	1,145,091
Aikin Court	92,264	10,269	102,533
King Edwards Road	0	143,015	143,015
Nightingale	2,605,724	(1,646,614)	959,110
Marian Court Phase 3	1,942,982	(1,838,390)	104,592
ER1 Colville phase 4	1,141,335	(341,335)	800,000
ER1 Colville phase 5	0	800,000	800,000
Lyttelton House	1,968,229	(368,224)	1,600,005
Colville Phase 2C	1,365,873	(308,961)	1,056,912
Garage Conversion Affordable Wkspce	0	346,000	346,000
Sheep Lane s106	9,166	1,990,834	2,000,000
Housing Supply Programme	0	2,108,129	2,108,129
Shaftesbury Street	399,247	(399,247)	0
Wimbourne Street	635,145	(62,778)	572,367
Buckland Street	136,307	(33,835)	102,472
Murray Grove	934,248	(68,850)	865,398
Downham Road 1	540,242	(83,277)	456,965
Downham Road 2	392,534	(41,093)	351,441
Balmes Road	580,346	(51,872)	528,474
Pedro Street	6,243,406	(921,535)	5,321,871
Tradescant House	90,779	(34,569)	56,210
Lincoln Court	1,079,594	(166,946)	912,648
Rose Lipman Project	1,657,504	(51,872)	1,605,632
Woolridge Way	287,308	(54,899)	232,409
81 Downham Road	2,468,058	(342,384)	2,125,674
Hereford Road	0	205,029	205,029
Stock Transfer to HA	0	376	376
Other Heads	441,352	889,364	1,330,716
Phase2 & Other Heads	13,574,607	(1,073,150)	12,501,458
Woodberry Down Security	0	180,000	180,000
Woodberry Down Tenancy Agreement	0	3,410	3,410
Total	145,153,285	(3,644,146)	141,509,143

9.6 For Noting:

9.6.1 Cabinet report dated 16 March 2020 gave approval for **purchasing former Right-to-Buy properties** including those owned by Housing Associations to support the increased supply of delivery of affordable housing in the borough. The programme will be acquiring former Right-to-Buy properties and converting them back into use as affordable homes for rent. The additional affordable housing can be delivered to help meet outstanding housing needs in Hackney. This demonstrates the Council's commitment to meet the challenge of reducing the number of families being housed in temporary accommodation. The Council have now purchased the first 4 properties which are now being prepared for offers and lettings. We have a further property under offer, and are discussing the housing needs requirement for further purchases. This capital project links in with the Council's 2018-2028 Sustainable Community Strategy Priority 1 'A borough where everyone can enjoy a good quality of life and the whole community can benefit from growth'. This approval will have no net impact on the capital programme as the resources already form part of the approved programme.

APPENDICES

One.

BACKGROUND PAPERS

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

None.

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TITLE OF REPORT - Emergency Transport Strategy - Rebuilding a Greener Hackney: Emergency Transport Plan	
Key Decision No - NH Q 93	
CABINET MEETING DATE (2020/21) 29 September 2020	CLASSIFICATION: Open If exempt, the reason will be listed in the main body of this report.
WARD(S) AFFECTED All	
CABINET MEMBER Cllr Jon Burke Cabinet Member for Energy, Waste, Transport, and Public Realm	
KEY DECISION Yes	
REASON Affects two or more wards	
GROUP DIRECTOR Ajman Ali Group Director - Neighbourhoods & Housing (Acting)	

1. CABINET MEMBER'S INTRODUCTION

- 1.1 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.
- 1.2 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.

1.3 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.

1.4 The Secretary of State for Transport and the Department for Transport 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

1.5 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

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 Department for Transport, *Traffic Management Act 2004: network management in response to COVID-19*, 23.05.20

increasing prospect of global 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.

- 1.6 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 Emergency Transport Plan (ETP) 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.
- 1.7 This 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 and Queensbridge Road. It brings forward elements of the Cycle Future Route 3 between Dalston and Clapton despite suspension of the CFR programme by TfL. Finally, this Plan also provides further details on plans to rapidly deliver School Streets at a further 39 primary schools in September, the largest commitment of its kind in the U.K, covering almost every primary age child attending a state school in the borough.
- 1.8 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.

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

- 1.9 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 engagement process, and also provide a mechanism for the permanent implementation, amendment, or reversal of a scheme depending on their operational performance.
- 1.10 Many of the transport projects contained within the 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.

2. GROUP DIRECTOR'S INTRODUCTION

- 2.1 The Council constantly develops ongoing programmes of schemes to achieve the objectives set out in its Transport Strategy, policies and Mayor's manifesto commitments. Funding for these proposals traditionally came predominantly from an allocated TfL budget at the beginning of each year.
- 2.2 The Covid-19 virus has had a very significant impact on TfL's finances. Currently TfL has paused all of its active investment for 20/21, including all work on the existing [transport] Local Implementation Plan (LIP) funded programme. For Hackney, this has led to a loss of about £4m of funding. As a result a large number of previously LIP-funded and Liveable Neighbourhood schemes have had to be suspended. The latter has affected plans for developing the Hackney Central Liveable Neighbourhood.
- 2.3 In response to the pandemic TfL has developed the London Streetspace Plan [LSP] which seeks to deliver temporary measures. A shared total of £45m was made available for the London boroughs to bid for projects for three main areas:
- (a) social distancing measures in town centres and other major trip attractor locations;
 - (b) Low Traffic Neighbourhoods and
 - (c) strategic cycle routes.
- 2.4 Applications for LSP funding were on a 'first come first served basis'. Officers have worked hard to develop bids to meet the criteria. The successful LSP bids have given us the opportunity to deliver some elements of the Transport Strategy and LIP more quickly than hitherto planned.
- 2.5 The ETP brings together the actions that are now possible given the reduced level of funding from TfL, and provides a strategic approach for the council's transport related bids for LSP and other various sources of funding.
- 2.6 Most of the schemes in this plan are based on programmes already contained in the Hackney Transport Strategy such as LTNs, School Streets and strategic cycle routes. The ETP helps clarify their current status and will help direct bids for any funding that becomes available.

- 2.7 In June 2020 we were asked by TfL, at very short notice, to bid for a further Tranche of DfT Emergency Active Travel funding. At the time of writing we are awaiting the outcome of bids for the Stoke Newington scheme from this pot of funding, as well as proposals for Seven Sisters Road and Chatsworth Road.
- 2.8 Further bid opportunities may arise at short notice. Priority is usually given to schemes which are 'shovel ready', so some scheme preparation work is necessary alongside ensuring the Council makes best use of the existing awards. The Council will also need to ensure it has in place suitable internal approval procedures to enable bids to be submitted to tight deadlines.
- 2.9 The reason for the preparation of an ETP is to act as a guide to coordinate action and to help prepare for further bid opportunities which may arise at short notice.
- 2.10 In order to 'fast track' the schemes, the ETP proposes the use of experimental traffic orders. These will be carefully monitored to assess their impacts and the Council will adjust them if and as necessary. The Council's use of ETOs is also strongly supported by recent DfT guidance.

3. RECOMMENDATION(S)

- 3.1 That Cabinet approve the overall Emergency Transport Plan and the projects contained within it as a live document that establishes the first and most immediate response to a quickly changing situation and works alongside existing Hackney policy. The projects are summarised below in **Table 1 (Hackney Emergency Transport Plan 2020 - Programme)**
- 3.2 Subject to obtaining funding from the DfT Emergency Active Travel Fund as detailed in paragraph 2.7, that Cabinet approve the Stoke Newington Church Street Town Centre Scheme and:
- a) Authorise the Head of Streetscene to make and implement the necessary Experimental traffic order, subject to the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996,
 - b) Authorise the Head of Streetscene to make minor adjustments to the proposals as required, following design development and feedback from key stakeholders, including local residents.
 - c) Authorise the Head of Streetscene to decide whether to make permanent or not the related experimental traffic orders following consideration of all objections/responses received in the statutory six month period. Any such

decision shall be recorded in writing and signed by the Head of Streetscene in consultation with the Cabinet Member for Energy, Waste, Transport, and Public Realm.

Table 1 (Hackney Emergency Transport Plan 2020 - Essential Works Programme)

Scheme name & Description	Scheme Status	TMO Advertised	Resident Notification Letters	Start Date of Implementation	End Date of Implementation (Go Live date)	Cabinet Action Required
School Streets						
School Streets programme involving 39 School Streets schemes	Funded - TfL Streetspace - £350K Funded - Council Capital - £100K	from 20/08/20	from w/c 31/08/20	31/08/20	07/09/20	Note progress
Healthy Town Centres						
Stoke Newington Church Street - Busgate, 5 neighbourhood closures, pavement widening outside shops	Bid Submitted - Emergency Active Travel Fund (EATF) Tranche 2 - £685K	tbc - ~Sept 2020	tbc - ~Oct 2020	tbc - ~Q4 2020	tbc - ~Q4 2020	Approve but note that at the time of writing it is dependent on a successful bid outcome from the DfT's Emergency Active Travel Fund.
Hackney Central - Proposals in development	In development	tbc	tbc	tbc	tbc	Note progress: (scheme subject to future Cabinet approval)
Broadway Market - Scheme implemented	Implemented - Temporary	Done	Done	Done	Done	Note progress

(temporarily)						
Chatsworth Road - 'bus gate' proposals	Bid Submitted - EATF Tranche 2 - £200K	tbc - ~Sept 2020	tbc - ~Oct 2020	tbc - ~Q4 2020	tbc - ~Q4 2020	Note approval will be sought subject to successful funding bid)
Low Traffic Neighbourhoods						
Barnabas Road	Implemented - Experimental Traffic Orders	Done	Done	Done	Done	Note progress
Gore Road	Implemented Experimental Traffic Orders	Done	Done	Done	Done	Note progress
Ashenden Road	Implemented Experimental Traffic Orders	Done	Done	Done	Done	Note progress
Ufton Road	Implemented - Experimental Traffic Orders	Done	Done	Done	Done	Note progress
Hackney Downs (5 road closures around Brooke/Evering Road)	Funded - DfT EATF Tranche 1 - £100K	13/08/20	13/08/20	W/c 24/08/20	W/c 24/08/20	Note, progress
Hoxton West (3 road closures, 1 busgate)		30/07/20	10/08/20	W/c 24/08/20	W/c 24/08/20	Note - approved by previous Cabinet
London Fields closures (5 Road closures, 1 busgate) & Pritchards Road Busgate		20/08/20	20/08/20	W/c 03/09/20	W/c 03/09/20	Note - approved by previous Cabinet
Mount Pleasant Lane		10/09/20	10/09/200	W/c 28/09/20	W/c 28/09/20	Note progress
Southwold Road banned turn		10/09/20	10/09/200	W/c 28/09/20	W/c 28/09/20	

Elsdale Street and Mead Place		10/09/20	10/09/20	W/c 28/09/20	W/c 28/09/20	
Clissold Crescent		03/09/20	03/09/20	W/c 14/09/20	W/c 14/09/20	
Marcon Place and Wayland Avenue		03/09/20	03/09/20	W/c 14/09/20	W/c 14/09/20	
Hertford Road		03/09/20	03/09/20	W/c 14/09/20	W/c 14/09/20	
Shore Place		03/09/20	03/09/20	W/c 14/09/20	W/c 14/09/20	
Cremer Street & Weymouth Terrace		03/09/20	03/09/20	W/c 14/09/20	W/c 14/09/20	
Strategic Cycle Routes						
Balls Pond Road - Completing missing link to facilitate better crossing for cyclists and pedestrians on Balls Pond Road	Funded - TfL Streetspace - £400K	Done	01/09/20	14/09/20	01/12/20	Note progress
Queensbridge Road Phase 1 - To complete the southern portion of the Queensbridge Road Central London Cycle Grid	Funded - TfL Streetspace - £400K	Done	Done	Done	Done	Note progress
Queensbridge Road Phase 2 - Installation of light segregated cycle lanes on a 600-metre stretch of the key north-south Queensbridge Road	Funded - TfL Streetspace - £50K	24/09/20	21/09/20	05/10/20	31/10/20	
Green Lanes - Installation of light segregated cycle tracks on a 2km stretch of this road	Funded - TfL Streetspace - £400K	17/09/20	14/09/20	28/09/20	06/11/20	
CFR 3 - Modal filters at Powell Road at Kenninghall Road, and Downs Park Road.	Funded - TfL Streetspace - £50K	tbc	tbc	tbc	tbc	Note progress
Seven Sisters Road - Implementation of	Bid Submitted -	tbc	tbc	tbc	tbc	Note - (Scheme

segregated with flow cycle lanes on Seven Sisters Road	EATF Tranche 2 - £180K					likely to be implemented by TfL subject to successful funding bid)
Supporting Measures						
Cycle Training - Cycle training practices focusing on the west of the Borough	£60K Bid submitted to TfL £185K Bid Submitted DfT EATF Tranche 2	NA	tbc - ~Sept	tbc - ~Sept	Continuous implementation	Note progress
Cycle Parking - Providing cycle parking in various forms including public cycle parking bays, cycle parking at primary schools and a 300-space cycle parking hub in Shoreditch	£277K - Bid Submitted DfT EATF Tranche 2 £60K DfT Bid £260K - Allocated S106 funding	tbc - Various TMO's needed	tbc	tbc	tbc	Note progress

4. REASONS FOR DECISION

- 4.1 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. This ETP is consistent with, and subservient to, the Local Transport Plan, also known as the Hackney Transport Strategy 2015-2022 which was approved by full Council in 2015.
- 4.2 In March 2020 Government asked local authorities to take measures to reallocate road space to people walking and cycling, both to encourage active travel and to enable social distancing during restart while public transport capacity remains constrained. TfL's response to this was to create a "London Streetspace Plan".
- 4.3 This ETP represents our response to Transport for London's "London Streetspace Plan", which sets out TfL's emergency spending plan in regard to the pandemic. In this regard, and for the purpose of the scheme of delegation, the ETP serves as a short term supplement to Hackney's response to the

London Mayor's Transport Spending Plan and Borough spending plan for transportation, also known as the "Local Implementation Plan (2019-2022)", which received Cabinet level approval in 2019. We are, therefore, also seeking similar Cabinet-level approval for the ETP.

- 4.4 Cabinet is asked to approve Stoke Newington Church Street Town Centre scheme because it affects multiple wards and, although plans for the street were outlined in the LIP and supported by the LEN16 project funded by the Mayor's Air Quality scheme, the current proposal involving DfT funding has not been to Cabinet before.
- 4.5 TfL's London Streetspace Plan involves engaging and working with London's boroughs to make changes to focus on three key areas, but specifically in relation to this report 'reducing traffic on residential streets, creating low-traffic neighbourhoods right across London to enable more people to walk and cycle as part of their daily routine, as has happened during lockdown'. These proposals are consistent with the advice and guidance from both the Government and the Mayor for London. They are also consistent with the Council's Transport Strategy.
- 4.6 Hackney's Emergency Transport Plan (ETP) provides an action plan for how Hackney is responding to the impacts of Covid-19 on the local transport network. It gives a fuller justification for the actions taken so far, and recommends a large number of further actions guided by the same rationale.
- 4.7 The proposal set out here builds upon the success of the early rollout of the traffic filters approved at the June Cabinet meeting.
- 4.8 The plan outlines the expansion of liveable 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 incorporating further investment in green infrastructure and tree planting.

Stoke Newington Town Centre

- 4.9 The Stoke Newington scheme consists of
- (a) A 'bus gate to operate 7am to 7pm east of the main junction of Church Street with Lordship Road, west of the junction with Marton Road.
 - (b) Point closure at Yoakley Road at its junction with Church Street.
 - (c) Point closure at Bouverie Road at its junction with Church Street.

- (d) Point closure at Oldfield Road between the junctions with Kynaston Road and Sandbrook Road.
- (e) Point closure at Nevill Road between the junctions with Barbould Road and Dynevor Road.
- (f) Pavement widening and bus boarders.
- (g) Cycle parking.

4.10 Stoke Newington Church Street Town Centre scheme was put forward for a funding bid. Town Centres form a distinct strand in TfL's Streetspace Plan, which states:

"Proposals for town centres and high streets should be developed to:

- *Provide additional space for people to access goods and services while socially distancing*
- *Encourage local trips that can be made either on foot or by cycle, providing space for those walking and cycling including introducing more cycle parking*
- *Recognise that some people still need to travel by public transport and provide space for people to access public transport while socially distancing*
- *Link to the surrounding population through the temporary cycle network or by removal of severance by building on or introducing low traffic neighbourhoods*
- *Support the long-term delivery of the Mayor's Transport Strategy."*

Source: <http://content.tfl.gov.uk/lsp-app-five-interchanges-town-centres-v2.pdf>

4.11 The scheme in Stoke Newington Church Street incorporates many of the suggestions we have received from recent stakeholder engagement events. It would transform the area by widening the pavements, thus greatly enhancing local walking conditions. The 'bus gate' and the neighbourhood filters will not only create a brand new east-west cycle-friendly route through the town centre, but also make crossing Church Street easier for pedestrians as well as cyclists on the north-south CS1. Traffic would be reduced on this street by the installation of a new 'bus gate' halfway along the street which will be supported by five neighbourhood filters to close off rat runs.

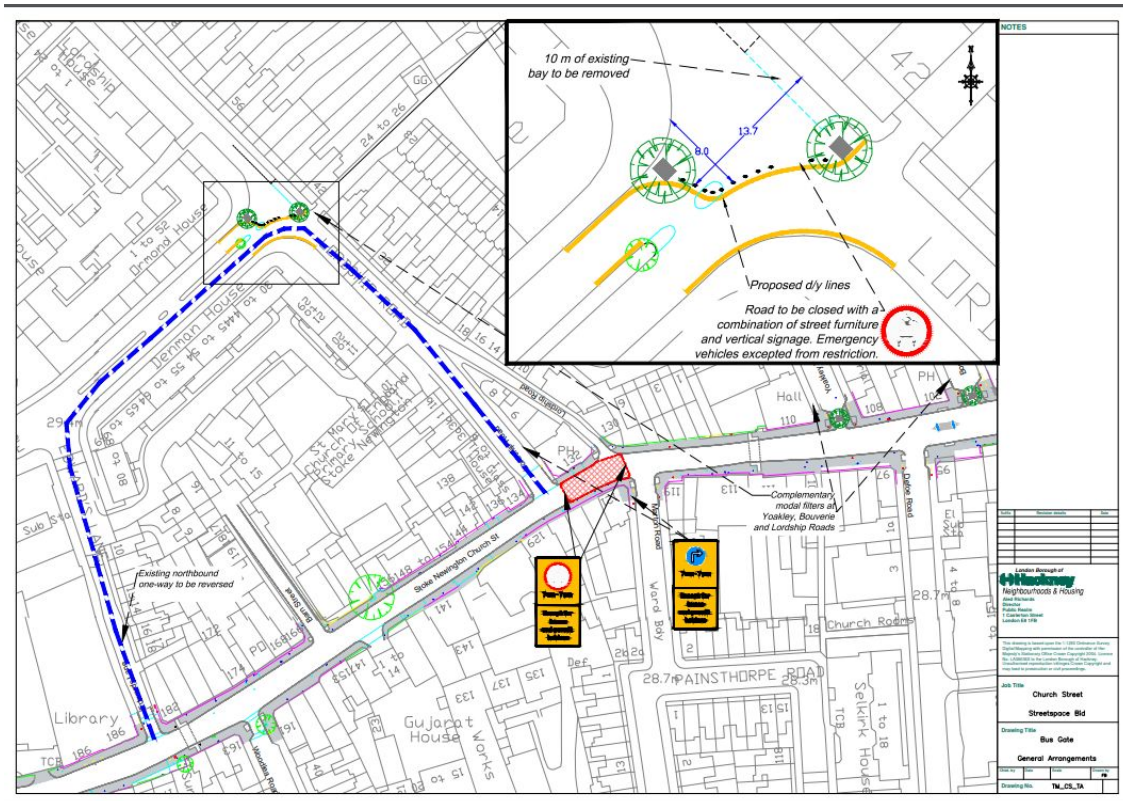
4.12 The Council was successful in a £500,000 MAQF round 3 bid for a Low Emission Neighbourhood on Church Street and the surrounding streets. The project, named **LEN16**, has four main themes:

- Transition away from Internal Combustion Engine (ICE) vehicles (cargo bike hire, promoting Ultra Low Emission 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).

- 4.13 The original plan was for these projects to be delivered over a 3 year period. We have already undertaken a Delivery and Serving study to understand local freight patterns and to engage with businesses. 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.
- 4.14 In June 2020 we were able to apply to the DfT Emergency Active Travel fund and have proposed a scheme that seeks to deliver many of the LEN16 proposals within a shorter timescale.
- 4.15 It should be noted that as of 16/09/20 the outcome of the application for funding for the current proposals is unknown.
- 4.16 The design minimises the number of neighbourhood closures needed in order to remove any potential rat-runs that would try to avoid the bus gate. Considerations were placed to distribute the traffic evenly across the wider area, e.g. ensuring that not all delivery and servicing traffic would have to take the A10 or Albion Road.
- 4.17 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, as shown below in **Figure 1**. This location best meets the considerations listed above, and these times would benefit the main commuting and shopping hours whilst giving delivery & servicing traffic sufficient operational flexibility. The map below shows the detail of the proposed bus gate and the proposed closure on Lordship Road. The 'bus gate' and road closures would also reduce traffic on Albion Road, as Lordship Road is not accessible for north-south through traffic anymore.

Figure 1: Proposed 'bus gate' location

(larger version is contained in Appendix A; Maps and Figures



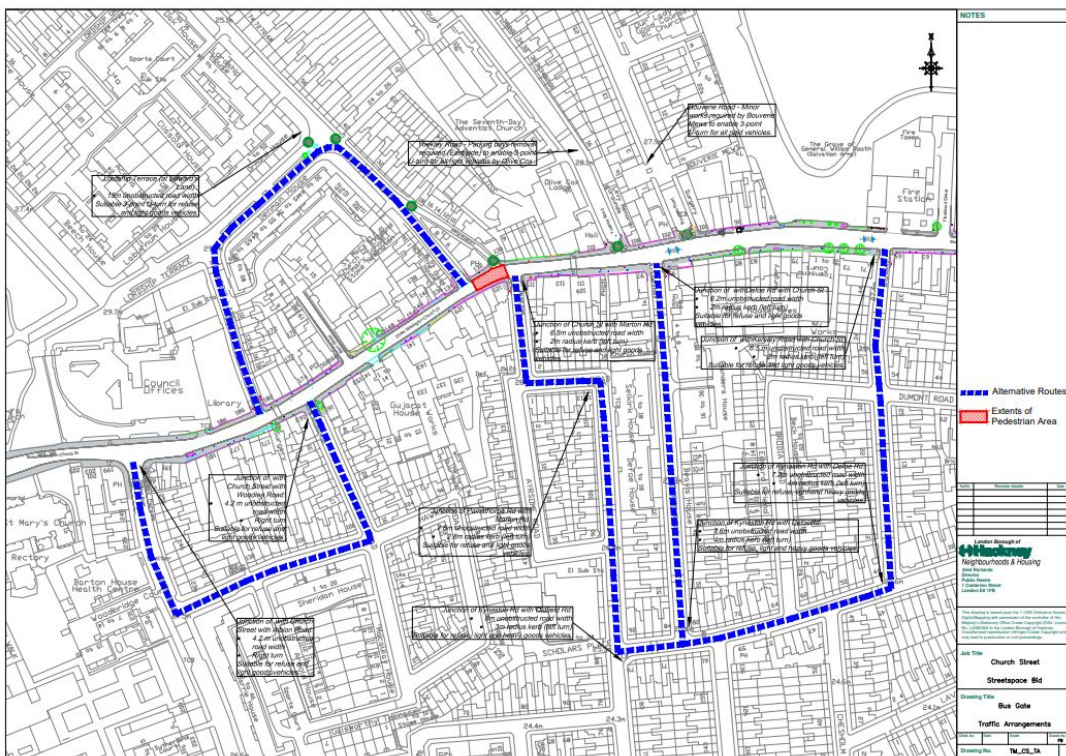
4.18 The placement of the bus gate at the junction with Lordship Road is the only location that would remove all major traffic flows whilst minimising any potential impact on access for deliveries and servicing to the shops and local businesses on Church Street. To complement this bus gate and to mitigate 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

4.19 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. A map of 'escape routes' is shown below in **Figure 2**.

Figure 2: 'Escape routes' for traffic to avoid the bus gate

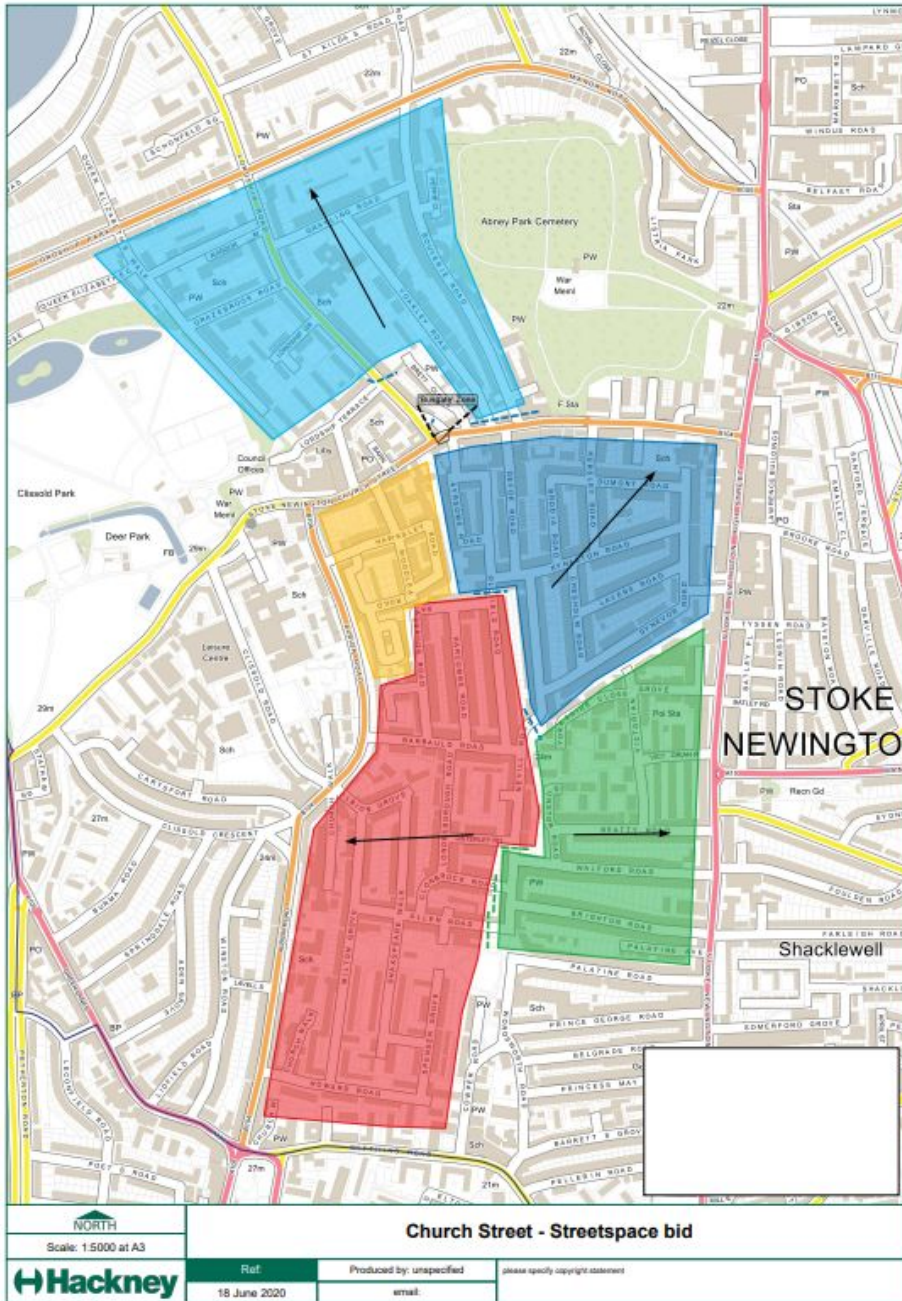
(larger version is contained in Appendix A; Maps and Figures)



4.20 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.

4.21 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 cycle superhighway. The new LTNs are shown below in **Figure 3**.

Figure 3: Stoke Newington proposed Low Traffic Neighbourhoods
(larger version is contained in Appendix A; Maps and Figures)

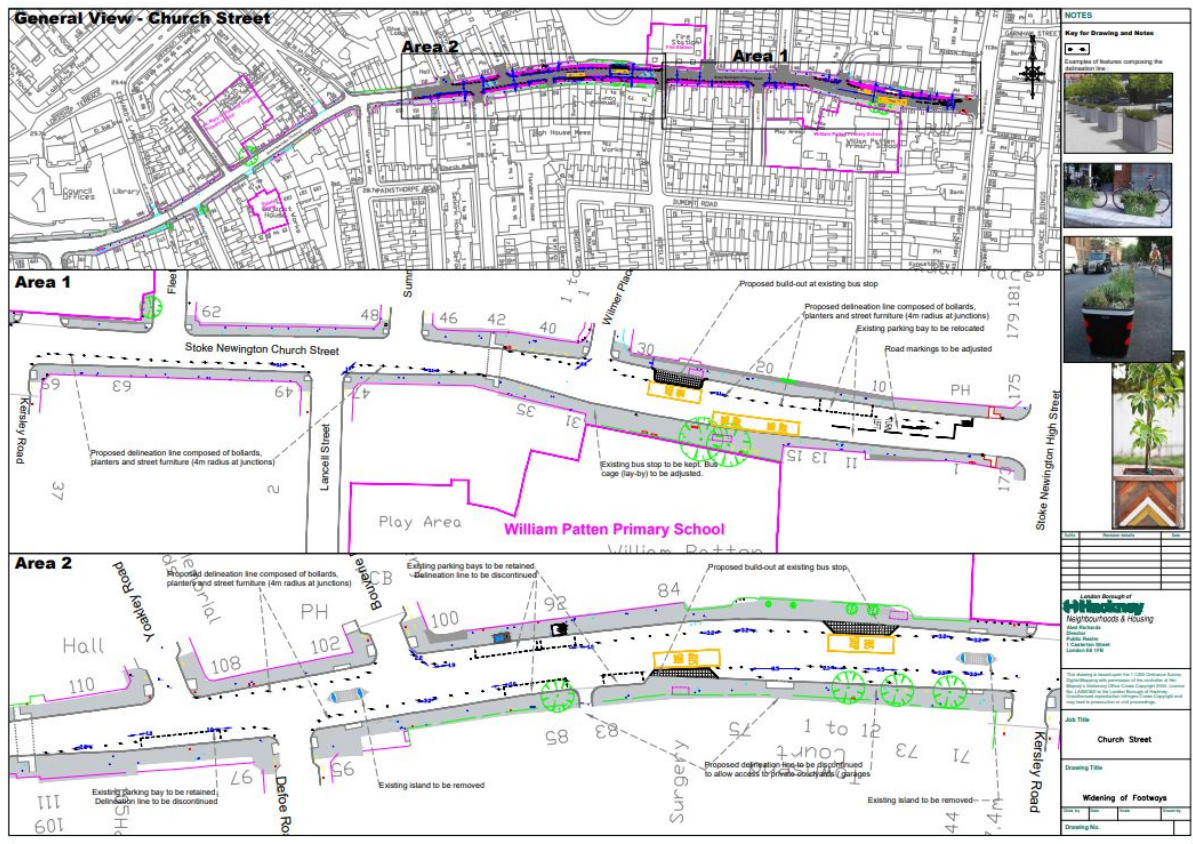


Pavement Widening and Bus Stop Borders

4.22 Pavement widening will be possible at several locations, as can be seen in the plan 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.

4.23 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. A map of the proposed bus boarders and pavement widening is in **Figure 4** below.

Figure 4: Stoke Newington proposed bus boarders and pavement widening
(larger version is contained in Appendix A; Maps and Figures)



Stoke Newington Cycle Parking

4.24 The EATF 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 the CS1 joins Church Street. Precise locations are still subject to further investigation.

Stoke Newington Church Street Summary

4.25 The Stoke Newington proposals have been carefully chosen, taking full advantage of the results of public engagement, to balance effectiveness with

deliverability in the short term. The scheme also has the longer-term potential to create and protect healthy streets in one of Hackney's main town centres while also guarding against the immediate risks of a car-based recovery from COVID-19.

The Hackney School Streets Programme

- 4.26 The ETP also provides further details on the current rapid delivery of School Streets (timed road closures) at 39 primary schools during September. Which, added to our existing 9 School Streets schemes, will result in the largest commitment of its kind in the UK, covering almost every primary age child attending a state school. The Council is doing this to protect the borough's school children from the potential for increased road danger and deteriorating air quality around schools and to continue to support and encourage active travel to schools by walking and cycling.

Strategic Cycle Routes

- 4.27 There are plans for the fast-tracking of two new cycle routes on Green Lanes and Queensbridge Road. The borough is also bringing forward elements of Cycle Future Route (CFR) 3 between Dalston and Clapton and we are seeking funding for elements of CFR 2 on Seven Sisters Road despite the earlier suspension of the CFR programme by Transport for London (TfL). The reasons for these new cycle routes is to improve conditions for cycling (either by segregating or filtering), to encourage cycling uptake to take pressure off reduced capacity public transport, and to avoid the dangers of a car-led recovery from COVID-19.

Supporting Measures

- 4.28 Importantly, there are also measures for bus prioritisation; a review of bus lane hours of operation and the provision of new cycle parking and a cycling support package including cycle training. These will operate alongside the full 'business as usual' programme as set out in the Hackney Transport Strategy. The reason for these programmes are to tackle important barriers to cycling uptake, such as lack of places to park bikes and the skills and confidence needed to ride a bike. As above, this will take the pressure off reduced capacity public transport and avoid the dangers of a car-led recovery from COVID-19.

5. DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

- 5.1 **Emergency Transport Plan** - It would have been possible to bring forward a transport response to the Covid-19 crisis on a scheme by scheme basis but this would make strategic response to the pandemic difficult and would be an inefficient use of officer and Member time.
- 5.2 Good practice design processes include consideration of alternative options for all major elements of design in Council schemes.
- 5.3 **Stoke Newington Church Street Town Centre Scheme** - A 'do nothing' approach for Stoke Newington Church Street was considered but was rejected for a variety of reasons. Notably, there are current issues with social distancing on the pavement as certain sections are very narrow, making it impossible to adhere to social distancing guidelines of 1.5m distance.
- 5.4 The current plan in short proposes a 'bus gate', local neighbourhood closures and pavement widening. All three elements are considered necessary to enable better social distancing on the pavement and to make it easier to cross this town centre street. During previous engagement exercises alternative suggestions to a 'bus gate' were also made, such as a Zero Emissions Zone or pedestrianising Church Street, making it local access, cycle and walk only. These options were rejected as they would have had a negative impact on the local bus routes, the needs of the local businesses and the operations of the Fire Station. The impact of restrictions based on emissions will diminish as use of electric vehicles increases.
- 5.5 Alternative locations for the 'bus gate' on Stoke Newington Church Street at the junction with Albion Road, at the junction with the A10 were considered but rejected. These locations would oblige all traffic accessing Church Street (e.g. Delivery & Servicing) to come from one direction only. Moreover, these locations do not have good diversion routes to avoid the traffic restrictions and would necessitate more neighbourhood road closures.
- 5.6 Not installing neighbourhood closures would displace traffic on neighbourhood roads and nullify the effect of the 'bus gate'. Details of the options considered and their impact are included in full in the ETP.

6. BACKGROUND

Policy Context

- 6.1 The key principles guiding the work on Hackney's built environment remain those set out in the [Hackney Transport Strategy 2015-2025](#); the [Local](#)

[Implementation Plan 2019-2022](#) (LIP) and the [Local Plan 2033](#) . These have all been subject to full scrutiny, widespread consultation and detailed planning.

- 6.2 The context has obviously changed especially in regards to external funding expected. The ETP does not seek to replace the core documents, but to supplement and capture the most urgent measures required in the immediate post lockdown period. The omission of proposals already contained within those other documents should not be seen as a reduction in their importance.
- 6.3 School Streets rollout is supported in Hackney's LIP, Objective 7. Specifically "Hackney will continue to support timed closures to support School Streets and play streets and encourage greater adoption of the initiative in areas of high deprivation and childhood obesity. We will introduce at least 12 [new] School Streets by 2022 [taking the total to 17]". There is also a Mayor of Hackney manifesto pledge supporting School Street rollout.
- 6.4 Stoke Newington Church Street Town Centre Scheme is supported by the Council's long term aspirations for the area enshrined in the Hackney Transport Strategy's Walking Plan, Policy W8. Specifically "Stoke Newington Gyrotory removal. The Council, working jointly with TfL will continue to seek the removal of the Stoke Newington gyratory and regeneration of the town centre through public realm improvements" see also LIP Objective 26 on Low Emission Neighbourhoods. Specifically "we will support businesses to reduce their emissions through the City Fringe Low Emission Neighbourhood, create low emission town centres and continue to expand the Zero Emission Network for businesses across the borough". This latter policy has been developed recently through the LEN16 project in Stoke Newington.
- 6.5 Low Traffic Neighbourhoods (LTNs) are residential areas accessible to motor vehicles making local trips but not to rat-running through traffic. Through traffic is prevented by a combination of physical measures (planters, bollards etc) and enforcement by cameras. They are supported by the Hackney Transport Strategy's Liveable Neighbourhoods Plan. Specifically policy LN15 Filtered Streets – "Reducing Residential Through Traffic Hackney will work with local residents and key stakeholders to systematically identify and implemented filtered streets on an area wide basis across the borough to reduce rat running and through motor traffic on residential roads" The Council already has about 120 modal filters within the borough and has more planned for the current and future years. Officers are also developing a LTN plan for expanding this across the borough.

- 6.6 Strategic cycle routes are supported by LIP Objective 1. Specifically “The Council will continue to reallocate carriageway road space from private motor vehicles to cycle route provision or cycle parking, walking or bus infrastructure.” A Mayor of Hackney manifesto pledge supports every resident being within 400m of a high-quality safe cycle route.

Central Government Policy

- 6.7 Government has issued new advice to ease the lockdown restrictions and allow more people to get back to work. On 14 May the Transport Secretary stated that it is people’s ‘civic duty to avoid public transport’ in order to maintain social distancing.
- 6.8 The Government has stated that local authorities in areas with high levels of public transport use should take measures to reallocate road space to people walking and cycling, both to encourage active travel and to enable social distancing during restart. They have urged that measures should be taken as swiftly as possible, and in any event within weeks, given the urgent need to change travel habits before the restart takes full effect.
- 6.9 The government identifies a number of interventions that are a standard part of the council’s traffic management toolkit, but state a step-change in their roll-out is needed to ensure a green restart. They include:
- *“Introducing pedestrian and cycle zones: restricting access for motor vehicles at certain times (or at all times) to specific streets, or networks of streets, particularly town centres and high streets. This will enable active travel but also social distancing in places where people are likely to gather*
 - *Modal filters (also known as filtered permeability); closing roads to motor traffic, for example by using planters or large barriers. Often used in residential areas, this can create neighbourhoods that are low-traffic or traffic free, creating a more pleasant environment that encourages people to walk and cycle, and improving safety*
 - *Encouraging walking and cycling to school, for example through the introduction of more ‘school streets’. Pioneered in London, these are areas around schools where motor traffic is restricted at pick-up and drop-off times, during term-time. They can be effective in encouraging more walking and cycling, particularly where good facilities exist on routes to the school and where the parents, children and school are involved as part of the scheme development.*
 - *‘Whole-route’ approaches to create corridors for buses, cycles and access only on key routes into town and city centres*
 - *Identifying and bringing forward permanent schemes already planned, for example under Local Cycling and Walking Infrastructure Plans, and that can be constructed relatively quickly”⁸*

⁸ Traffic Management Act 2004: network management in response to COVID-19 (DfT, updated 23 May 2020, Sourced at

- 6.10 The Government's Chief Medical Officer, Dr Chris Whitty, has said that social distancing measures may be needed until at least the end of 2020. As the 'lockdown' period comes to an end and movement is relaxed, it will be more important than ever to enable people to do this safely, both from the coronavirus and its indirect effects, such as the serious deterioration that has been witnessed in driver behaviour.

Mayor of London's Streetspace Plan

- 6.11 In recent weeks and since the previous report, TfL has updated their guidance to be consistent with Government guidance. TfL has stated that as lockdown is eased, they could see many more people walking and cycling across London. Crowded pavements and cycle lanes will make it difficult for people to social distance as they return to work and TfL therefore created the [Streetspace for London plan](#).
- 6.12 TfL are engaging and working with London's boroughs to make changes to focus on three key areas:
- The rapid construction of a strategic cycling network, using temporary materials, including new routes aimed at reducing crowding on Underground and train lines, and on busy bus corridors.
 - A complete transformation of local town centres to enable local journeys to be safely walked and cycled where possible. Wider footways on high streets will facilitate a local economic recovery, with people having space to queue for shops as well as enough space for others to safely walk past while socially distancing.
 - Reducing traffic on residential streets, creating low-traffic neighbourhoods right across London to enable more people to walk and cycle as part of their daily routine, as has happened during lockdown.

7. Equality Impact Assessment

- 7.1 When considering whether to implement any scheme, including modal filtering, local authorities must ensure that they are in line with the public sector s.149 Equality Act 2010 duty. In developing these proposals,

<https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19>)

consideration has been given to the impact in terms of Equalities and the ETP contains programme level EQIA assessments. The Council's overall objectives are set out in the EQIA for the Hackney LIP and Transport Strategy, which stress the council's desire to see all schemes developed to provide a high quality environment for all residents regardless of their level of mobility.

- 7.2 At each stage of the design process designers will ensure that all opportunities have been taken to provide facilities to, or above the current design best practice. Detailed scheme-specific EQIA's will be undertaken for each scheme.
- 7.3 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.
- 7.4 Walking is one of the easiest forms of physical activity that is suitable for Londoners of all ages and abilities. The plans, 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.
- 7.5 It is however important that any interventions to support walking and cycling are designed holistically to ensure that all people 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.
- 7.6 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.

- 7.7 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.
- 7.8 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.
- 7.9 The overarching inequalities impact of providing enhanced conditions for active travel has a positive effect on many groups - women, older people, BME, 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. A car-led recovery which this plan seeks to prevent, risks exacerbating these inequalities further.
- 7.10 In the ETP, attached as a background document, we have assessed the impact of the programmes on the nine protected characteristics in a programme-level EQIA.
- 7.11 In relation to the impact of segregated cycle lanes on mobility impaired, and blind and visually impaired people, we note the following potential equality impacts and suggested mitigations.
- (a) Potential increased difficulty for wheelchair users and mobility impaired people in boarding and alighting from vehicles where light segregation narrows the carriageway and prevents direct access to the kerb. Mitigation: The wands which we are installing to demarcate the cycle lane are 5m apart which should be sufficient for a vehicle to pull into the cycle lane for boarding or alighting passengers with mobility difficulties.
 - (b) Potential increased difficulty for blind and visually impaired people in using bus stop bypasses where the crossing of a cycle lane is required to access a bus stop. Mitigation: On the Seven Sisters Road scheme a temporary pedestrian crossing onto the bus stop island would be provided in the form of a zebra crossing and pedestrian tactile paving. The cycle lane would also be raised to footway level on the approach

and along the bus stop to help slow down cyclists on the approach and to provide step-free access for people with mobility impairment. SLOW road markings would also be provided for cyclists on the approach to the bus stop. We note that TfL have recently investigated the effect on bus stop bypasses on accessibility in preparation of their bus stop best practice: <http://content.tfl.gov.uk/bus-stop-design-guidance.pdf>

8. Sustainability

- 8.1 The experimental proposals will have minimal impact on the environment in terms of physical construction, and in return should produce large benefits in terms of environmental, health and social benefits. This will result from enabling social distancing of residents and tackling increasing vehicle speeds, while creating roads with low traffic use. Overall benefits are predicted to exceed the disbenefits to some residents on surrounding roads, and drivers using Hackney's road network. If approved for implementation, the schemes would be monitored to assess their impacts before any decision is taken as to whether to make them permanent or not.
- 8.2 In addition to the urgent public health and road safety necessity of avoiding a car-led post-lockdown era, the council is 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.
- 8.3 As the U.K faces the increasing prospect of global warming-driven, deadly 40C summers, 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 2019.

9. Consultations

- 9.1 Pre-implementation consultation is not a requirement for Experimental Traffic Orders (ETOs) in which 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.
- 9.2 A communications strategy 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

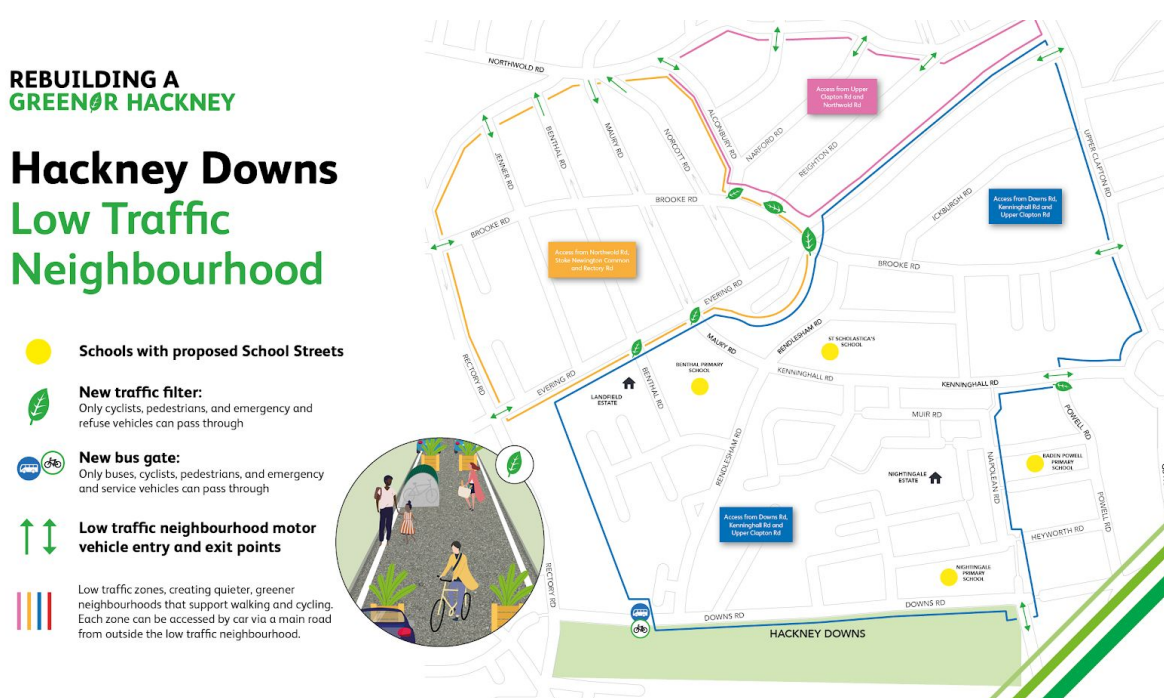
this information, which would include details of how the Council would assess the impacts of them whilst they are in.

9.3 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.

9.4 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 a map of the consultation map for Hackney Downs from the Commonplace platform (**Figure 5**) 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 5 Example map from council’s Commonplace consultation platform
 (larger version A4 version is contained in Appendix A; Maps and Figures)



9.5 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. However, direct guidance 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.

- 9.6 Previous engagement and consultations relevant to the individual schemes are detailed below:

School Streets

- 9.7 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.
- 9.8 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 Experimental Traffic Orders will ensure that all parties have the opportunity to see the actual impact of each scheme before a final decision is made.
- 9.9 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. 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

- 9.10 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.
- 9.11 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.

- 9.12 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

- 9.13 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

- 9.14 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

- 9.15 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 Experimental Traffic Orders (ETOs); 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

9.16 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

9.17 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.

9.18 Improvements to Richmond Road including the potential to install a road closure has also been discussed at workshops with local residents. This is now planned to be implemented using Experimental Traffic Orders in early September 2020.

Other Low Traffic Neighbourhoods

9.19 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

9.20 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

9.21 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)

9.22 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

9.23 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

9.24 Hackney 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. Hackney Council has run for a number of years a Sustainable Travel to School grants scheme which funds cycle parking and other active travel. Hackney Council also leads on the Zero Emissions Network which has already delivered cycle parking for over 10 businesses.

9.25 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. Hackney 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

- 9.26 Hackney has a long history of delivering community based training programmes together with encouraging businesses in adapting to more active travel modes. The Zero Emissions Network 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.
- 9.27 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.

10. Risk Assessment

- 10.1 The main risk to the Council with these proposals is reputational as, in order to be most effective in helping to address the social distancing issues and the dangers of a car-led recovery in the quickest way possible, the schemes would be introduced using Experimental Traffic Orders. Owing to the time required for detailed assessments of traffic flows and the large number of changes being introduced by the ETP the potential impacts and interactions between the different schemes have been assessed at a 'high level' only.
- 10.2 However, as the plan describes, the risks of taking no or minimal action are both real in terms of increased risk of death or serious health impact on our

residents and the consequent reputational damage on the Council that those risks being realised would entail.

- 10.3 The mitigation to the risk of unanticipated traffic impacts is to use experimental traffic orders. This means that Hackney Council has the means to be nimble to a rapidly changing situation and to amend or reverse individual schemes should the need arise. We are strengthening our engagement processes to enable continuous feedback on the schemes via the Commonplace platform.
- 10.4 The first six months is the period where any feedback / objections received is considered. This is consultation and this will be made clear in Notification leaflets/letters, although there will not be a separate dedicated consultation leaflet.
- 10.5 The Council is aware that schemes affecting traffic circulation often take a while to bed-in as drivers and other road users get used to the new permitted routes and road space allocations. With this in mind the Council must ensure that it considers the views and needs of all residents, and does not risk any premature reversal of changes, whilst waiting for robust results from any 'experimental orders' used.
- 10.6 Some temporary physical measures to maintain social distancing may not be possible in the timescales required due to shortages with the contractor.

11. COMMENTS OF THE GROUP DIRECTOR OF FINANCE AND CORPORATE RESOURCES

- 11.1 This report seeks approval of an Emergency Transport Plan for Hackney and a range of projects, set out in table 1 above, which will deliver the plan in response to the impact of Covid 19 on transport within the borough.
- 11.2 The impact of Covid-19 on daily life, and the need to actively discourage public transport use, has had a very significant impact on the funding available from Transport for London (TfL) to the Council for transport schemes. In the summer TfL paused all of its active investment on the existing LIP other TfL funded programmes. The loss in funding for transport schemes for Hackney was £4m.
- 11.2 The Government and TfL are now promoting schemes to improve walking and cycling and to ensure that the recovery from Covid19 emergency is a green

one not a car domination one. The Emergency Transport Plan (ETP) is Hackney's response to this strategy.

11.3 TfL have introduced a funding programme, London Streetspace Plan, designed to radically reallocate road space to walking and cycling, and improve bus efficiency in London. This has partially mitigated the loss in transport funding through the LIP programme. Hackney's initial allocation is:

- £800k for strategic cycling routes
- £500k for strategic cycle routes and modal filters
- £350k for school streets
- £302k for Low Traffic neighbourhoods

11.4 In addition the Council has been awarded £100k from the Dft for similar projects. The main focus for the works is in following areas:

- Providing temporary cycle routes to extend the strategic cycle network, with main roads repurposed for temporary cycle lanes and wider footways so that people can safely socially distance.
- Providing additional space for people walking and cycling in town centres and at transport hubs, including widening of footways on local high streets to enable people to queue safely for shops which will help facilitate local economic recovery
- Accelerating delivery of low traffic neighbourhoods and school streets by working with boroughs to reduce through traffic on residential streets, to further enable more people to walk and cycle safely as part of their daily routine

11.5 This is a first phase of funding for these measures with further phases expected in the Autumn. As outlined in table 1 we are awaiting the outcome of bids submitted for six schemes totalling £1.6m. Once funding is confirmed the projects will be approved for spending in line with the capital approval process as set out in the Council's budgetary framework.

11.6 Where match funding is required it is the intention to use the approved transport and highways capital budgets and/or available Section 106 funding to support the delivery of the ETP schemes. All of the projects within the plan will be approved in line with the Council's capital approval process as notification of grant award is received.

11.7 In summary, the current level of funding available for delivering the projects under the ETP, and progressing through the capital approval process, is:

TfL Streetspace Funding Phase 1	£1,952,000
DfT COVID Transport Funding	£100,000
Highways capital budget	£100,000
	£2,152,000

12. VAT Implications on Land & Property Transactions

Not applicable

13. COMMENTS OF THE DIRECTOR, LEGAL & GOVERNANCE SERVICES

13.1 An Experimental Traffic Order (ETO) is an order which imposes traffic restrictions. The power for a Local Authority to make experimental traffic orders falls under the remit of s.9 and s.10 of the Road Traffic Regulations Act (RTRA) 1984. The RTRA 1984 and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ("the Regulations") lay down the procedures that must be followed in making an ETO.

13.2 As the traffic authority, Hackney has the power to simply impose an ETO without consultation. Once an ETO has come into force, there is a statutory 6-month period within which anyone may object and such objections must be written objections. Section 122(1) of the RTRA 1984 requires that the Council, when exercising its power to make an experimental traffic order, secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway, insofar as is practicable having regard to: the desirability of securing and maintaining reasonable access to premises; the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run; the national air quality strategy prepared under s 80 of the Environment Act 1995; the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and any other matters appearing to the Council to be relevant. Accordingly, the Council is required to balance that duty, and the matters to which it relates, against any factors which point in favour of imposing a restriction on the movement to which section 122(1) refers, as well as take into account all other factors which are relevant, whether they are factors for or against making the ETO.

13.3 An ETO may only stay in force for a maximum period of 18 months whilst the effects are monitored and assessed (section 9(3) of the RTRA 1984).

Changes can be made during the first six months of the experimental period to any of the restrictions (except charges) if necessary, before the Council decides whether or not to continue with the changes brought in by the experimental order on a permanent basis. If any amendments are made to an ETO within the first 6-months, then the 'clock' starts again in terms of a further 6-month objection period, but the maximum of 18-months still remains unchanged.

- 13.4 The making of the ETOs would allow the effects of any proposed scheme on traffic flows, road safety and air quality etc to be monitored and evaluated before any decision is taken as to whether to make permanent orders.
- 13.5 ETOs are processed in accordance with the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996 (SI 11996 No 2489).
- 13.6 The first recommendation within 3.1 requires that Cabinet approve the overall Emergency Transport Plan (ETP) and the projects contained within it as a live document that establishes the first and most immediate response to a quickly changing situation and works alongside existing Hackney policy. The ETP serves as a short-term supplement to Hackney's response to the London Mayor's Transport Spending Plan and Borough spending plan for Transportation, also known as the "Local Implementation Plan 2019-2022" (LIP). Within the Mayoral Scheme of Delegation, approval for the London Mayor Transport and Spending Plan (known as the LIP) falls within the remit of a Cabinet decision.
- 13.7 The second recommendation in 3.2 is that Cabinet approve the Stoke Newington and Church street Town Centre scheme and authorise the Head of Streetscene to; make and implement the necessary Experimental traffic order and to make minor adjustments to the proposals as required, following design development and feedback from key stakeholders, including local residents.
- 13.8 Within the Scheme of Delegation for Neighbourhoods and Housing, at NH257 it states that the 'Making experimental orders for prescribed routes, waiting and loading restrictions, bus stop and school clearways, disabled persons' parking places, doctors' parking places, free parking places, loading bays, bus and cycle lanes, pedestrian zones, weight, height and length restrictions' under section 9 of the Road Traffic Regulation Act 1984 are delegated to the Director, Public Realm, and Head of Streetscene.
- 13.9 Within the Scheme of Delegation for Neighbourhoods and Housing, at NH268 it states that the 'Making modifications to, or suspending all or part of

experimental traffic orders' under section 102 of the Road Traffic Regulation Act 1984 are delegated to the Director, Public Realm and Head of Streetscene.

13.10 Whilst, the power to make ETO's and modifications to them fall within the powers delegated to the Head of Street Scene within the scheme of delegation, given the Stoke Newington and Church Street Scheme affect two or more wards, the scheme is a key decision and fall within the remit of a Cabinet decision.

13.11 The subsequent recommendations in 3.2 a)-c) are required and will enable the Council and the relevant Council officers to discharge its functions and make, implement, modify (if necessary) and take the decision to make permanent or not, the ETO's for this scheme.

APPENDICES

[Appendix A: Maps and Figures](#)

EXEMPT

Not Applicable

BACKGROUND PAPERS

[Rebuilding a Greener Hackney: Emergency Transport Plan \(2020\)](#)

Report Author	Tobias Newland Senior Transport Planner 0208 356 8475 tobias.newland@hackney.gov.uk
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Cabinet

29 SEPTEMBER 2020

Rebuilding a Greener Hackney: Emergency Transport Plan

Key Decision No - NH Q 93

Appendix A: Maps and Figures

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Appendix A: Maps and Figures

Figure 1: Stoke Newington Church Street: Proposed 'bus gate' location

Figure 2: Stoke Newington Church Street: 'Escape routes' for traffic to avoid the bus gate

Figure 3: Stoke Newington: Proposed Low Traffic Neighbourhoods

Figure 4: Stoke Newington: Proposed bus boarders and pavement widening

Figure 5: Example map from council's Commonplace consultation platform

Figure 1: Stoke Newington Church Street: Proposed 'bus gate' location

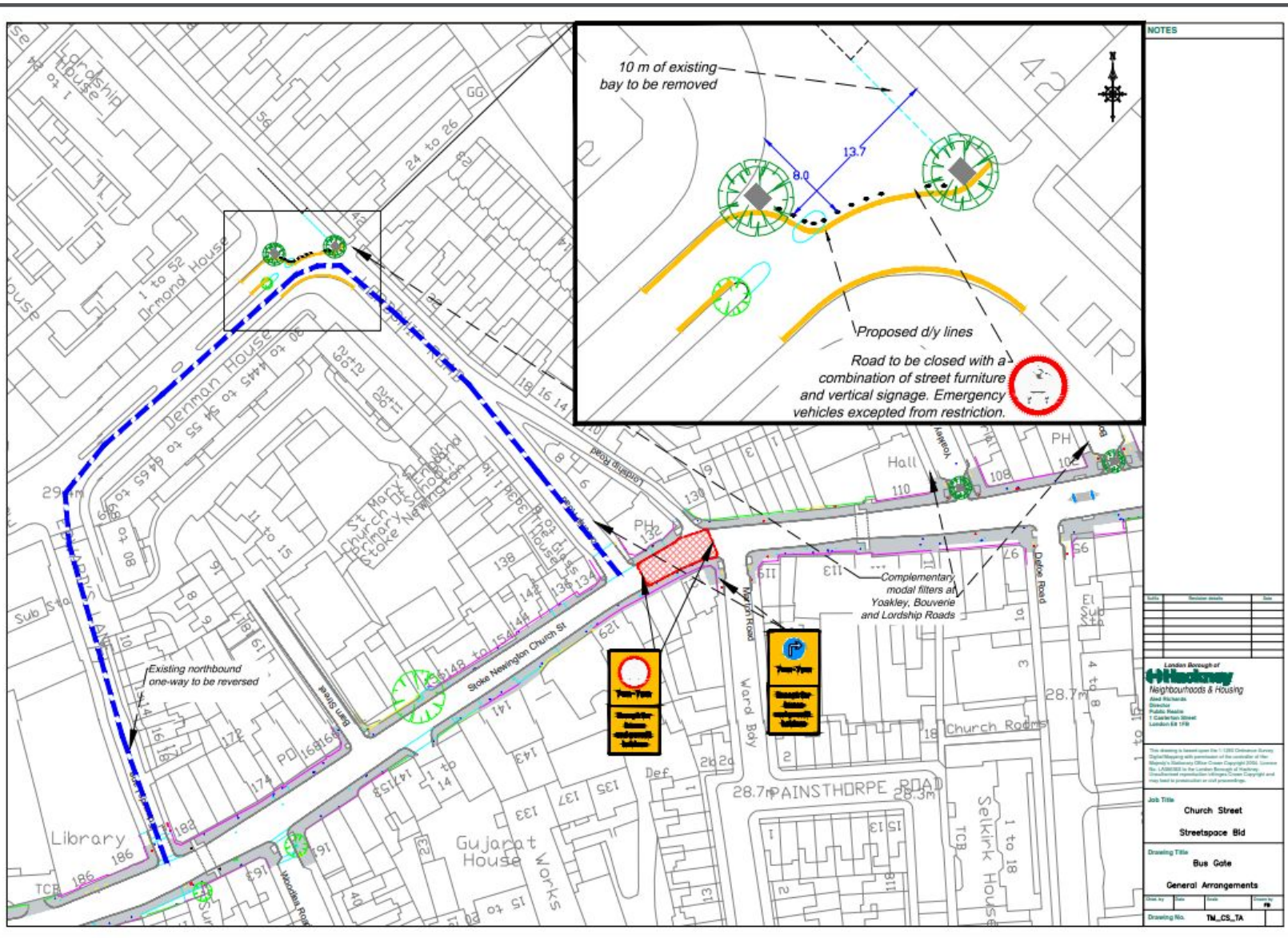
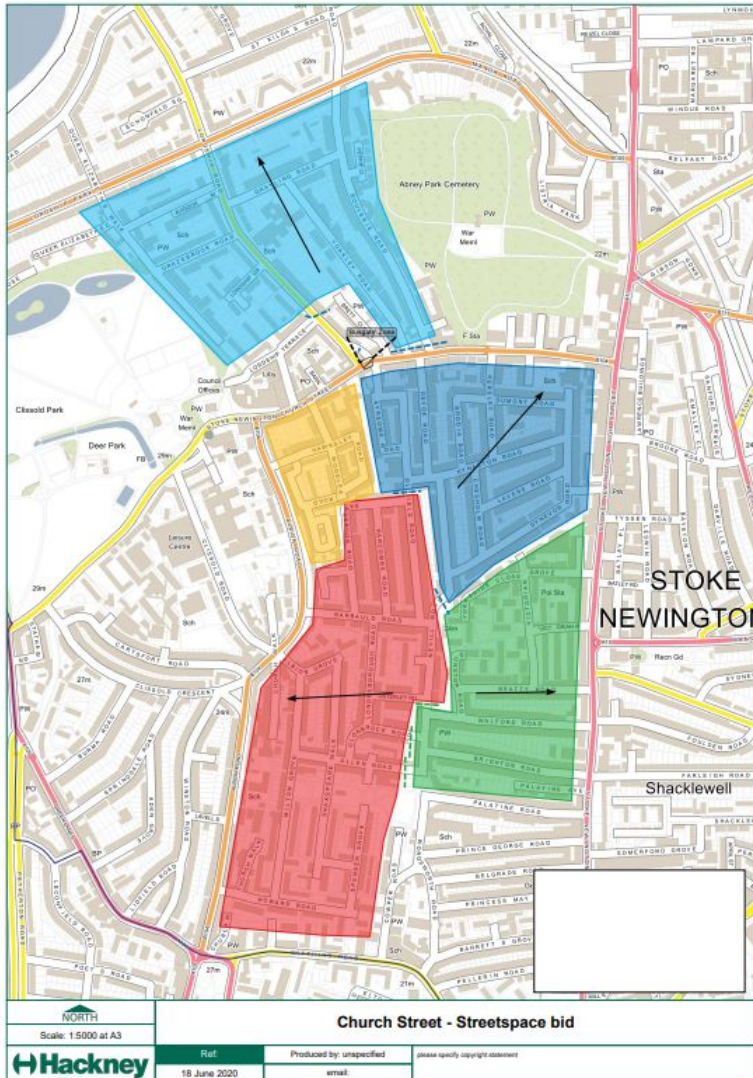


Figure 3: Stoke Newington: Proposed Low Traffic Neighbourhoods



Rebuilding a Greener Hackney: Emergency Transport Plan (2020)

Figure 4: Stoke Newington: Proposed bus boards and pavement widening

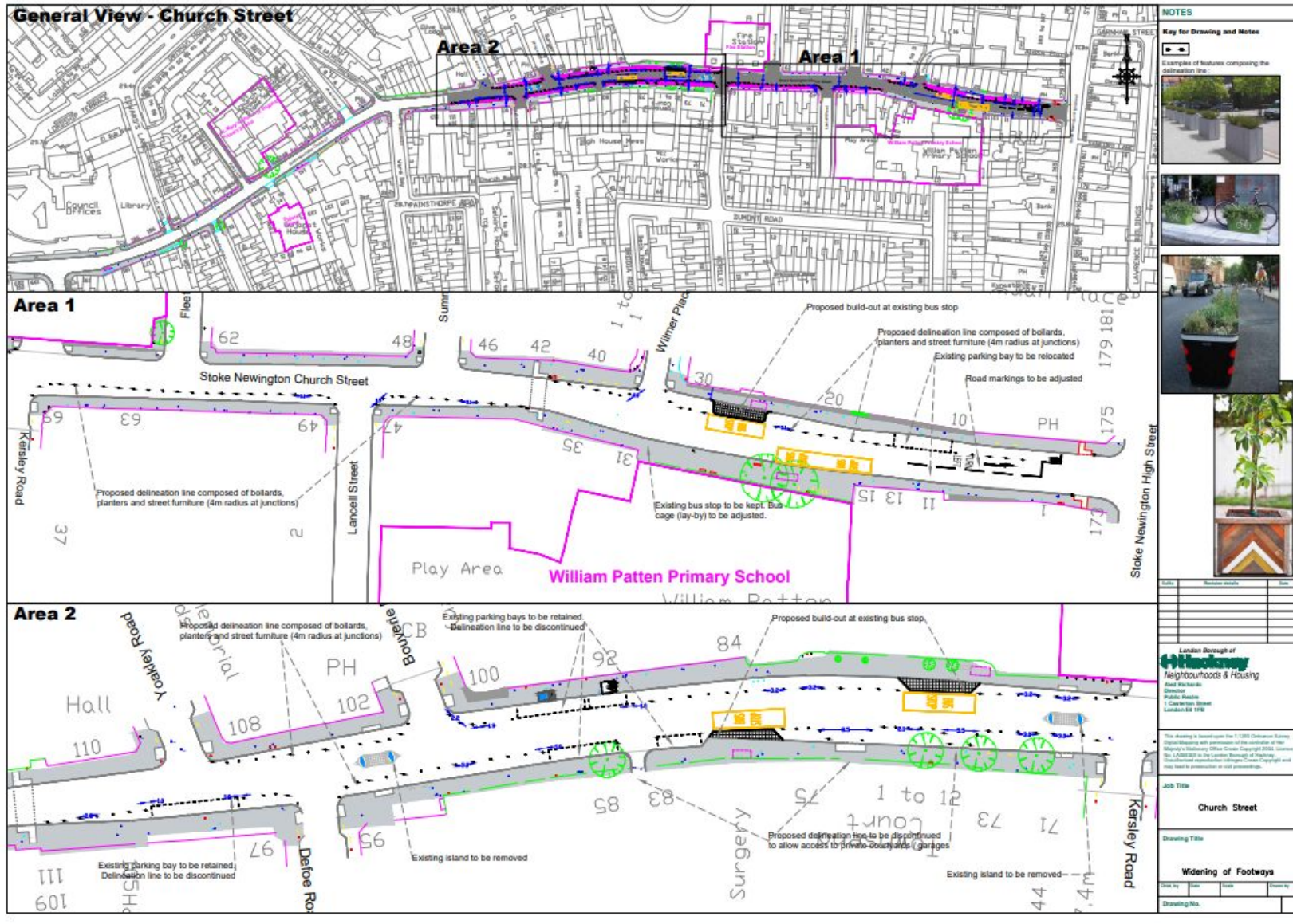
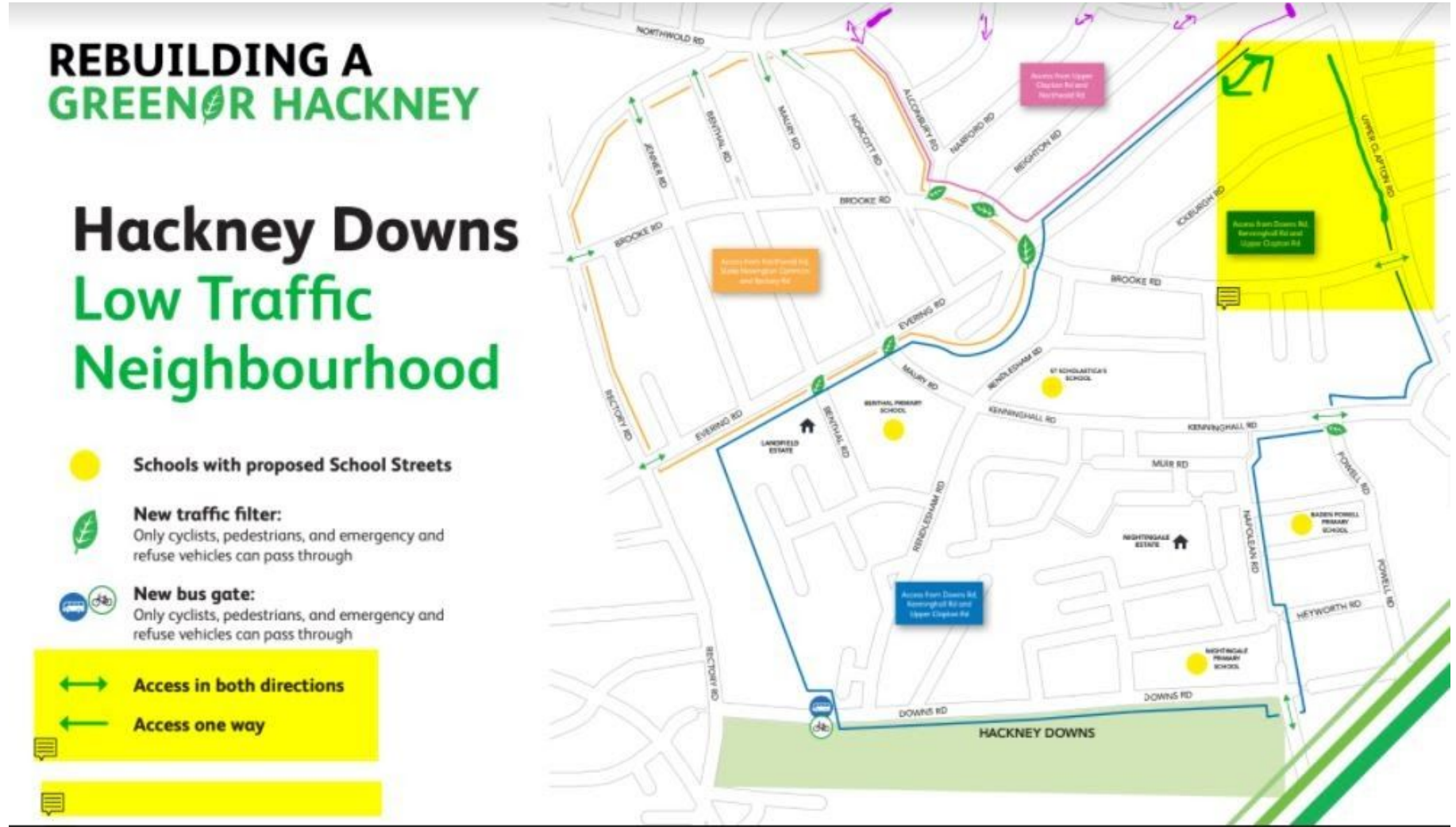


Figure 5: Example map from council's Commonplace consultation platform



Cabinet

29 SEPTEMBER 2020

Rebuilding a Greener Hackney: Emergency Transport Plan

Key Decision No - NH Q 93

Appendix B: Rebuilding a Greener Hackney: Emergency Transport Plan

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REBUILDING A GREENOR HACKNEY

Emergency Transport Plan: responding to the impacts of Covid-19 on the transport network

September 2020



Note that all diagrams in this document are available in larger format and in alternative versions on request from movegreener@hackney.gov.uk.

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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 that 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.
Strategic Cycle Routes		
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.
School Streets		
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.
Cycle Parking		

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

** 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

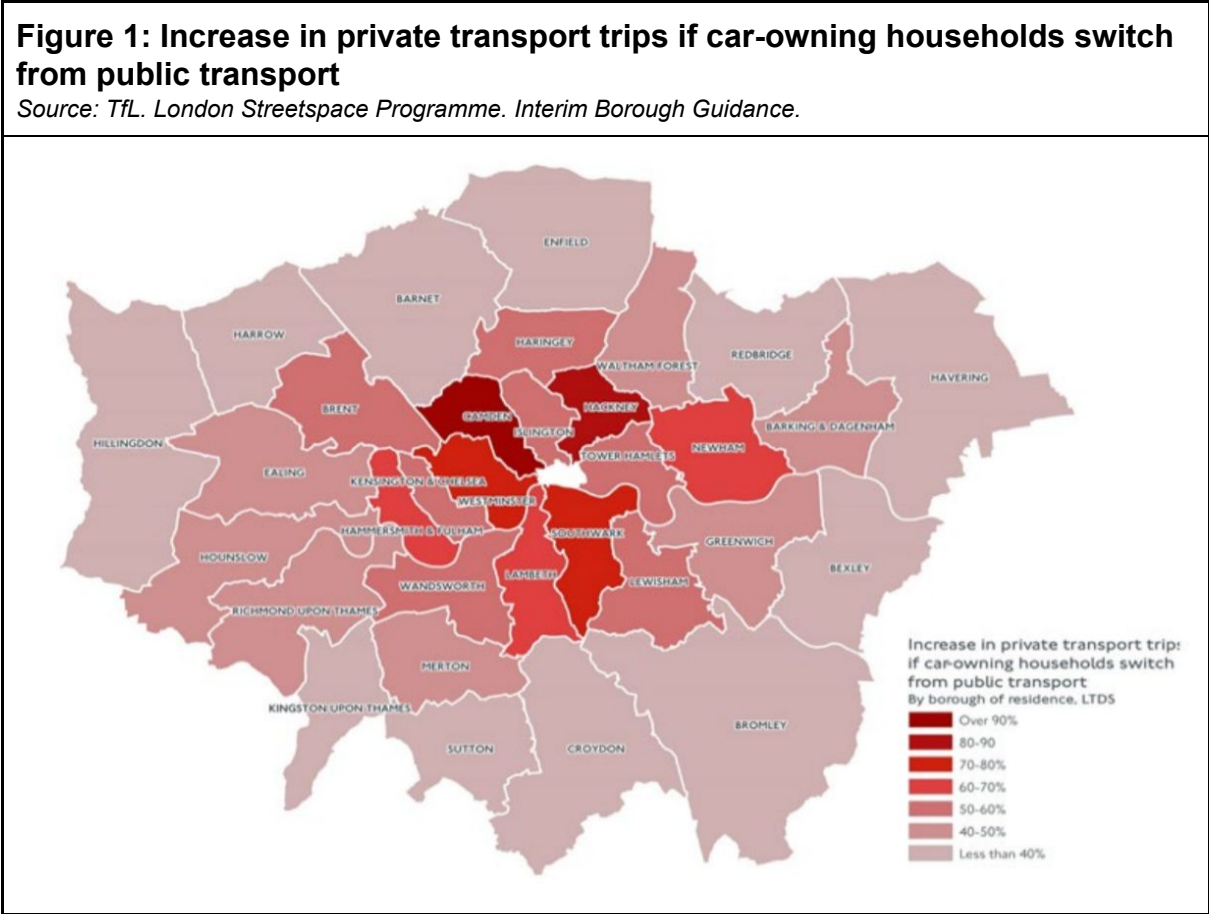
⁸ Census 2011

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.

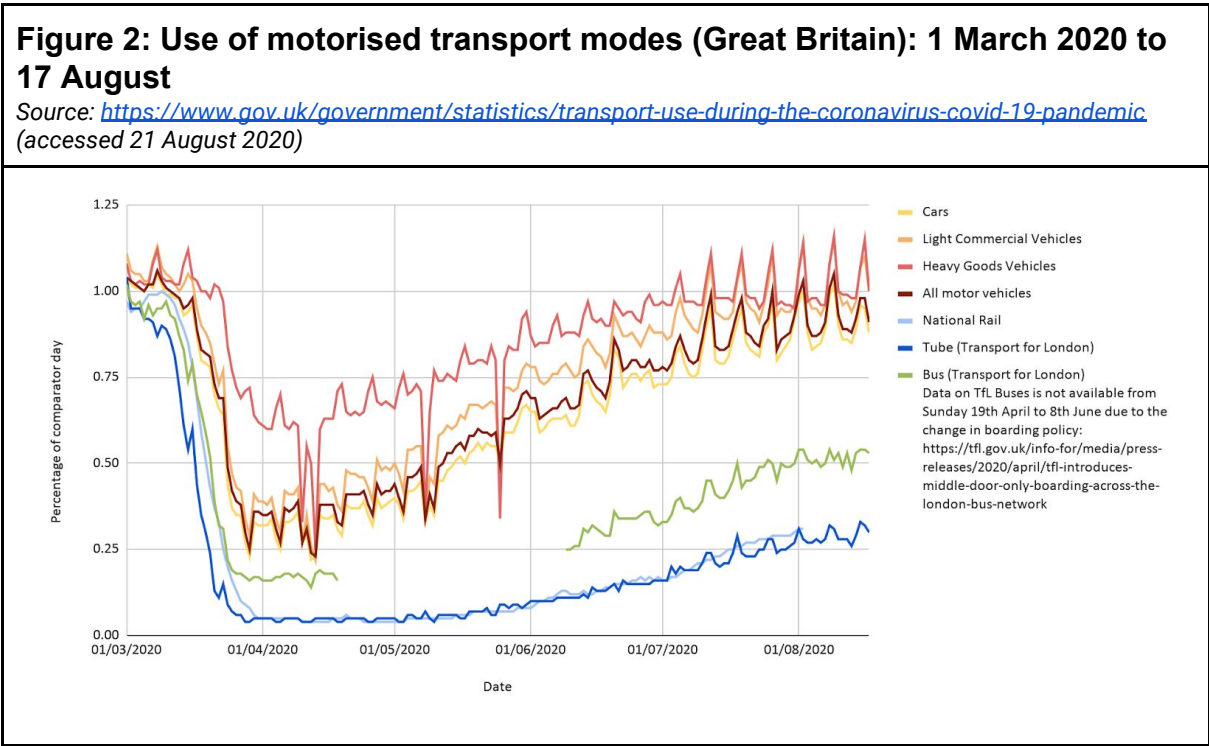


1.2.5 Hackney’s own analysis using data from a 2019 borough-wide traffic study shows there were an average of 641,121 daily car and motorcycle trips, so the switch from public transport could result in a 23% increase in car traffic in the borough which would cause so much congestion that essential journeys 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.

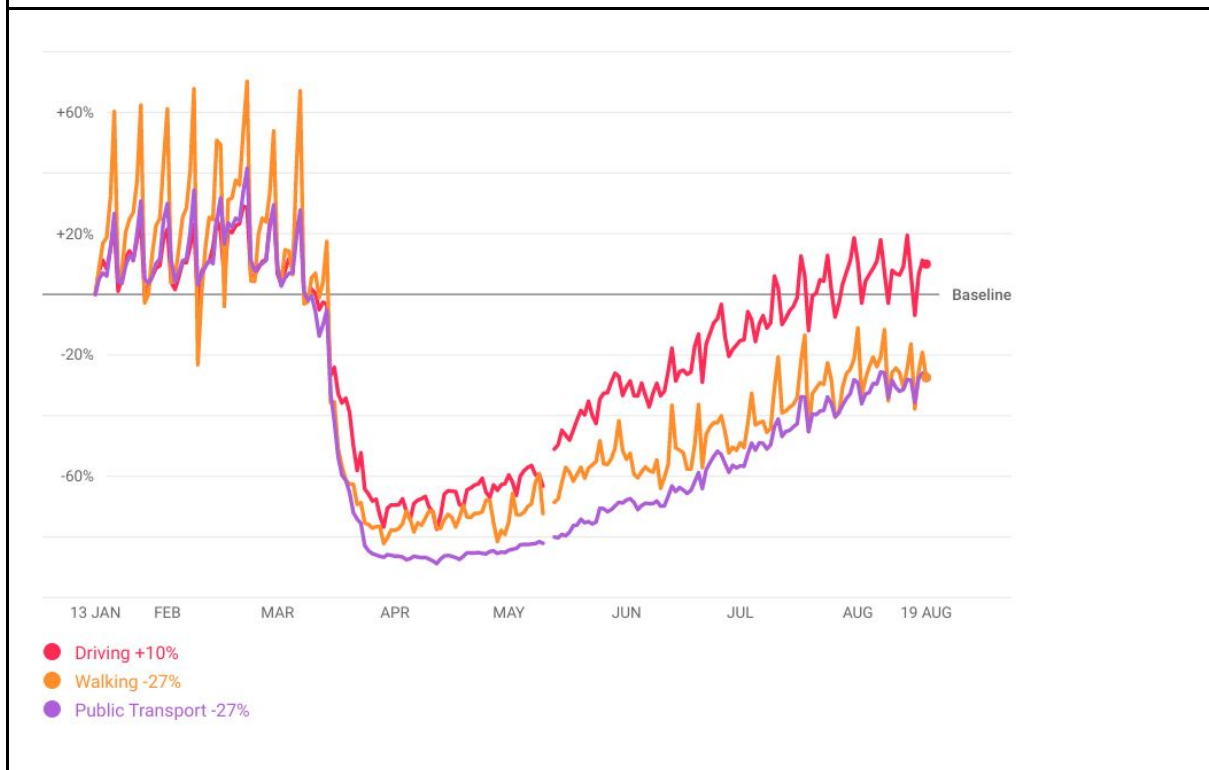
1.2.7 The DfT is releasing national traffic estimates using traffic count data from 275 automated traffic count sites across the country, which show that on a national level, motor traffic is increasing to pre-lockdown levels. **Figure 2** below shows DfT traffic count data alongside public transport 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.



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

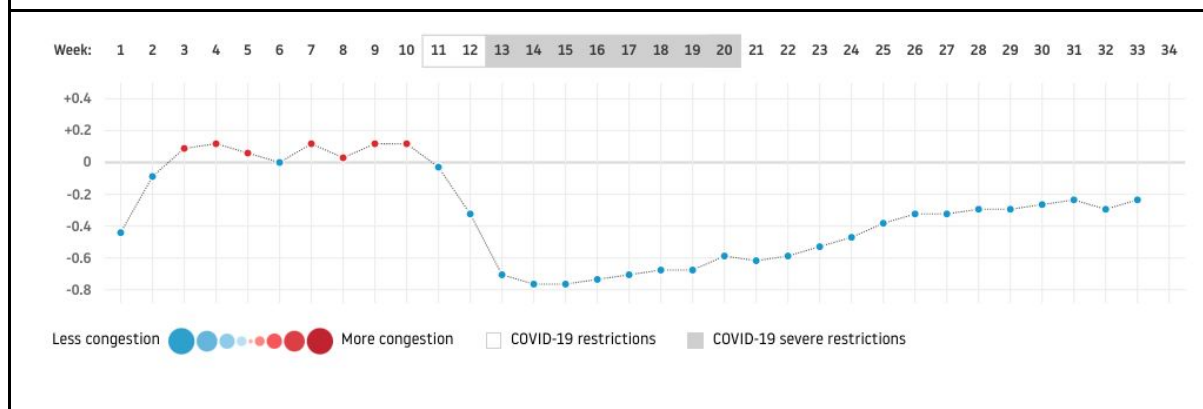
Source: <https://www.apple.com/covid19/mobility> (accessed 21 August 2020)



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

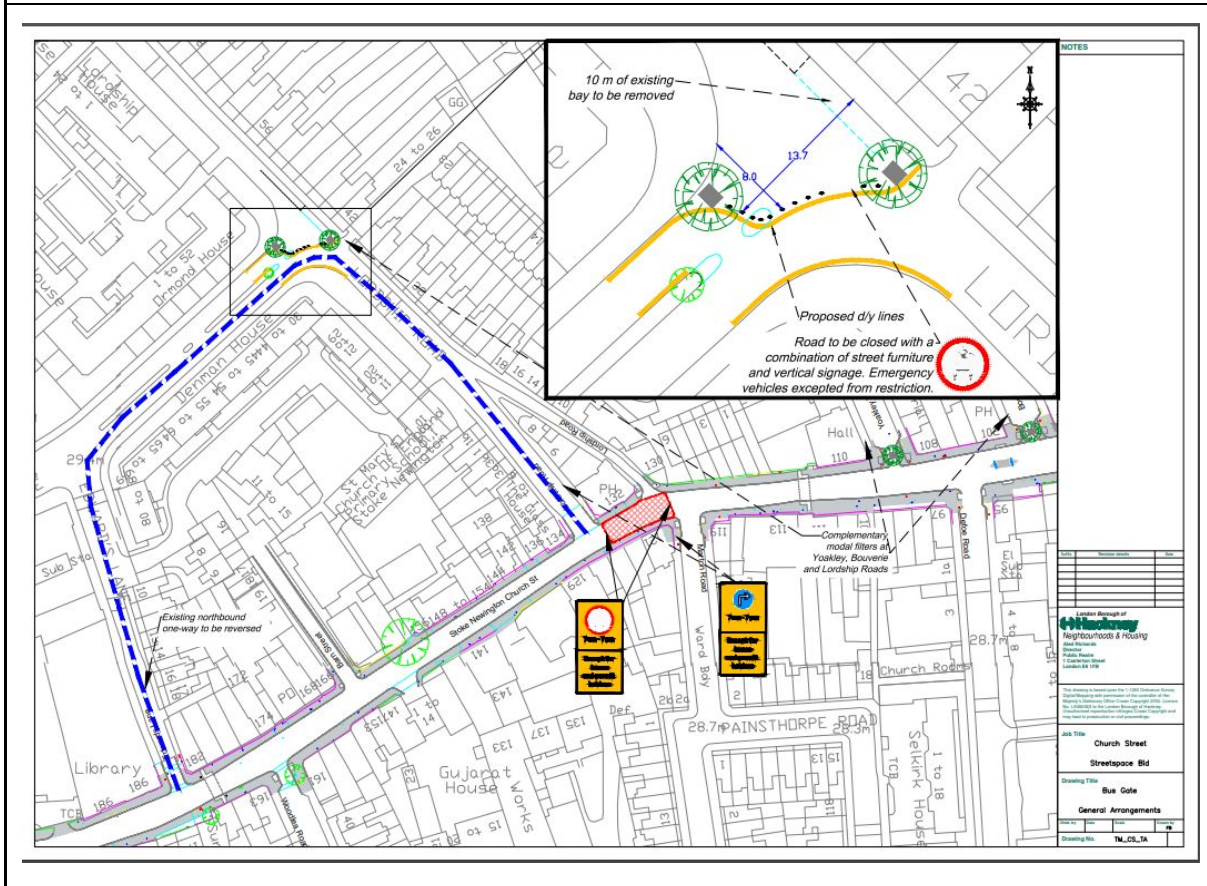
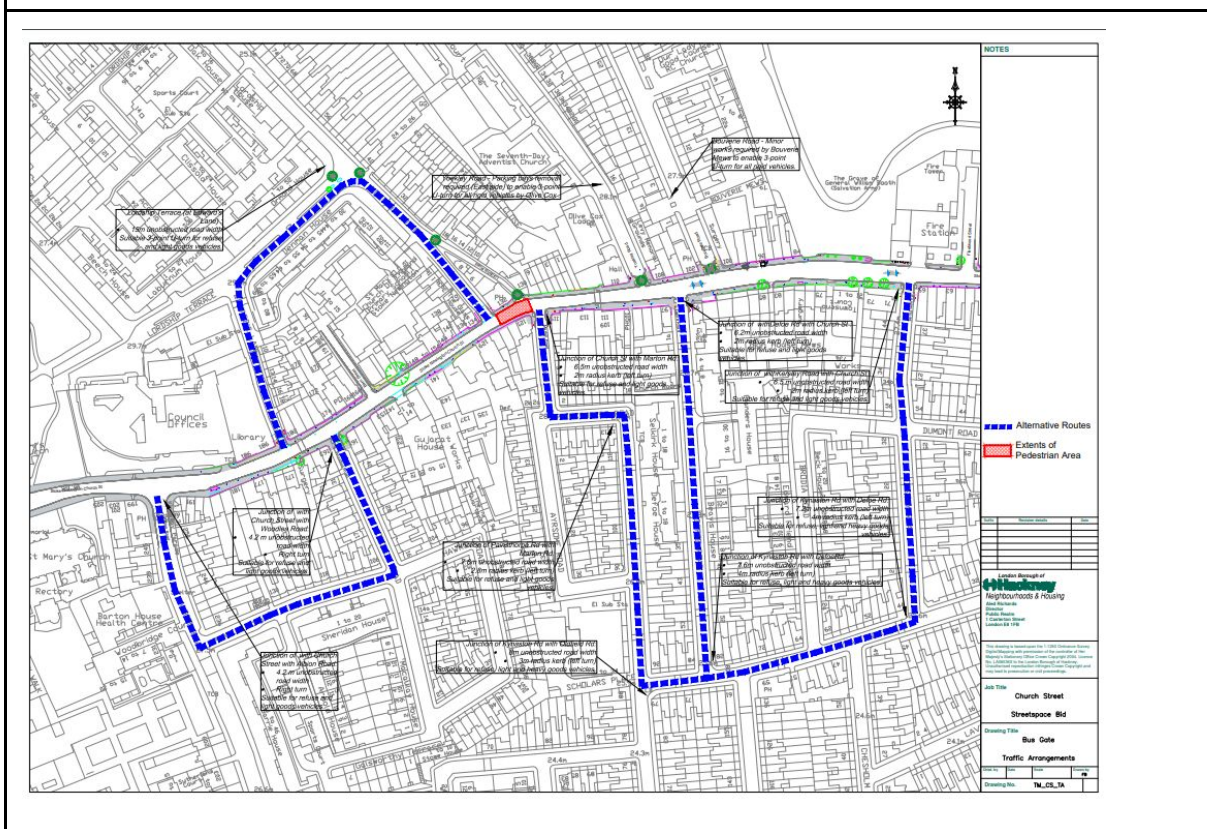


Figure 6 below shows the routes for avoiding the bus gate in the immediate vicinity of the restriction. However, it is expected, in line with evidence from other schemes that once the scheme settles in that through traffic would re-route from further away and these routes represent primarily local traffic.

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:

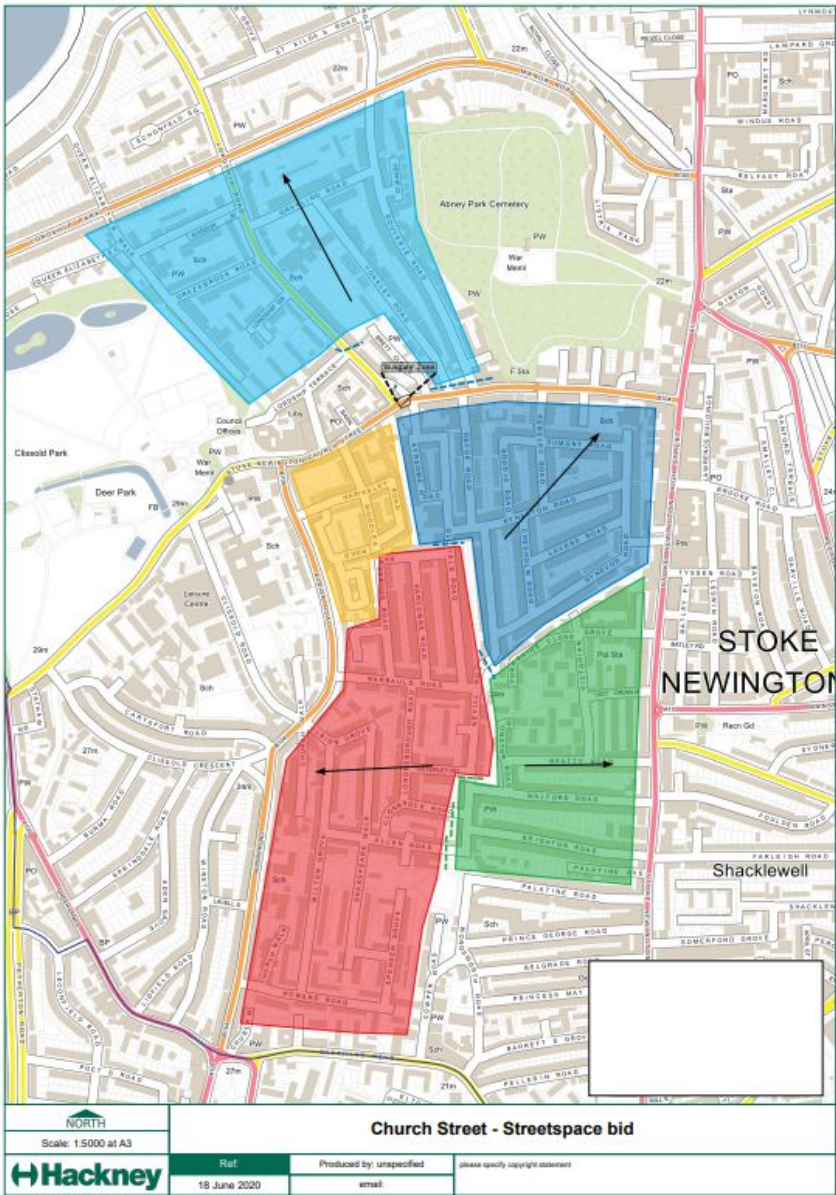
- Yoakley Road at its junction with Church Street
- Bouverie Road at its junction with Church Street
- Oldfield Road between the junctions with Kynaston Road and Sandbrook Road
- Nevill Road between the junctions with Barbauld Road and Dynevor Road
- Lordship Road at the junction with Lordship Terrace

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

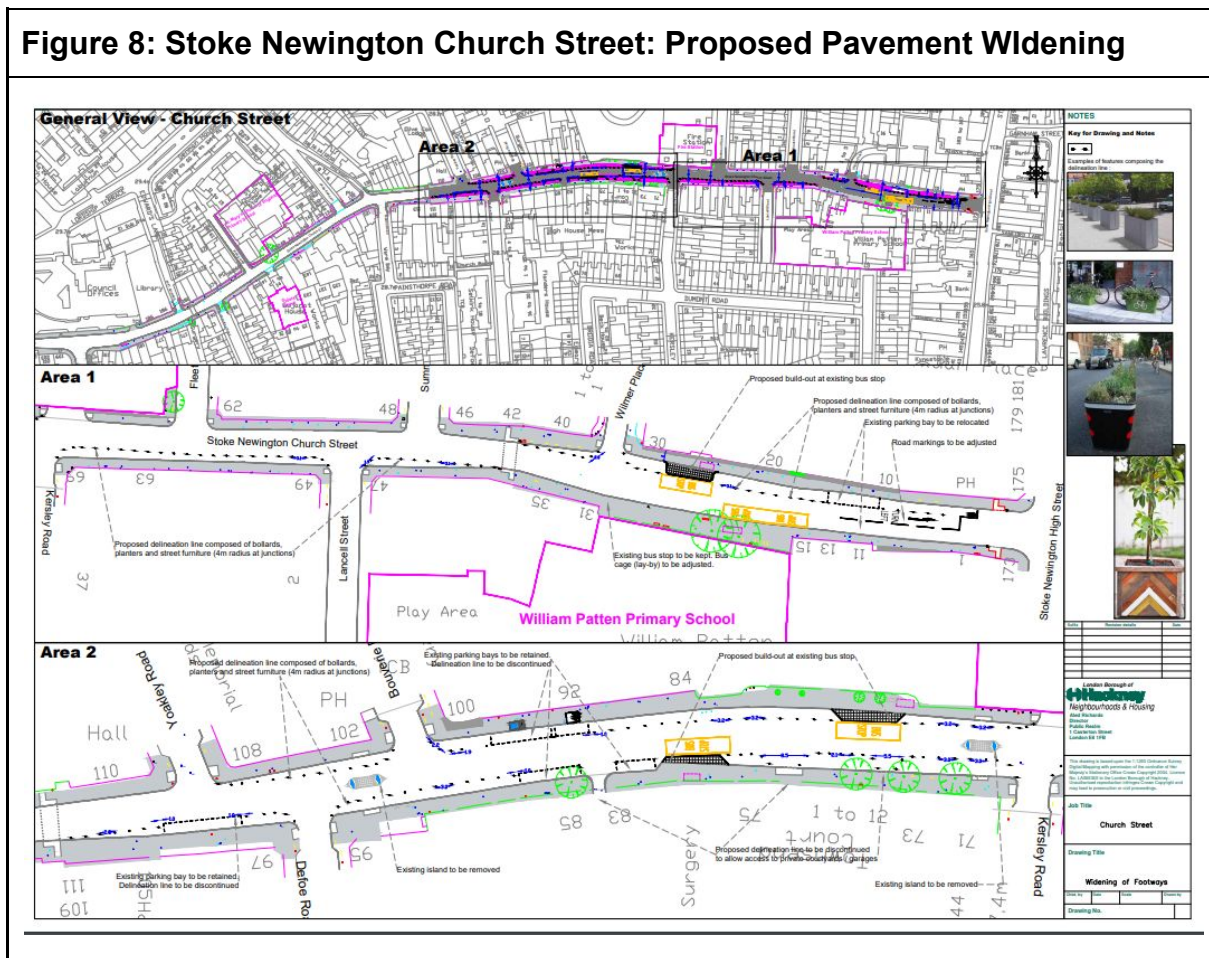


Stoke Newington Church Street: Pavement Widening and Bus Stop Borders

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.

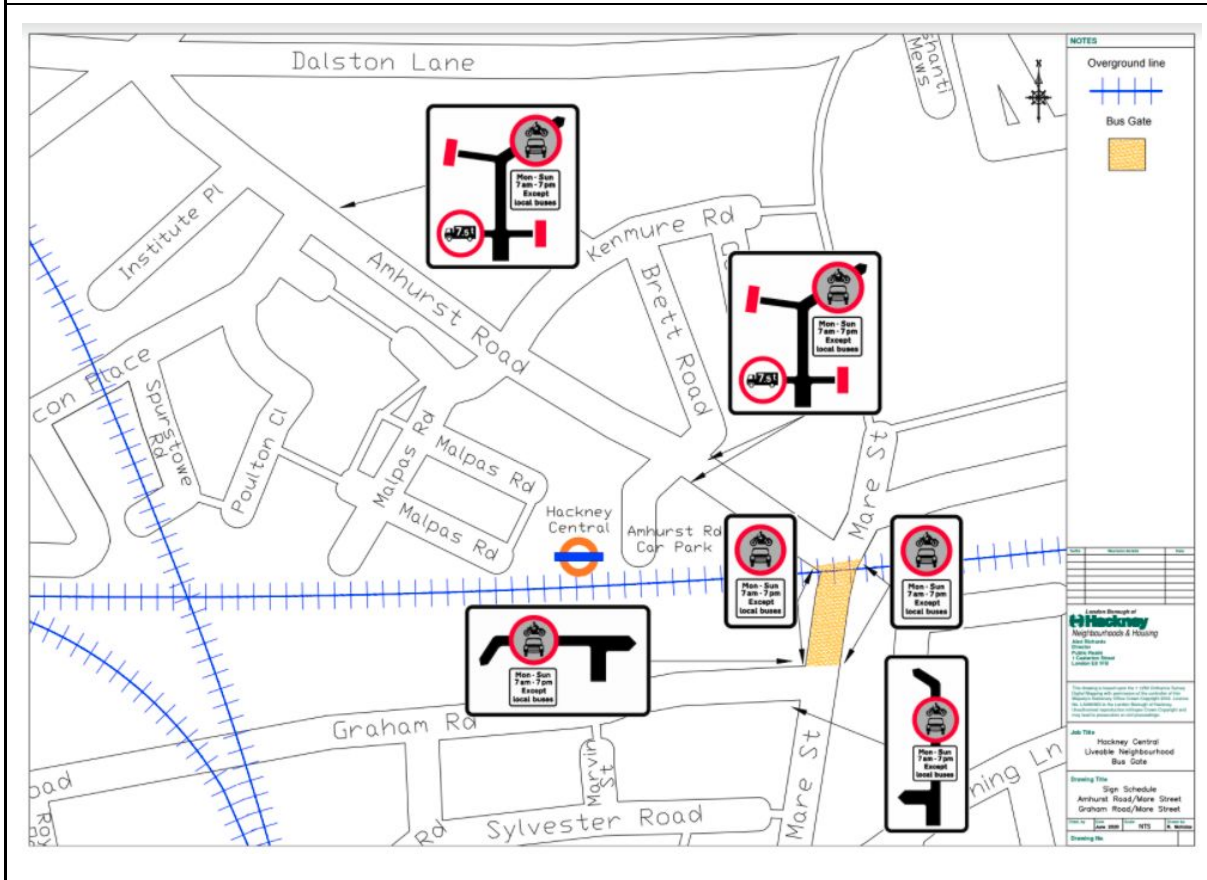
In the longer term, ambitions are to further improve walking and cycle conditions in the wider town centre including the Graham Road junction. However, in the short term we will be mainly focusing on reducing the amount of traffic in this town centre and accommodating social distancing requirements as 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 cyclists 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	Point closure, Experimental Order	Cuts rat-runs between Graham Road and Dalston Lane
Fassett square	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.

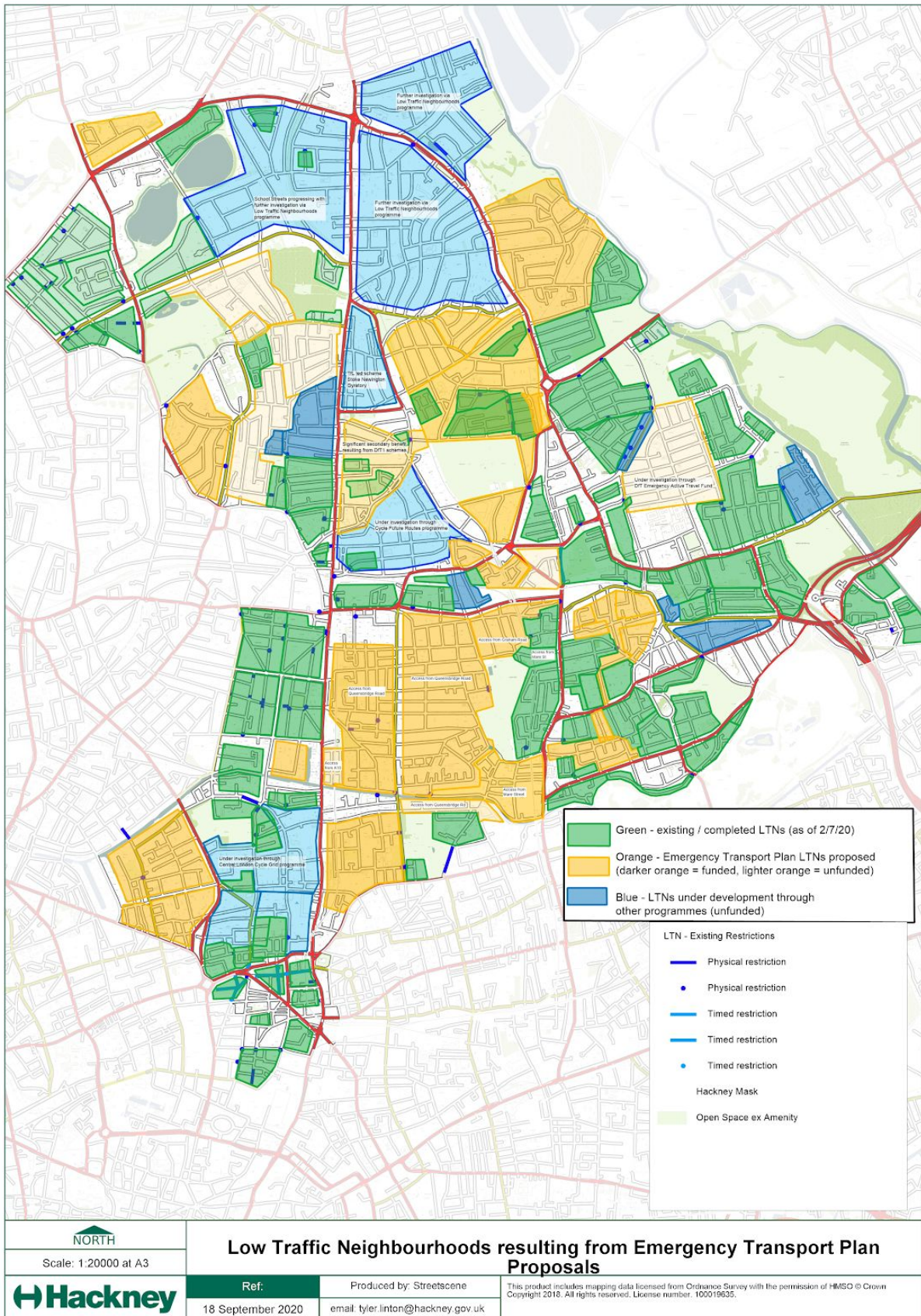
2.8.5 The map below (**Figure 6**) shows how the proposals in the TfL LTN bid, DfT bid and School Streets proposals fit together with existing low traffic neighbourhoods as well as future proposals that are under development and either funded through other sources or intended for future funding opportunities.

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

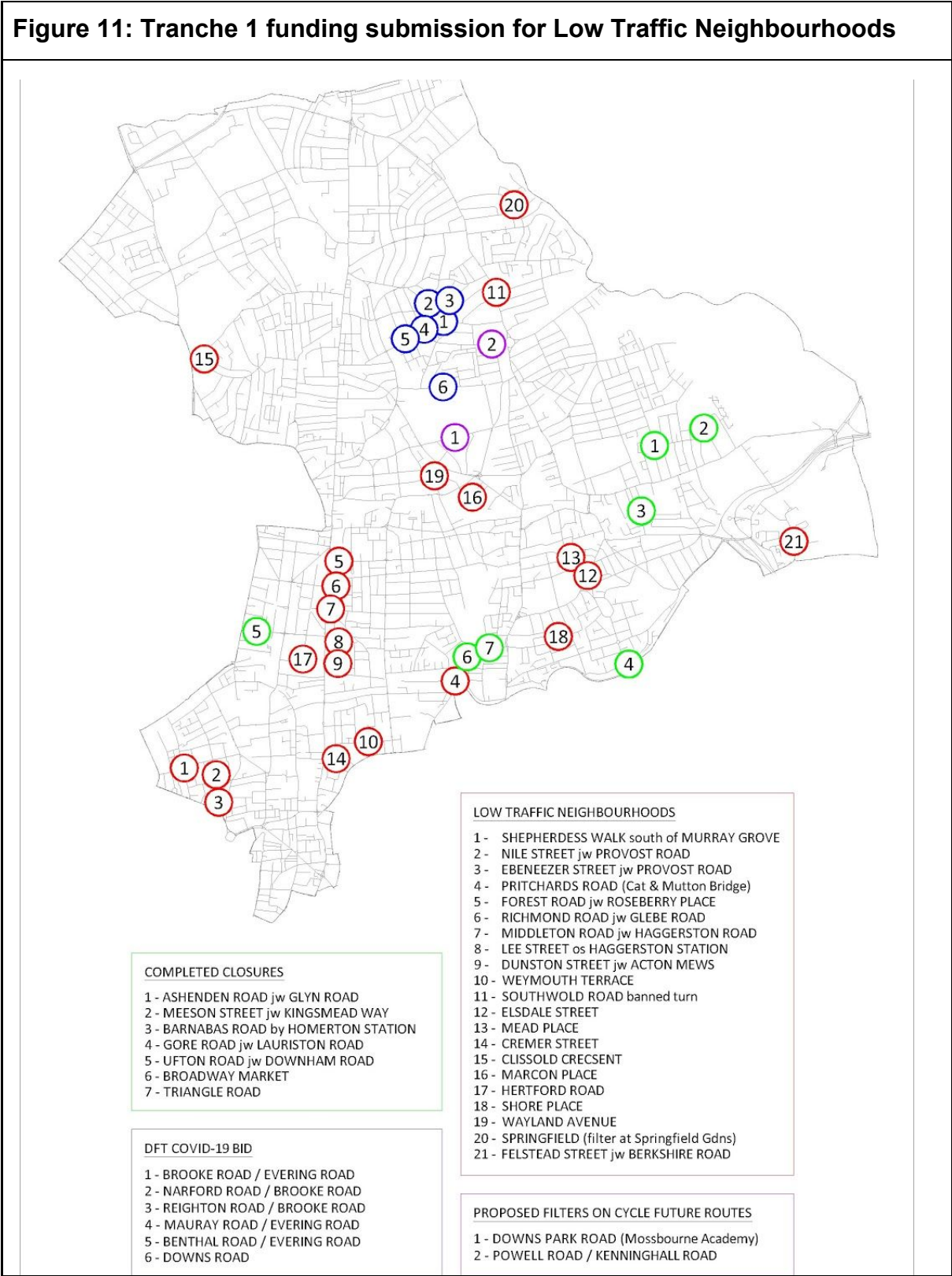
Orange Polygons represent new LTNs that are proposed and have been the subject of submitted TfL or DfT funding at time of publication of this report

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.



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.

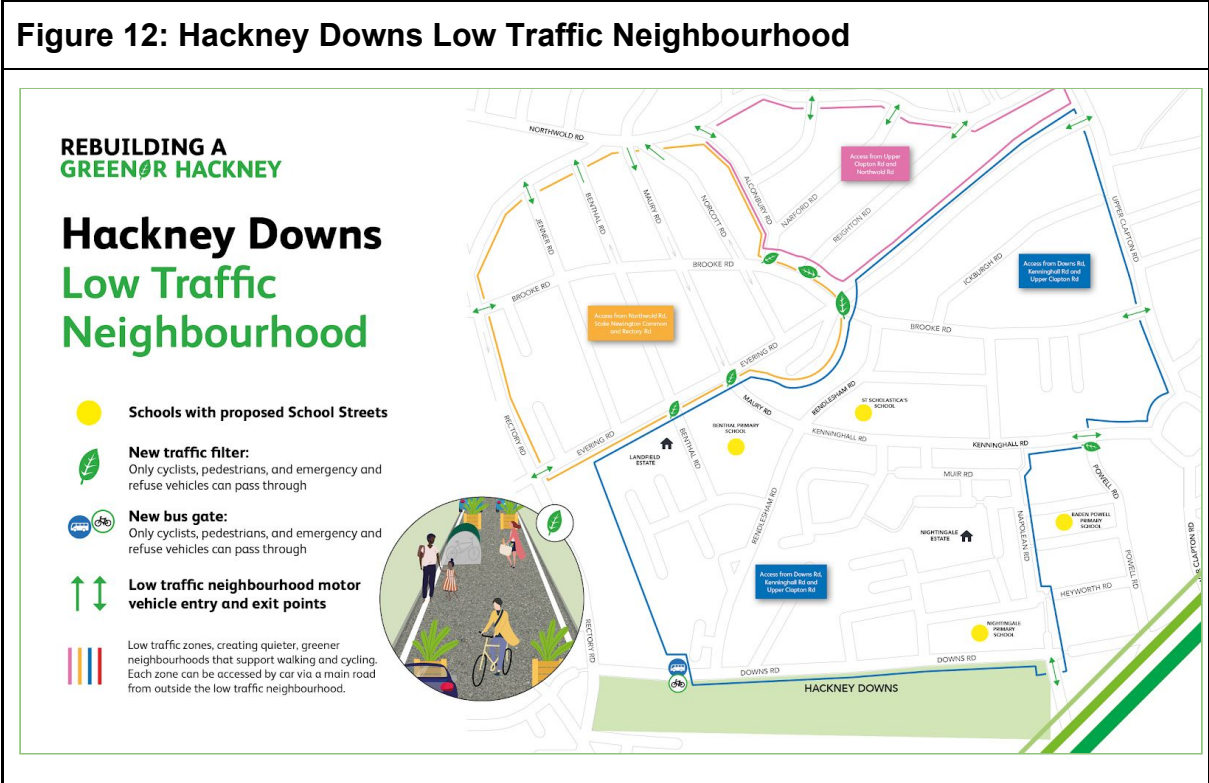
2.8.10 These are essential to realise the full potential of that ambitious proposal and to ensure that traffic is not simply displaced from a wealthy business district, into adjacent residential areas, many of which are among the most deprived in the UK. Therefore, these proposals are crucial to achieving 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.

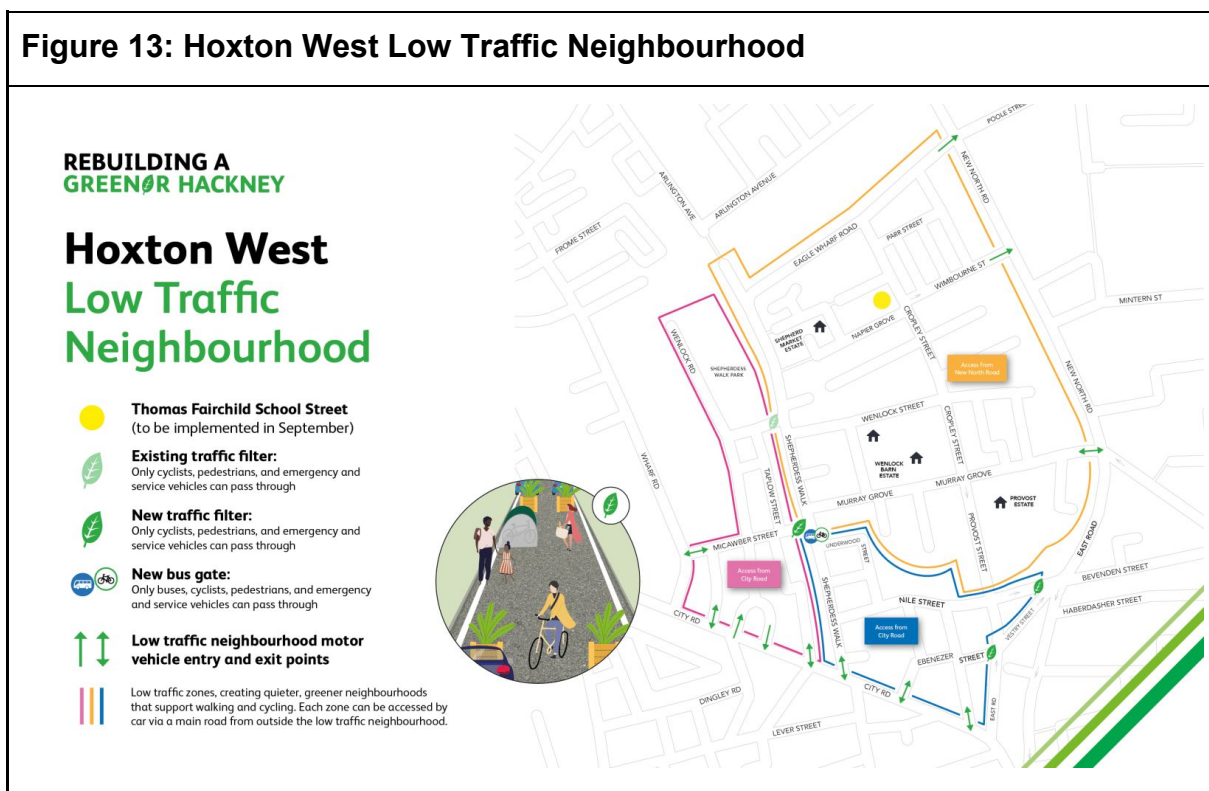


2.10 Hoxton West

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.

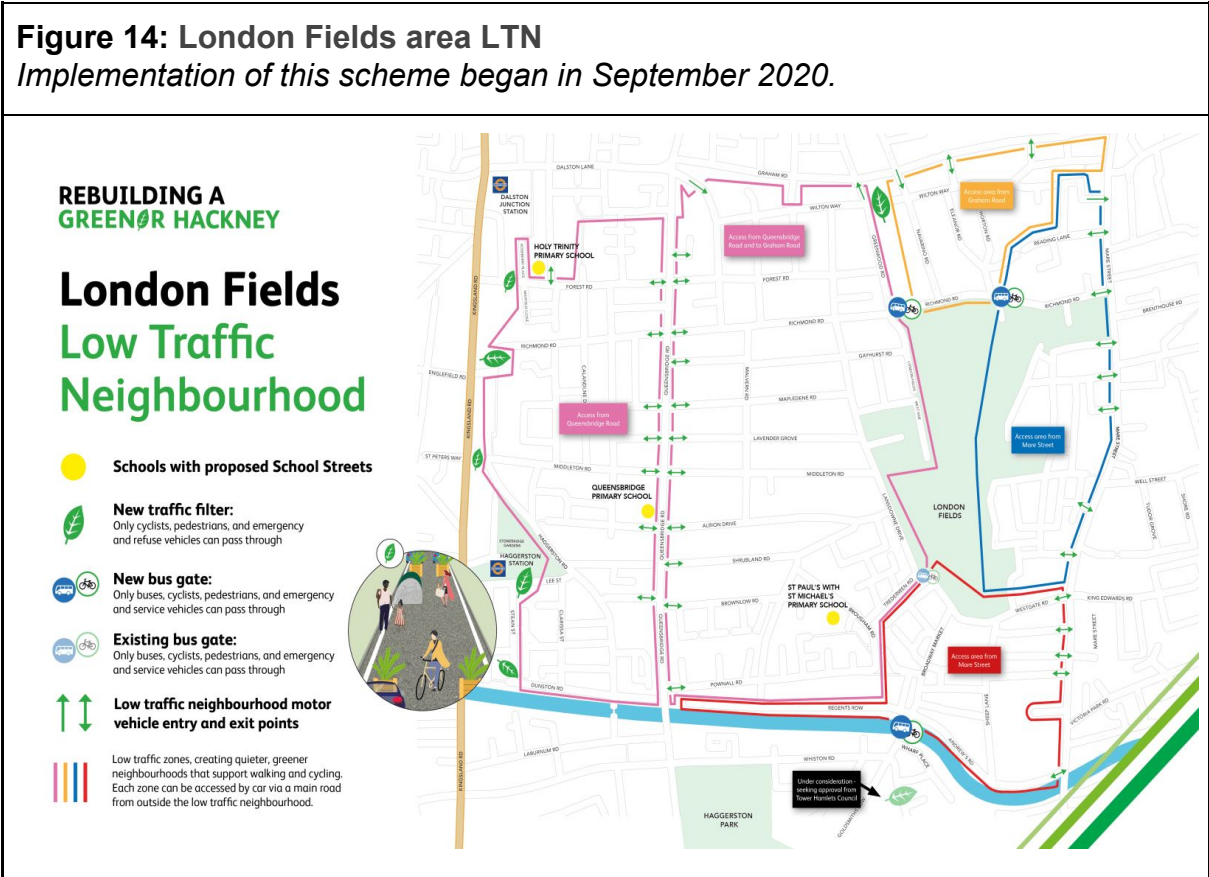
Figure 13: Hoxton West Low Traffic Neighbourhood



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.

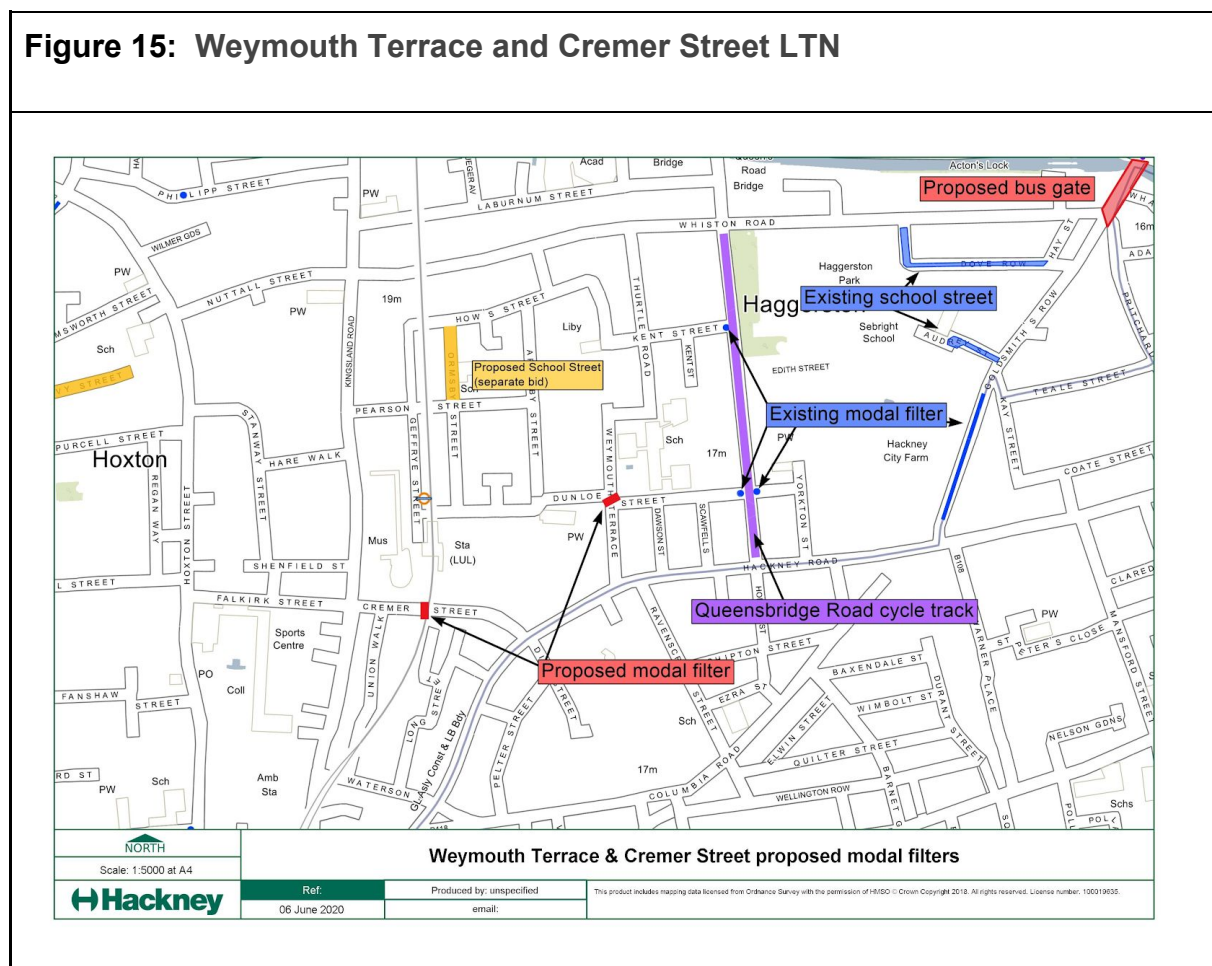
Figure 14: London Fields area LTN
Implementation of this scheme began in September 2020.



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

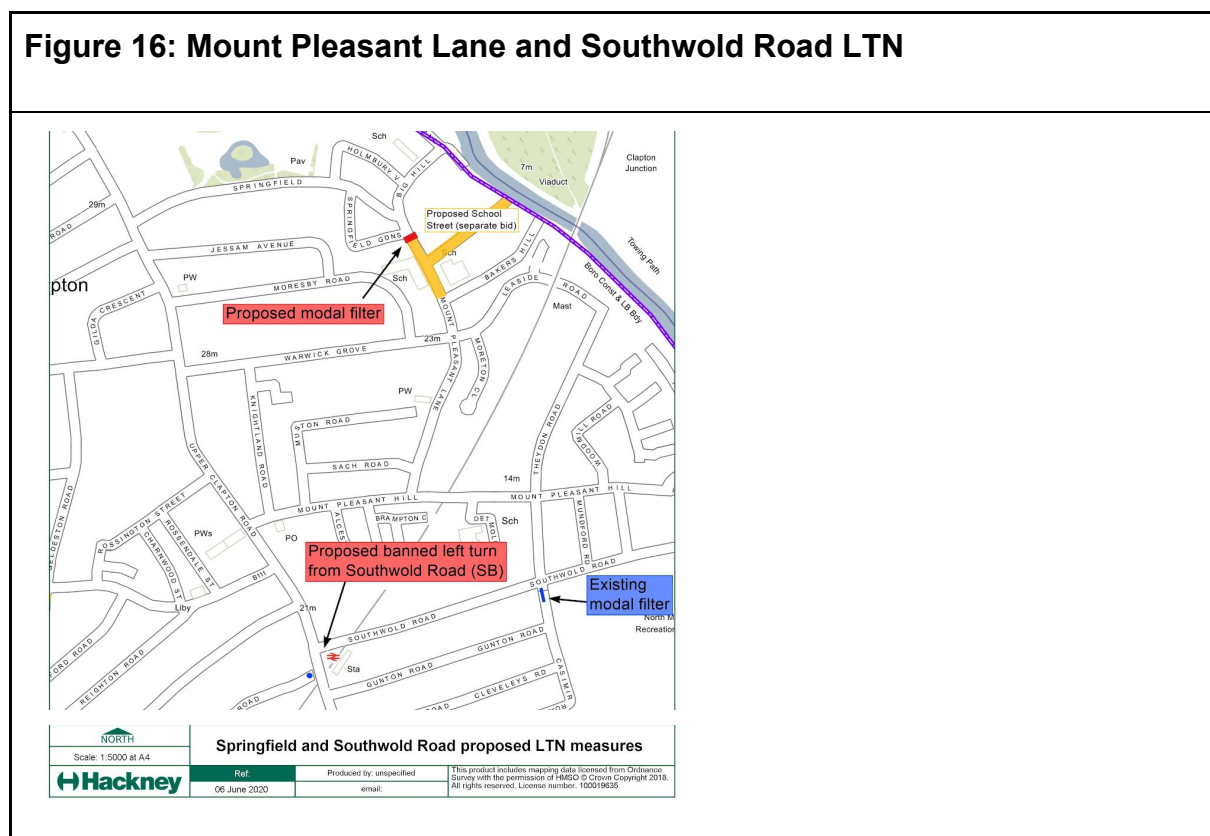


2.13 Mount Pleasant Lane and Southwold Road

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

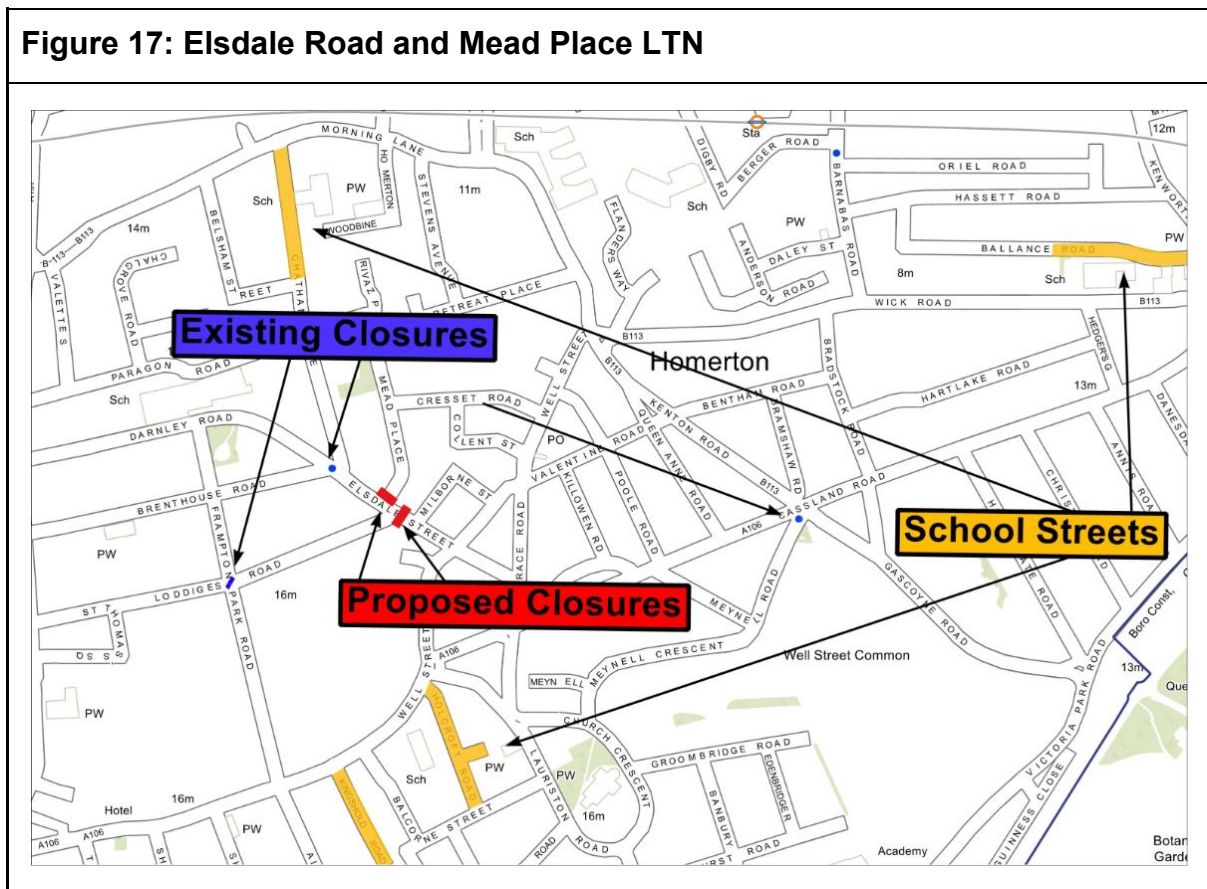
2.14.1 There are rat runs between Mare Street, Morning Lane and Lauriston Road via Chatham Place, Belsham St or Paragon Rd. To cut off this rat run, a filter on Elsdale Road (and on Mead Place to prevent a diversionary alternative) is proposed.

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.

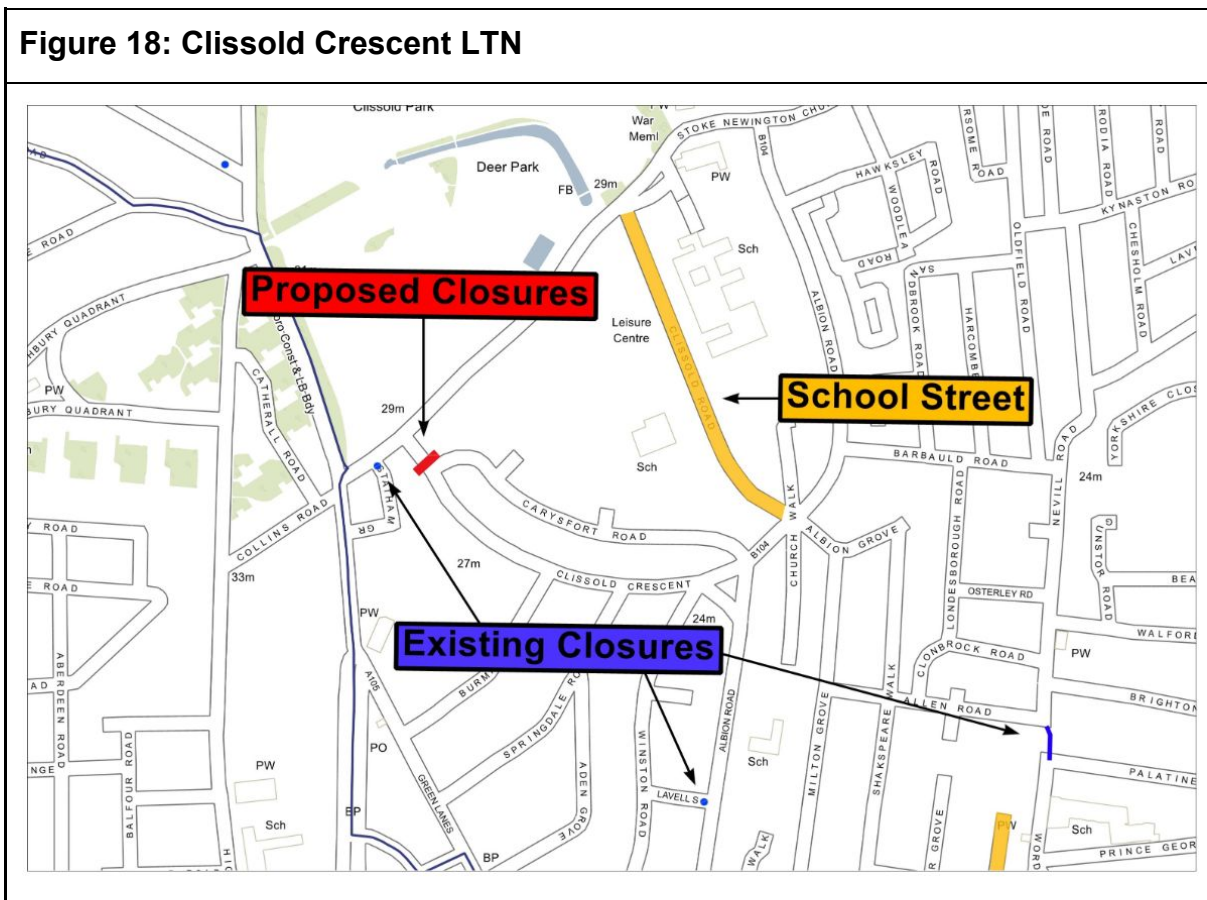
Figure 17: Elsdale Road and Mead Place LTN



2.15 Clissold Crescent

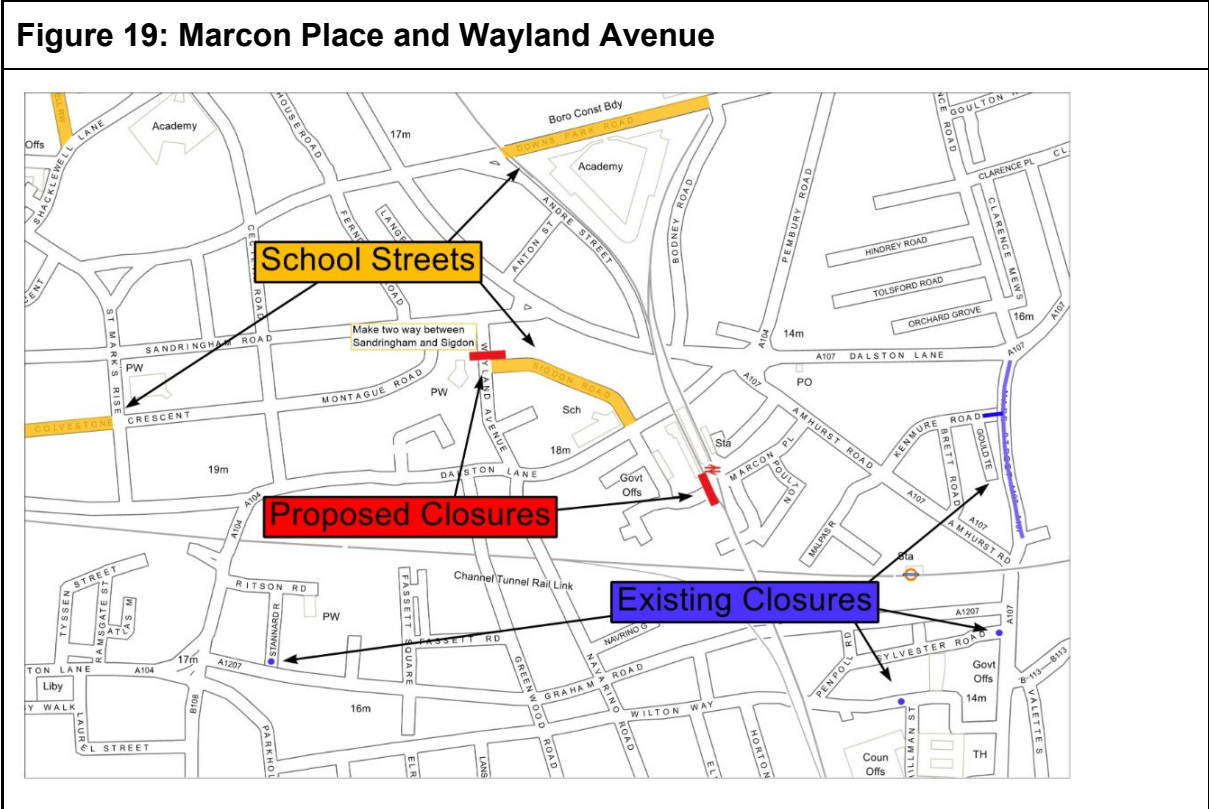
2.15.1 This would cut off the Albion Road to Stoke Newington Church Street rat run as well as the 'cutting the corner' rat run between Green Lanes and Church Street. Detailed design would take the entrance into the local estate into account. It would also consider the interaction with Carysfort Road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

Figure 18: Clissold Crescent LTN



2.16 Marcon Place and Wayland Avenue

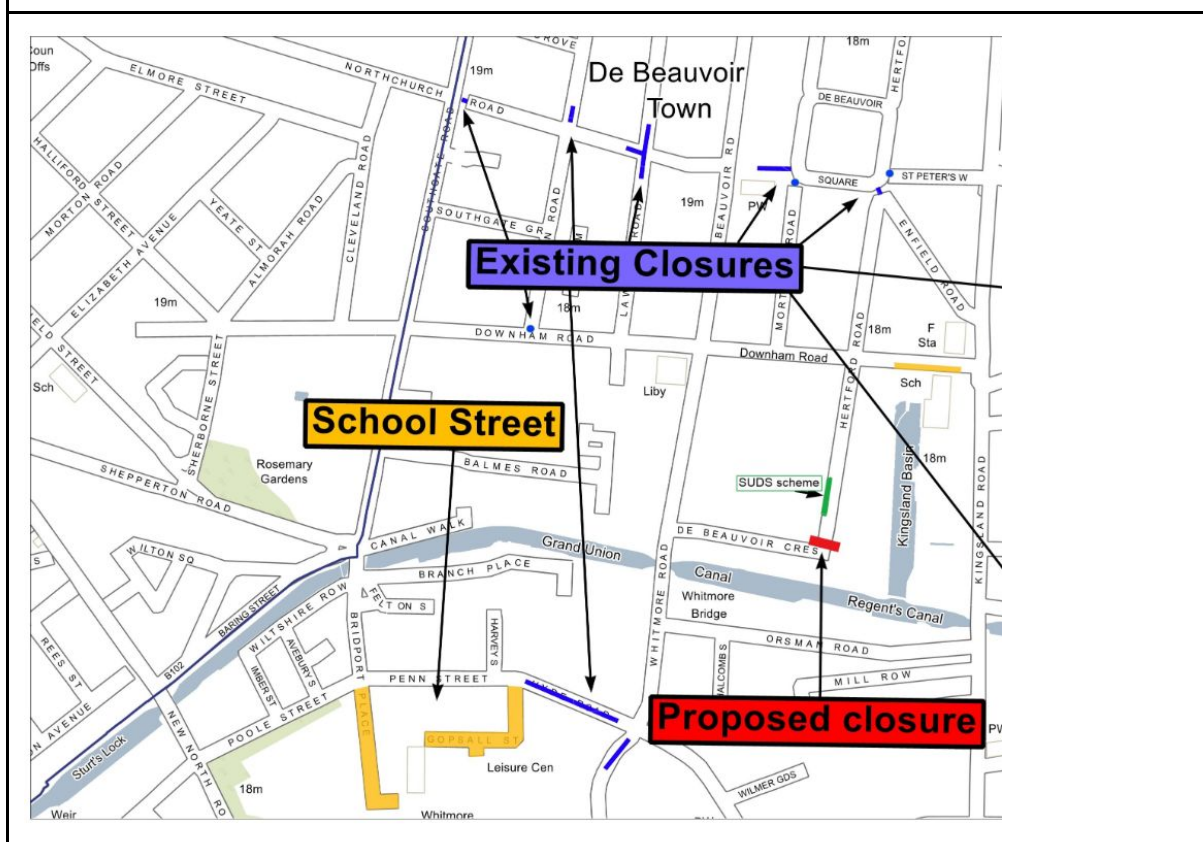
2.16.1 These can be implemented quickly with the closure of Marcon Place complementing measures for Hackney Central town centre. The Wayland Avenue closure addresses a small amount of rat-running between Sandringham Road and Dalston Lane.



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.

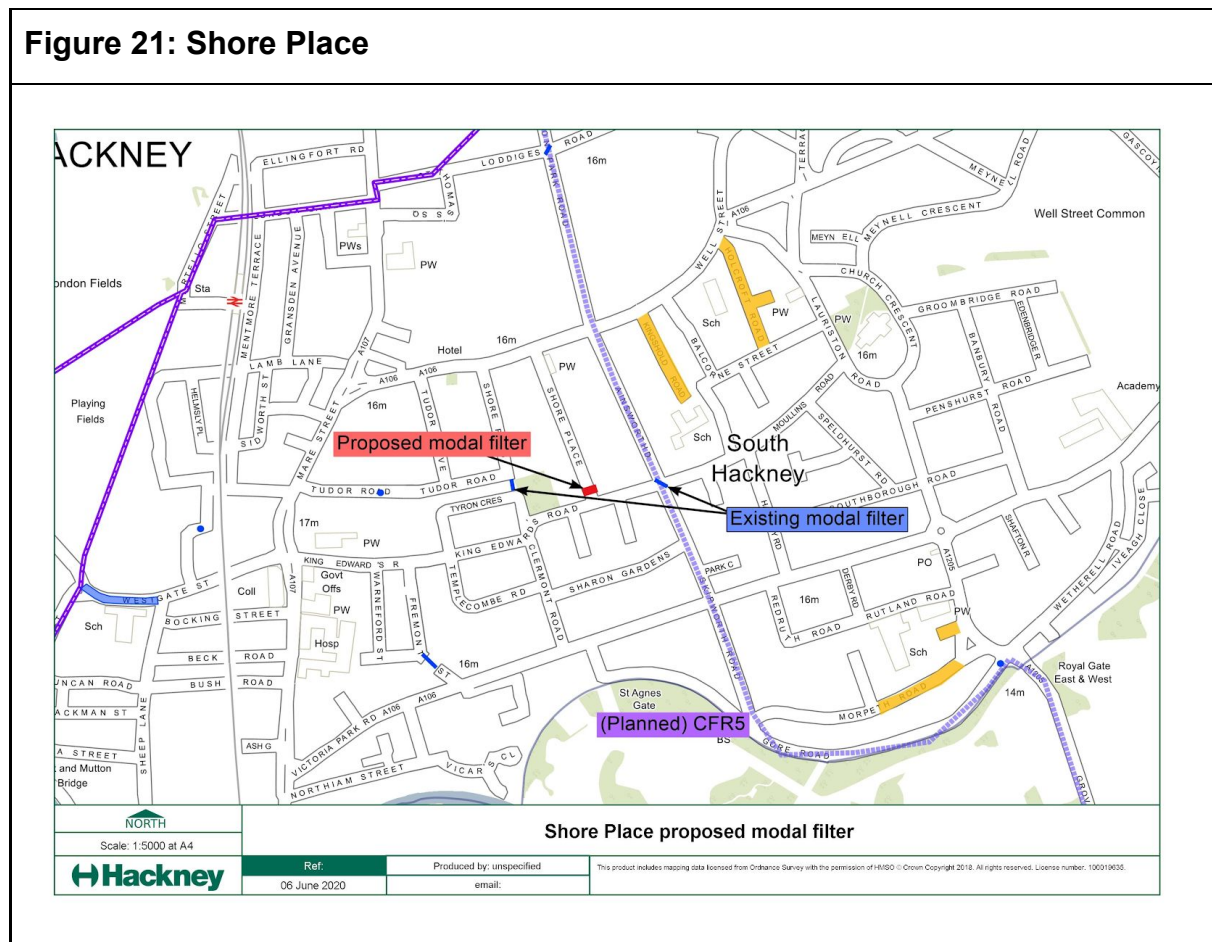
Figure 20: Hertford Road LTN



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 Ebenezer 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

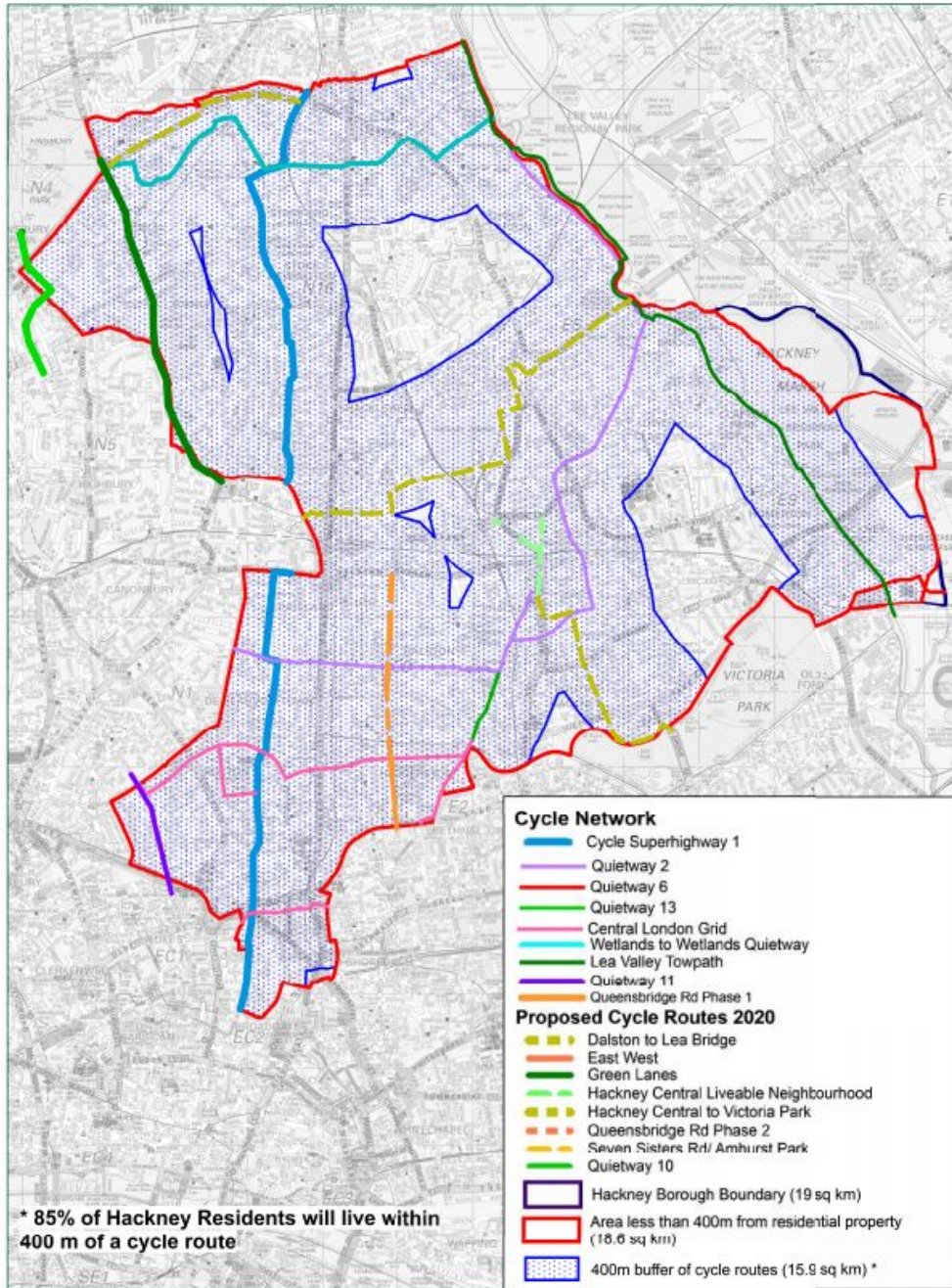
2.21 Strategic Cycle Routes

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.

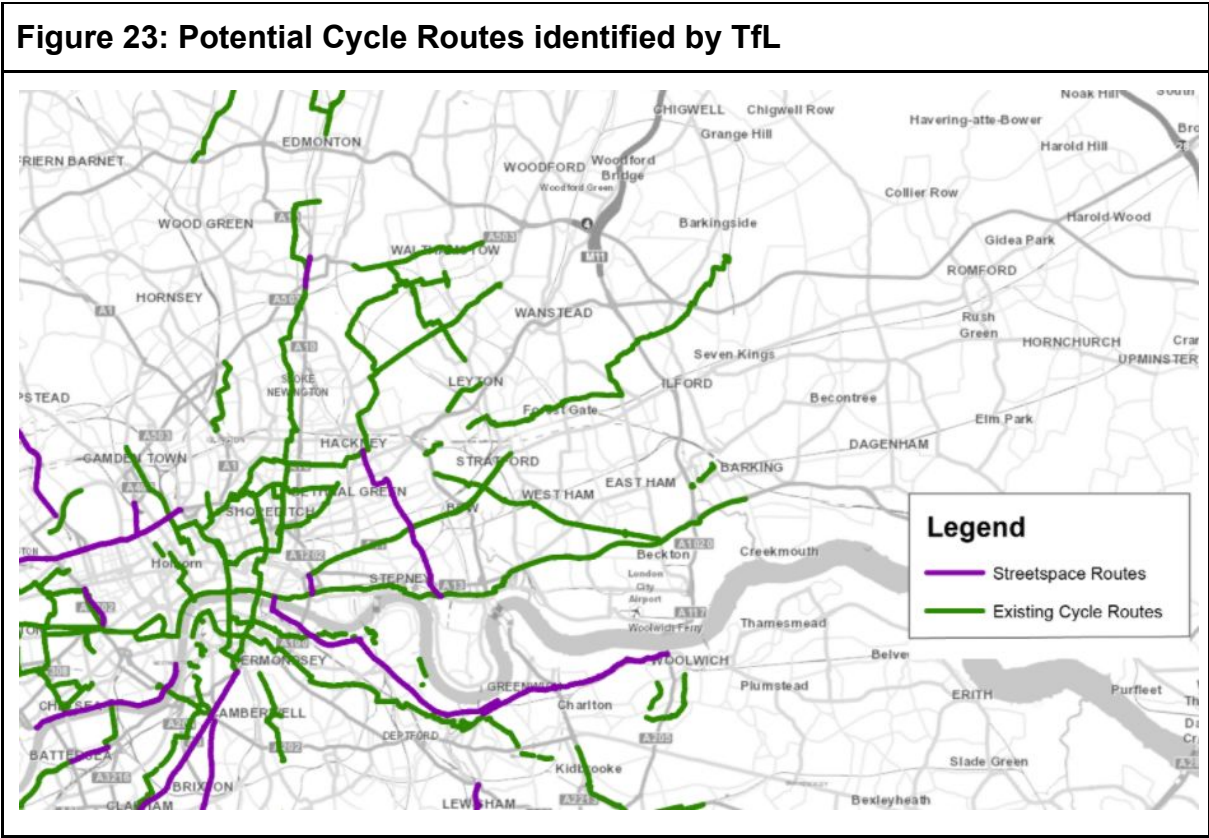
2.21.3 Our proposals for active travel provision, including cycling facilities will, going forward, be guided by the recent publication of Local Transport Note 1/20 which sets out strong recommendations for allocating space that the government expects to see followed.

Figure 22: Strategic Cycle Routes



NORTH	Strategic Cycle Network - 2020 (plus proposed routes)	
Scale: 1:35,000 at A4	Produced by: Streetscene	This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright 2020. All rights reserved. License number: 100019638, 2020
	25/06/2020	© Collins Bartholomew

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.

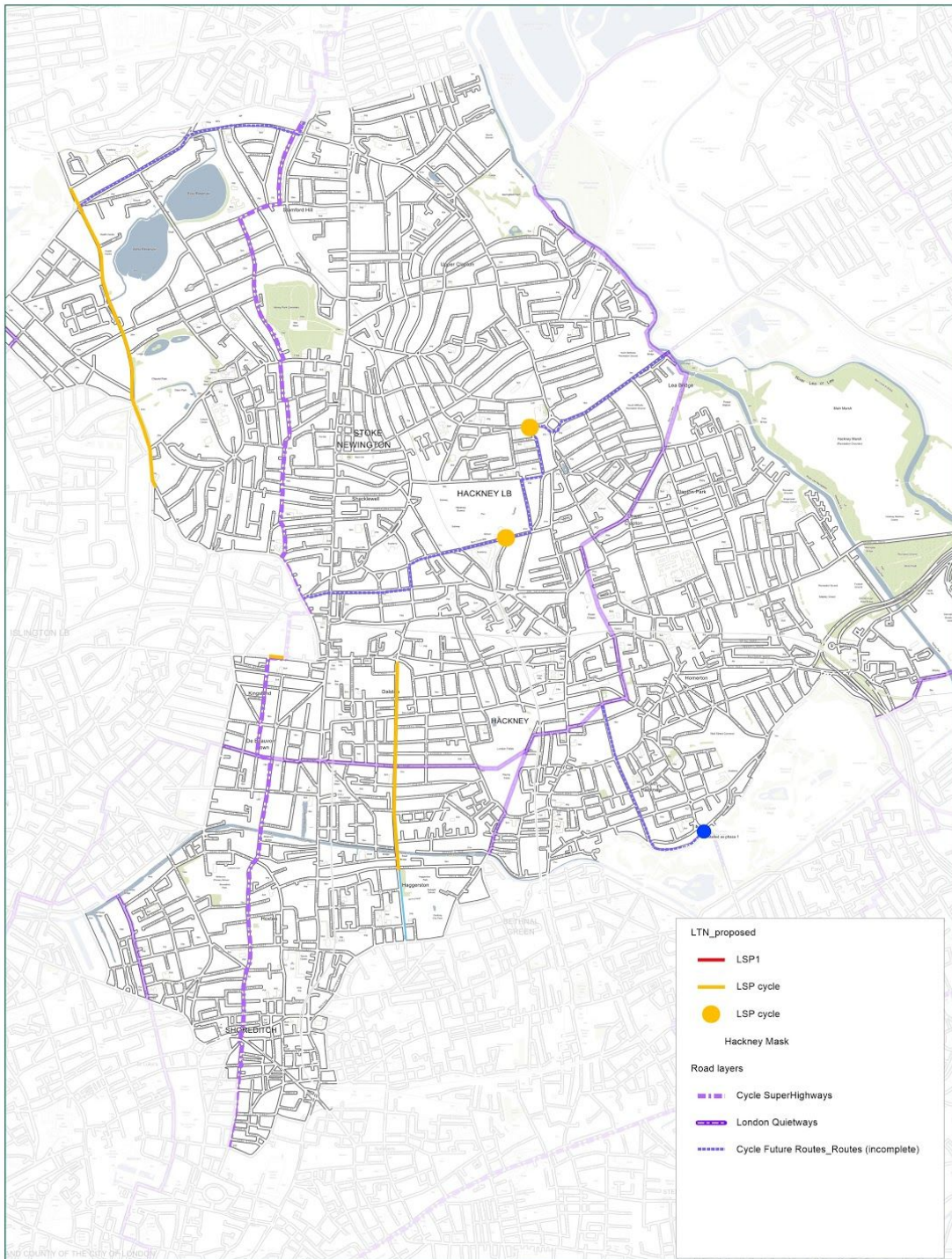
2.21.11 This project involves installing light segregated (wands) cycle tracks on a 780 metre stretch of Seven Sisters Road which is an important arterial route between Camden and Finsbury Park and Manor House through to the junction with Amhurst Park. The full route passes through the boroughs of Camden, 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)



 NORTH		Post-lockdown cycle schemes	
Scale: 1:20000 at A3		Ref:	Produced by: Streetscene
		03 July 2020	email:
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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 to 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.

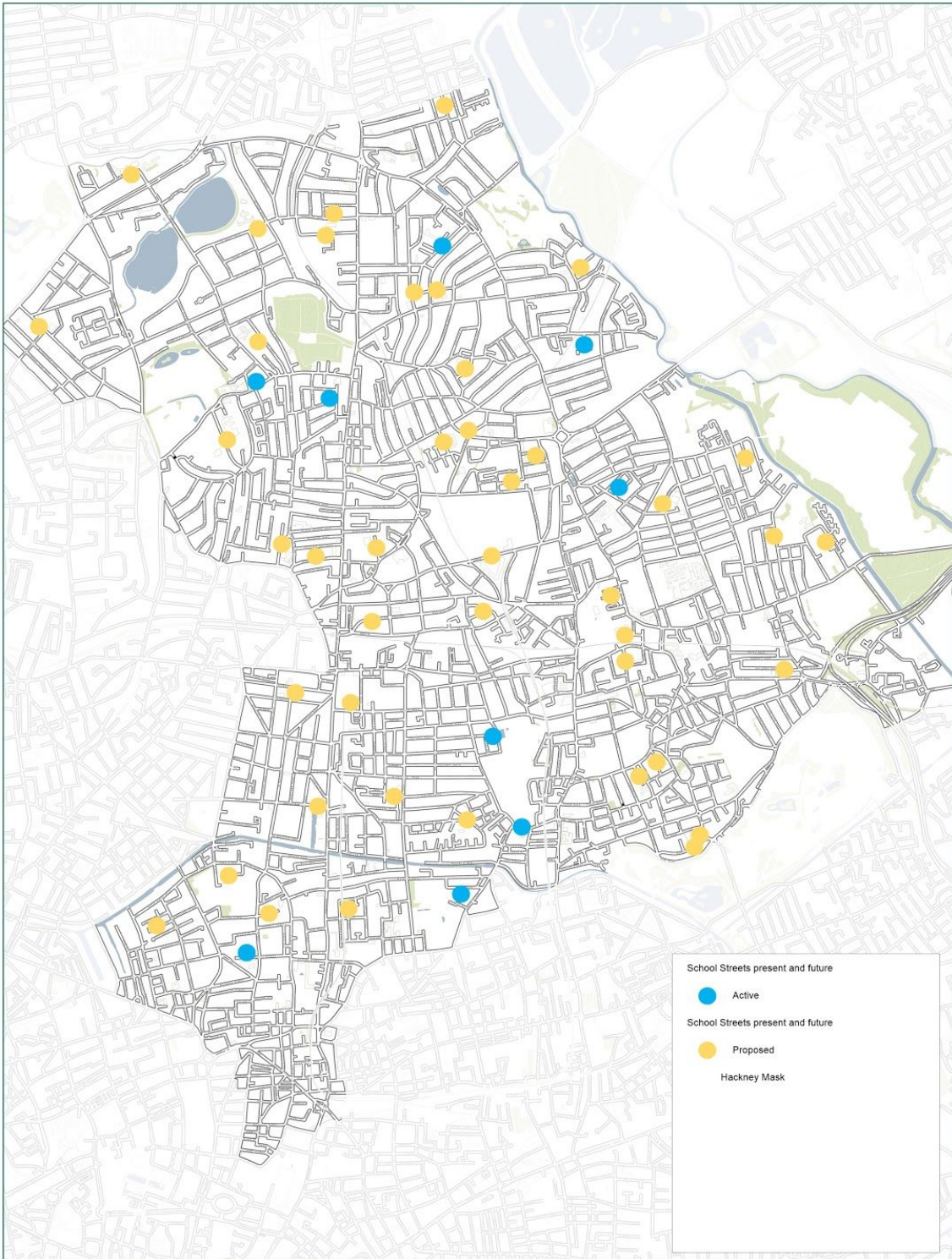
Table 6: School Streets Proposals

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



 NORTH	Current and proposed School Streets		
Scale: 1:20000 at A3	Ref: 03 July 2020	Produced by: Streetscene email:	This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright 2018. All rights reserved. License number: 100019635.
			

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 KSIs increased from 35 to 37 though with an 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 ▲ +4.0%		Pedal Cyclists KSI ▲ + 6.25%		Pwr2 Wheelers KSI ▲ + 5.71%		Slight VR overall ▼ -10.31%		Child KSI ▲ + 120%		Total KSI VR ▲ + 29.75%		Total Cas. ▼ -10.64%	
	2017	2018	2017	2018	2017	2018	2017	2018	2017	2018	2017	2018	2017	2018
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	1071	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.

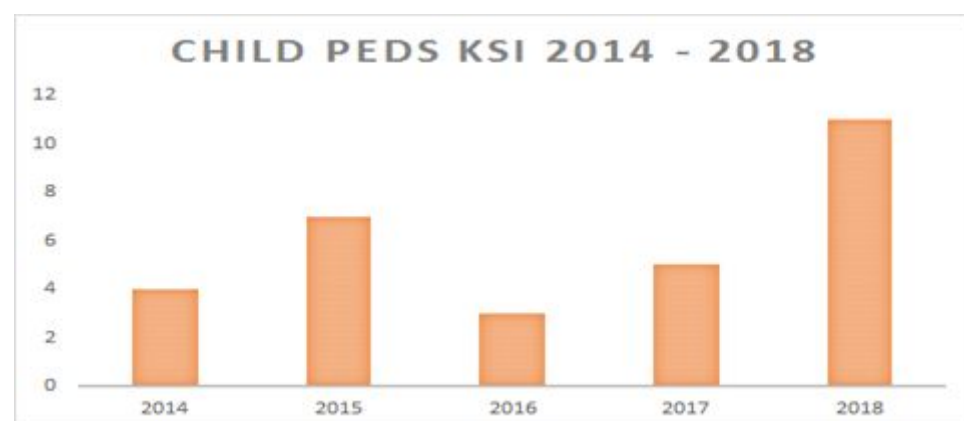
3.1.5 All school crossing patrol sites were suspended at the beginning of the lockdown. The intention now, as schools very slowly return to opening their classes, is to provide a minimal service at designated locations. These sites have been chosen through completed risk assessments, schools in the vicinity 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.

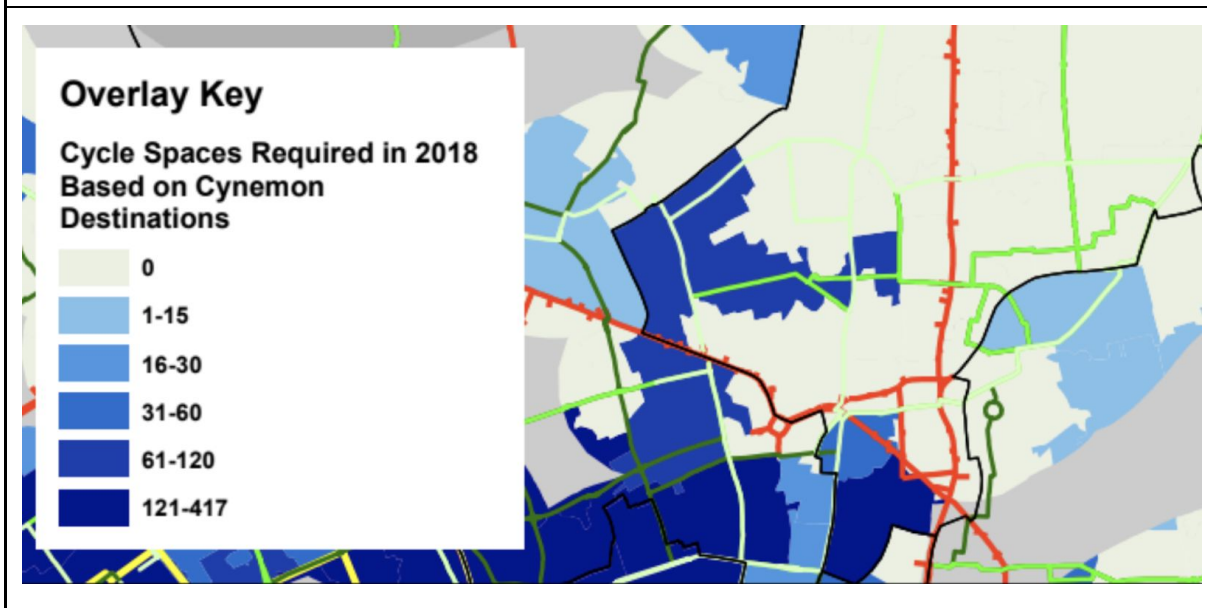
3.3.5 Our bid proposes 860 new cycle parking spaces in areas of high demand. The locations for the bid have or will be chosen to meet a known demand, are part of existing Hackney transport plans that have strong justification or are complementary to existing bids such as School Streets. The following 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.

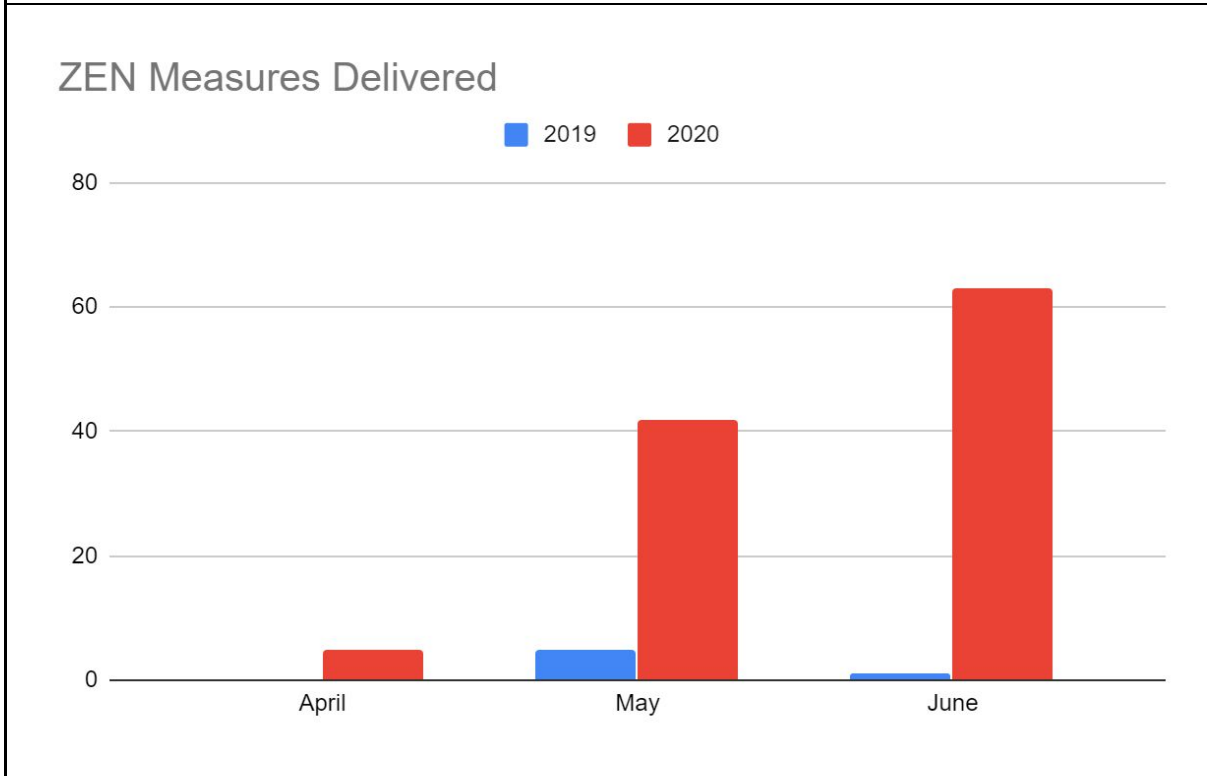
3.5.2 The ZEN project is currently working with 2,500 businesses and residents to increase sustainable travel. There has been a huge surge in requests for support in Q1 2020/21 as people start to travel more as restrictions ease. This rise in requests illustrates the need for the support package as outlined 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.

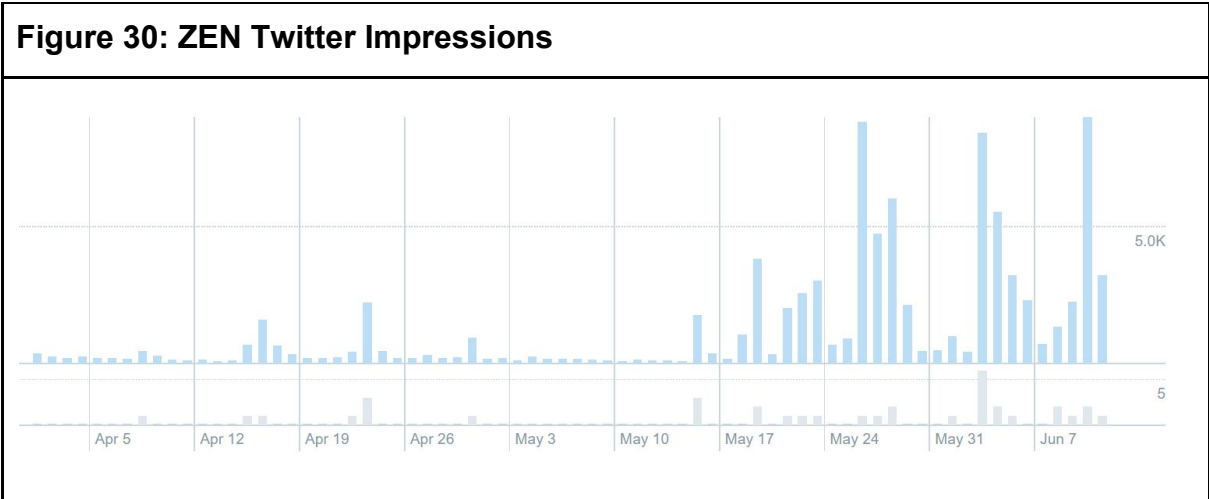
3.5.6 In the medium term, there will be a need to continue providing hands-on support for businesses and residents to: access bikes, build cycling and walking into their daily operations and routines and acquire the knowledge they need to make safe, informed travel choices. This will include the reintroduction 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 consequent 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.



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 50µg/m³ of NO₂, and in some places up to 100 µg/m³, well over the European limit of 40 µg/ m³ 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	£684,000	
- Chatsworth Road: DfT EATF Tranche 2 funding bid	£200,000	
Low Traffic Neighbourhoods		
- TfL LSP LTN	£302,000	£302,000
- DfT Emergency Active Travel	£100,000	£100,000
Strategic Cycle Routes		
- Balls Pond Road	£400,000	£400,000
- Queensbridge Road (phase 1)	£400,000	£400,000
- Green Lanes	£400,000	£400,000
- Queensbridge Road (phase 2)	£50,000	£50,000
- Cycle Future Route 3	£50,000	£50,000
- Seven Sisters EATF Tranche 2 bid	£180,000	
School Streets		
- TfL LSP	£350,000	£350,000
- Council capital	£100,000	£100,000
Essential Cycling Support Package EATF Tranche 2 bid	£185,100	
TfL Bikeability Cycle training continuation	£60,000	£60,000
Cycle Parking		
- EATF Tranche 2 bid	£277,000	
- Section 106 (previously approved)	£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
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						
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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
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.'

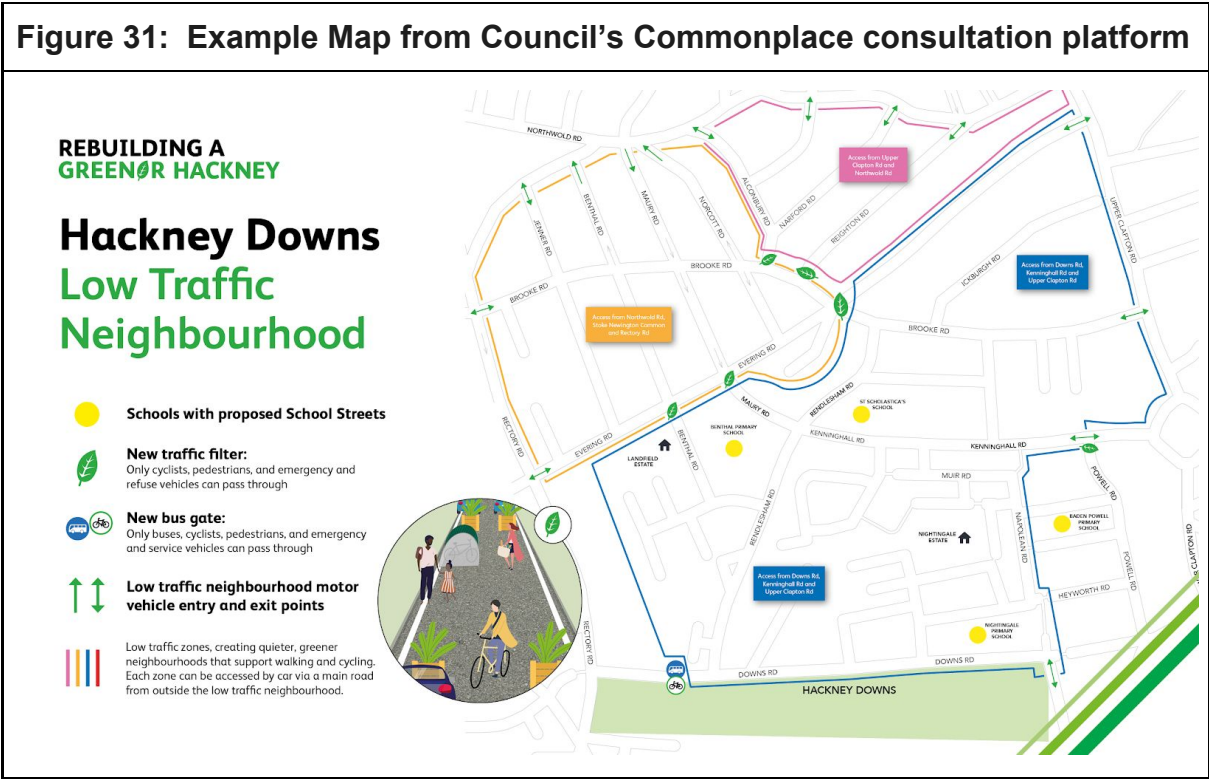
7. Consultations

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

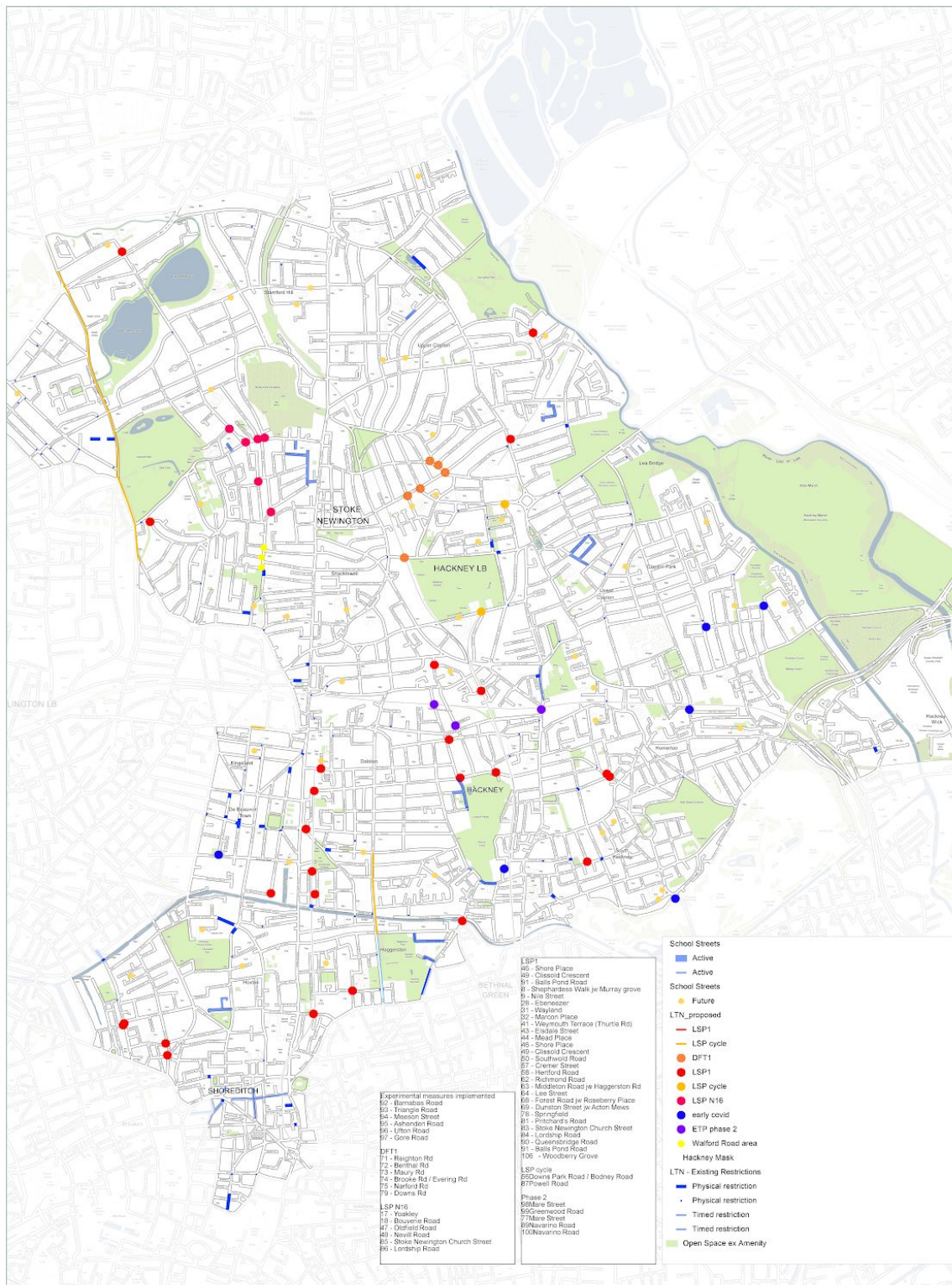
Benthall Road	DfT funding allocated - Experimental measures implemented
Downs Road	DfT funding allocated - Experimental measures implemented
Shepherdess Walk, Nile Street, Ebenezer Street	LSP funding allocated; approved by Cabinet 29 June - Experimental measures implemented
Pritchards Road	LSP funding 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

Benthall Primary School, Benthall 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

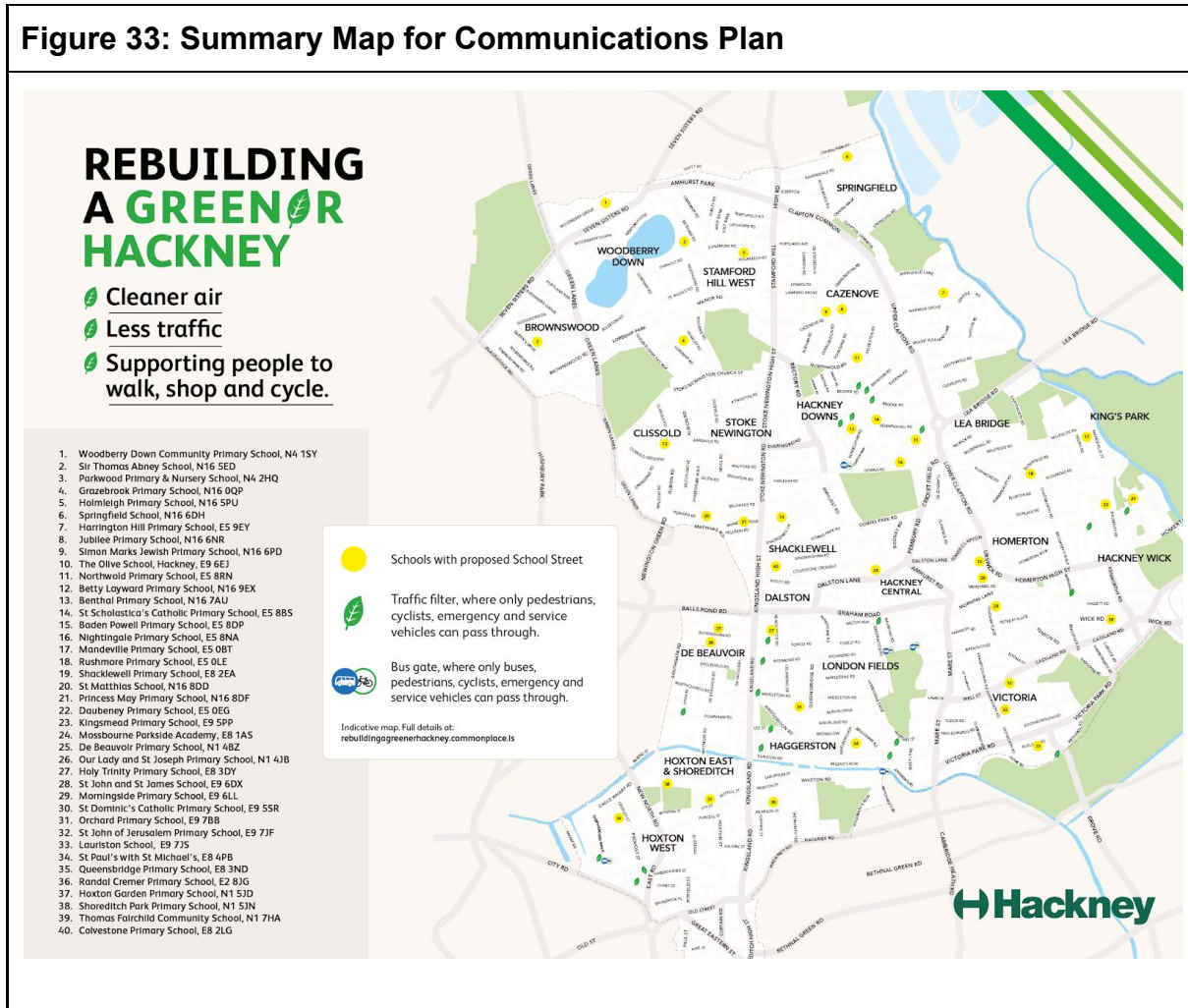
St Dominic's Catholic Primary School, Ballance Road	LSP funding allocated- Experimental implemented
St John and St James CofE Primary School, Mehetabel Road	LSP funding allocated- Experimental implemented
St John of Jerusalem Church of England Primary, Kingshold Road	LSP funding allocated- Experimental 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



NORTH		ETP proposals combined	
Scale 1:10000 at A2		Ref.	Produced by: Streetscene
		18 September 2020	email: tyler.linton@hackney.gov.uk
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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



<p>Woodberry Down - Phase 3 Land Appropriation</p> <p>Key Decision No - N/A</p>	
<p>CABINET MEETING DATE (2020/21)</p> <p>29th September 2020</p>	<p>CLASSIFICATION:</p> <p>Open</p> <p>If exempt, the reason will be listed in the main body of this report.</p>
<p>WARD(S) AFFECTED</p> <p>Woodberry Down</p>	
<p>CABINET MEMBER</p> <p>Mayor Philip Glanville</p>	
<p>KEY DECISION</p> <p>No</p> <p>REASON</p> <p>This report is not a key decision as it only affects one ward and does not have a significant impact on spending or saving.</p>	
<p>GROUP DIRECTOR</p> <p>Ajman Ali - Acting Group Director of Neighbourhoods and Housing</p>	

1. CABINET MEMBER'S INTRODUCTION

- 1.1. Hackney is building. Across the borough, we're building our own homes, acting as our own developer on our own land and working closely with local residents to build the genuinely affordable homes our borough badly needs.
- 1.2. While we'll continue to build homes ourselves where we can, it's vital that we use every option available to get more social housing built for our residents – and our unique partnership at Woodberry Down is doing just that. It started at a time when Councils were unable to build our own homes nor could they invest in modernising all their estates. Since 2009, we've built nearly 2,000 new homes, alongside a new secondary school, community facilities and seen the linked reopening of the stunning Woodberry Wetlands.
- 1.3. Crucially, this is all done together in a close partnership with residents through the Woodberry Down Community Organisation, and our partners Berkeley Homes and Notting Hill Genesis. The plans for this phase of the regeneration have been developed through years of consultation with local people, who support our plans and I am pleased that the Woodberry Down Community Organisation earlier this month reiterated that backing for Phase 3 at their Board AGM. I would like to take this opportunity to thank them and our contractual partners for their work to get to this point.
- 1.4. The recommendations in this paper are standard steps in any regeneration project and will help us to build hundreds of further new homes – many of which are socially rented homes for existing Council tenants and leaseholders whose current homes are coming to the end of their life. The number of social rented homes in this phase has increased and will help all those desperate to move into a modern, safe and more sustainable home. We'll also plant 175 new trees and provide the equivalent of 29 tennis courts of new open spaces – including a new fully public park. The plans also includes 4,135sqm of biodiverse green and brown roofs, including vegetation and planting, as well as an energy centre to provide low-carbon heat for the entire estate and 1,060 new cycle parking spaces.
- 1.5. Our partnership at Woodberry Down is already transforming the lives of residents of Woodberry Down, providing modern, high-quality social housing for families who need it most. This report ensures that work can continue and I recommend this paper to Cabinet.

2. GROUP DIRECTOR'S INTRODUCTION

- 2.1. The redevelopment of Phase 3 will provide 584 new homes of which 243 will be genuinely affordable social rent and shared ownership or shared equity homes, as well as an energy centre, a new park and retail space.

- 2.2. This report requests Cabinet authority to appropriate for planning purposes the land outlined in red on the plan at Appendix 1 - Phase 3.
- 2.3. Cabinet is advised that, if appropriation for planning purposes is not carried out, it may cause significant delays to the delivery programme, resulting in additional project costs and diminish the viability of the project.

3. RECOMMENDATION(S)

Cabinet is recommended to:

- 3.1. **Agree to the appropriation of land for planning purposes under section 122 of the Local Government Act 1972 of the land known as Woodberry Down Phase 3 shown outlined in red on the plan at Appendix 1.**
- 3.2. **Authorise the Group Director of Neighbourhoods and Housing and the Director of Legal to deal with all necessary legal arrangements to effect the appropriation as set out in this report.**

4. REASONS FOR DECISION

- 4.1. This report seeks authority to appropriate the land outlined in red on the plan at Appendix 1 for planning purposes to facilitate the development of Woodberry Down Phase 3. The site has obtained a resolution to grant planning permission. Appropriation of the land for planning purposes would prevent any legal action by a party whose rights may be infringed, which could delay or prevent the proposed redevelopment. It will also ensure that the commercial and market attractiveness of the scheme is not diminished by the existence of injunctive rights which can frustrate a development.
- 4.2. Appropriation of land for planning purposes under section 122 of the Local Government Act 1972 ("the 1972 Act") provides the Council with a mechanism for helping minimise the delay or uncertainty associated with regeneration projects by ensuring that the proposed development cannot be held up by injunctions in support of third party rights.
- 4.3. The purpose of an appropriation of land for planning purposes is to ensure that the redevelopment of the Council's land may benefit from the power in Section 203 of the Housing and Planning Act 2016 to override all third party rights including covenants and easements. Parties with interests and rights which are infringed as a result of the development following appropriation will not have a right to seek an injunction to prevent the development from being implemented. However, they may be entitled to claim compensation for any injuries caused.

- 4.4. Section 203 of the Housing and Planning Act 2016 provides that, subject to exceptions (for example the rights of statutory undertakers and communication code operators), any building works or changes of use which have the benefit of planning permission are authorised to be carried out on land that is appropriated for planning purposes, notwithstanding that such works or change of use might constitute an interference or disturbance with an easement or breach a restrictive covenant.
- 4.5. The Council in its capacity as a local authority is required to act in a way which is compatible with the Human Rights set out in the European Convention on Human Rights. Article 1 of the First Protocol of the European Convention on Human Rights is enshrined in English law by the Human Rights Act 1998 and seeks to protect property rights by providing that: “No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law.”
- 4.6. In exercising its powers to appropriate land the Council will have to consider whether the use of such powers is in the public interest and whether such use is proportionate to the end being pursued. The Council will also be required to comply with any legal conditions, as applicable.
- 4.7. It is accepted that appropriating the land for planning purposes may infringe private rights. However, as discussed in the CPO Cabinet paper of June 2018, (see 6.3 below) the Council considers this to be wholly justified on the grounds of public interest and the promotion of economic, social and environmental well-being, and that in any event an injured party will have the right to make a claim for appropriate compensation.

5. DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

- 5.1. At its meeting on the 18th June 2018 the Council’s Cabinet agreed to the making of a CPO for Woodberry Down Phase 3. This report outlined in detail the need for regeneration, and the Council’s partnership arrangement with Berkeley Homes and Notting Hill Genesis, which will deliver high quality new build housing as well as commercial units, a new park and an energy centre.
- 5.2. The only possible alternative option would be to not appropriate the land. This is not recommended because it would mean that the project would not benefit from the advantages brought about by appropriation.

6. BACKGROUND

- 6.1. The development programme in Woodberry Down is being carried out in a phased manner and sites are being brought forward for development in line with the commitments set out in the Principal Development Agreement.

- 6.2. Phase 1 is now complete and works are well advanced on Phase 2. Phase 3 is therefore the next phase to come forward at Woodberry Down.
- 6.3. At its meeting on the 18th June 2018, the Council's Cabinet gave approval for the Compulsory Purchase Order (CPO) on Phase 3.
- 6.4. At the same meeting Cabinet was advised that the Council intends to appropriate the land for planning purposes under Section 122 of the Local Government Act 1972 once it is no longer required for its current purposes. The land will then benefit from the operation of Section 203 of the Housing and Planning Act 2016, which overrides existing rights that could prevent the development of the land from proceeding.
- 6.5. The CPO was confirmed on 24th September 2019, and the Phase 3 land and all third party interests vested in the Council on the 16th April 2020. At the time of writing it was intended that by the end of September the Council will have secured vacant possession.
- 6.6. Phase 3 received a resolution to grant planning permission on the 23rd April 2020 and that decision was reconsidered by the Planning Sub-Committee on 9 September, following the adoption of Hackney's new Local Plan.
- 6.7. The Council entered into a demolition licence with its development partner, Berkeley Homes, on 23rd April 2020 and demolition of the Happy Man Pub and the former Area Office has commenced. Demolition of the five housing blocks: Ashdale, Burtonwood, Chattenden, Bayhurst and Farningham will commence once vacant possession is secured.
- 6.8. Berkeley Homes plan to begin development of the Phase 3 site as soon as possible, and therefore wishes the Council to use its powers of appropriation in order to facilitate the development.
- 6.9. **Policy Context**
 - 6.6.1 A priority for the Council within its Sustainable Community Strategy 2018 - 2028 is to promote mixed communities in well designed neighbourhoods, where people can access high quality affordable housing. Appropriation of land for Phase 3 will enable the regeneration of Woodberry Down to continue and meet this objective.
- 6.10. **Equality Impact Assessment**
 - 6.7.1 The Equality Act 2010 introduced the public sector equality duty ("the Equality Duty" or "the Duty"). It covers the following nine protected characteristics: age, disability, gender, marriage and civil partnership, pregnancy and maternity, race, religion or belief and sex and sexual orientation ("the Protected Characteristics").

- 6.7.2 The Council has fulfilled its duty under the Equalities Act 2010 by preparing an Equalities Impact Assessment which considers the Protected Characteristics.
- 6.7.3 In consideration of any impacts identified by the Equalities Impact Assessment the Council has prepared and made available a number of options to accommodate those with Protected Characteristics and those without Protected Characteristics.
- 6.7.4 Hackney Council is committed to improving equality and making the Borough a place for everyone. In practice, this means ensuring all actions taken by the Council contribute to its equality objectives.
- 6.7.5 Hackney has a high level of persons with Protected Characteristics (under the Equalities Act 2010). It also has high levels of deprivation and overcrowding. It is believed that the regeneration of housing estates, which provides new, improved housing in a better mix of sizes, improved accessibility and social infrastructure will improve the quality of life of many residents, and will support the Borough in meeting its Public Sector Equality Duty.

6.11. Sustainability

- 6.8.1 The delivery of the Woodberry Down regeneration scheme, which will be facilitated by the Land Appropriation, will provide mixed, balanced communities, better integrated with their surrounding areas, and with well-designed homes, improved community facilities, and a safer, more attractive environment. Through the incorporation of sustainable design and construction methods, energy, water and waste saving measures, as well as increased open/green space provision and measures to enhance the ecological value of the site, the proposed development is considered high quality and sustainable.

6.12. Consultations

- 6.9.1 Comprehensive and detailed consultation is an integral part of the delivery of Woodberry Down. As part of the wider regeneration programme, Phase 3 has been the subject of regular updates at the Woodberry Down Community Organisation (WDCO) Board meeting, as well as Round Table meetings with the scheme partners.
- 6.9.2 The Design Committee, made up of representatives from Berkeley Homes, Notting Hill Genesis, the Council and representatives from the local community have contributed to the development of designs for Phase 3. The planning application includes a Statement of Community Involvement within the Design and Access Statement detailing the scope of consultation with various stakeholders, as well as the local residents.

6.13. Risk Assessment

6.10.1 A risk register of project and technical risks is maintained and updated for the Woodberry Down regeneration programme. The risk register is reported on quarterly, with any major risks escalated as appropriate. There are both cost and programme risks if the land at Phase 3 is not appropriated for planning purposes.

7. COMMENTS OF THE GROUP DIRECTOR OF FINANCE AND CORPORATE RESOURCES

7.1 The recommendation to appropriate land at Woodberry Down Phase 3 for planning purposes is required to reduce the risk of legal action, and the potential delay this may cause to the regeneration scheme.

8. VAT Implications on Land & Property Transactions

8.1 There are no tax implications emanating from the recommendations in this report.

9. COMMENTS OF THE DIRECTOR, LEGAL & GOVERNANCE SERVICES

9.1 Appropriations of land are an executive function under the Local Government Act 2000 and so any decision to appropriate land is to be taken by Cabinet (as further provided for by Rule 15.13 of London Borough of Hackney's Financial Procedure Rules).

9.2 The Council is authorised by Section 122 of the Local Government Act 1972 ("Section 122") to appropriate land within its ownership for any purpose for which it is authorised to acquire land by agreement. Where land has been appropriated for planning purposes, the consequence is that the erection, construction or carrying out of any building or other works or future uses on such land is authorised, if done in accordance with planning permission, notwithstanding that it may involve interference with third party rights.

9.3 In order to appropriate land "for planning purposes" the Council must be satisfied that this will:

- (i) "facilitate the carrying out of development or improvement on or in relation to the land" by being likely to contribute to the achievement of any one or more of the following objectives, namely:-
 - (a) the promotion or improvement of the economic wellbeing of the Borough; (b) the promotion or improvement of the social wellbeing of the Borough; or (c) the promotion or improvement of the environmental wellbeing of the Borough. or

(ii) the land is required for a purpose which it is necessary to achieve in the interests of the proper planning of the area in which the land is situated.”

9.4 Before the land can be appropriated under Section 122, the land must no longer be required for the purpose for which it was held immediately prior to appropriation, which has been fulfilled as set out in paragraph 9.3 above.

9.5 As the residential buildings will be demolished and there will be no houses or flats on the land, the consent of the Secretary of State is not required under section 19(2) of the Housing Act 1985.

9.6 By virtue of appropriating under Section 122, Section 203 of the Housing and Planning Act 2016 provides a statutory power for the Council to override third party easements and other rights. This will apply to building or other works to be constructed or maintained on the land or future uses where these are in accordance with a planning permission for the development of the land.

9.7 The power contained in Section 203 does not remove the rights of those persons having the benefit of the easements or other third party rights to compensation (on the CPO basis) arising from the interference with such rights, but it does remove the potential for such persons to delay the development by obtaining an injunction to prevent interference with such rights.

APPENDICES

Appendix 1 The Site Plan

EXEMPT

None

BACKGROUND PAPERS

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

Description of document (or None)

None.

Report Author	<i>Nicola Hudson - Tel : 0208 356 1325 Project Manager Woodberry Down nicola.hudson@hackney.gov.uk</i>
Comments for and on behalf of the Group Director of Finance and Resources	<i>Simon Theobald - Tel : 0208 356 4304 Head of Finance (Neighbourhoods and Housing) simon.theobald@hackney.gov.uk</i>
Comments for and on behalf of the Interim Director of Legal & Governance	<i>Georgia Lazari - Tel : 0208 356 1369 Regeneration Projects Lawyer georgia.lazari@hackney.gov.uk</i>

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Cabinet

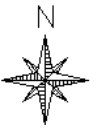
29 SEPTEMBER 2020

NON KEY

**Woodberry Down - Phase 3
Land Appropriation**

Appendix 1

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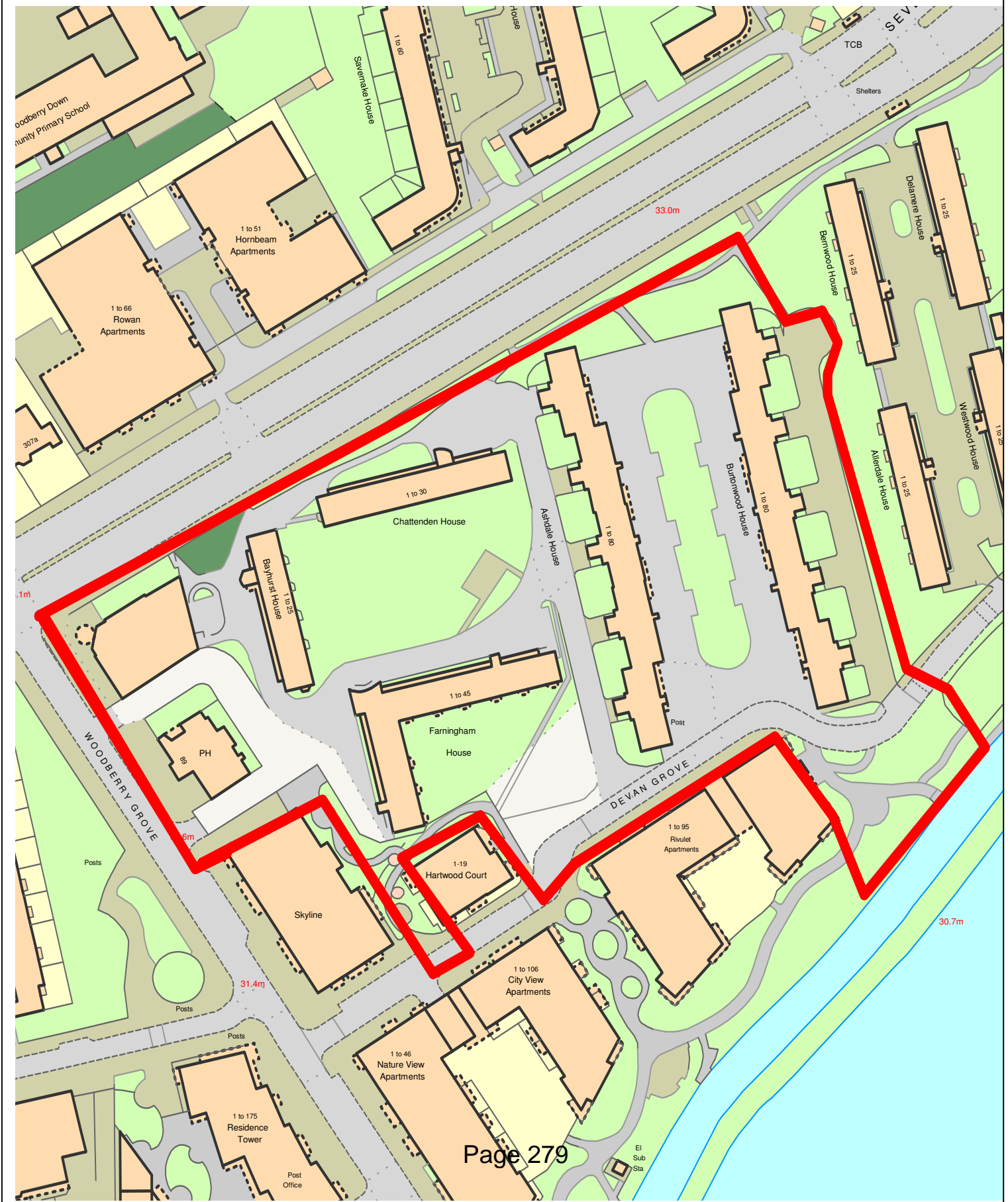
Date: 20/03/2020

Title: Woodberry Down Phase 3

Scale 1:1250

Prepared by : Technical Support

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<p>TITLE OF REPORT SALE OF LAND AT BOWES FIELD</p> <p>Key Decision No. FCR Q33</p>	
<p>CABINET MEETING DATE (2019/20)</p> <p>29 September 2020</p>	<p>CLASSIFICATION:</p> <p>OPEN</p> <p>If exempt, the reason will be listed in the main body of this report.</p>
<p>WARD(S) AFFECTED</p> <p>None</p>	
<p>CABINET MEMBER</p> <p>Mayor Philip Glanville</p>	
<p>KEY DECISION</p> <p>YES</p> <p>REASON</p> <p>Spending/or saving</p>	
<p>GROUP DIRECTOR</p> <p>Ian Williams Group Director of Finance and Resources</p>	

1. CABINET MEMBER'S INTRODUCTION

1.1 This report will enable the Council to meet its contractual obligations to the leaseholder should they exercise their option to obtain the freehold of the land subject to any positive changes to the emerging or finalised Epping Forest District Council Local Plan.

1.2 Ownership of land outside of the borough's boundaries is rightfully no longer common practice by the Council, and while the decision to retain the freehold of Bowes Field was farsighted by Officers and Councillors involved at the time, it is not something that needs to continue. This report will lead to a resolution of that situation and hopefully in the future a return to the Council which it will be able to use to invest in services and our capital programme at a time when after austerity and Covid-19 our finances are under more pressure than ever.

1.3 I commend this report to Cabinet.

2. GROUP DIRECTOR'S INTRODUCTION

2.1 This report seeks the authority to dispose of a parcel of freehold land held by the Council at Chipping Ongar, Essex.

2.2 The Council has no reason to retain this land and the money secured by its sale would represent a useful contribution to the authority's overall financial position.

3. RECOMMENDATION(S)

3.1 To authorise the disposal of the freehold of the land edged in black on the attached plan.

3.2 To delegate authority to the Group Director of Finance and Corporate Resources to settle all commercial terms in relation to this disposal in discussion with the Mayor as portfolio holder for Property.

3.3 To delegate authority to the Director of Legal Services to agree and sign all transfers and other legal agreements necessary or expedient to facilitate this disposal.

4. REASONS FOR DECISION

4.1 Sale of freehold land requires a specific Cabinet authority but the leaseholder has an option to acquire the land upon meeting certain conditions. This report seeks to regularise that situation by authorising the sale of land so that no issue arises when the option conditions are met.

5. DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

5.1 The lease granted on the 16 March 1998 allowed the developer an option to purchase land on fulfillment of certain conditions. Without the necessary authority the Council could find itself in the position of being contractually obliged to sell the land but without the necessary authority to do so. Doing nothing is therefore not an option.

5.2 The only other option would be to accept a surrender of the lease. There is no guarantee the leaseholder would acquiesce and such a route would be very expensive if they did. Under the current arrangements the leaseholder is obliged to undertake the work necessary to achieve planning permission and so accepting a surrender would place those costs in terms of money and time onto the Council

6. BACKGROUND

6.1 The Hackney Cottage Homes were built between 1903 and 1905 as a home for children in care for whom foster parents could not be found. The homes were designed to accommodate 300 children but housed more at its peak but falling numbers saw the facility closed in 1939. After the war the site was renamed the Great Stony School and housed children with learning difficulties before finally being closed in 1994.

6.2 Following closure the site was sold for residential development and as part of that deal the developers took a 999 year lease at a peppercorn rent on the land that is now the subject of this report.

6.3 This land extends to around 8.63 acres and lies to the west of the former Great Stony School on the other side of Chipping Ongar High Street. It is currently used for grazing horses.

6.4 Chipping Ongar is part of the Epping Forest District Council (EFDC) administrative area and the land at Bowes Field is currently situated within the green belt. EFDC have produced a new local plan and it underwent its examination in public during the summer of 2019. One of the proposals in this new draft local plan is to remove the green belt designation for Bowes Field and allocate it for residential and commercial development.

6.5 Following the hearing the planning inspector issued advice to EFDC requiring some main modifications to the plan. The most serious of these are regarding the effect of the plan on Epping Forest, where objections by Natural England and the Conservators of the Forest relating to the Habitats Regulations Assessment.

6.6 The Council has to undertake additional work to provide more evidence to enable the inspector to conclude beyond any reasonable scientific doubt that adoption of the plan would not adversely effect the Forest.

6.7 Without this clarification the plan in its current form will not be adopted and although the removal of Bowes Field from the green belt does not appear to be an issue, future development of the site is wholly reliant on this plan being adopted.

6.8 There is however no indication at present that the plan will not be adopted in which case certain obligations within the lease will start to be triggered.

6.9 The lease requires the tenant to use its reasonable endeavours to realise the development potential of the site if it becomes “susceptible to development”. The lease goes on to state that the tenant must apply for planning permission and appeal a refusal if reasonably required to do so by the landlord. The lease also contains an option for the tenant to acquire the freehold from the landlord with the payment of 65 % of the market value of the land with planning permission a condition precedent to the exercise of this option.

6.10 The draft policies in the revised local plan join the land at Bowes Field with other adjoining land and seek a comprehensive development of all parcels within the allocation. The tenant, City and Country Residential Ltd (formerly Sarbir Developments Ltd) is currently engaged in putting together a development agreement with the adjoining land owners.

6.11 The terms of the lease by which the Council disposed of the land at Bowes Field in 1998 are such that on meeting certain conditions the leaseholder has a right to acquire the freehold of this property. Disposal of any freehold interest of Council owned land requires Cabinet authority and in the absence of any authority dating back to the originating transaction the purpose of this report is to fully regularise the situation and enable the Council to meet its contractual obligations.

6.12 Policy Context

There is no policy context relating to the London Borough of Hackney. The local plan process and policies referenced in this report are those of EFDC.

6.13 Equality Impact Assessment

There are no equality impacts associated with this proposal

6.14 Sustainability

The sale is dependent on the local plan process and EFDC will have to undertake a sustainability appraisal as part of the iterative process in developing the plan and proving its soundness.

6.15 Consultations

There has been no consultation regarding this proposal. EFDC will have consulted widely during the preparation of their plan.

6.16 Risk Assessment

There are no discernible risks in taking this course of action and it appears that any risks are reputational if the Council did not put itself in a position to enable it to honour the rights under the existing lease.

7. COMMENTS OF THE GROUP DIRECTOR OF FINANCE AND CORPORATE RESOURCES

7.1 This report seeks authority to dispose of a parcel of freehold land in Chipping Ongar, Essex, owned by LBH and leased to City and Country Residential Ltd on a long lease since 1998. Within the terms of the lease, City and Country have the option to acquire the land under certain conditions, which it is in the process of addressing.

7.2 In the event that the leaseholder is in a position to acquire the freehold from LBH, this would trigger an overage payment to LBH of 65% of the market value of the land. The sale of the land is dependent on the local plan process, and whilst timescales are not entirely clear at the moment, the recommendations in this report will ensure the path is clear for the land sale to proceed, in the event that it becomes necessary.

8. VAT Implications on Land & Property Transactions

8.1 The land referred to in this report is not opted to tax. Any income received would therefore be exempt for VAT purposes. If there are no other major costs to the Council the VAT impact on the Council Partial Exemption would be the VAT incurred on any external cost (e.g. if external legal is used for the sale).

9. COMMENTS OF THE DIRECTOR, LEGAL & GOVERNANCE SERVICES

9.1 Section 123 of the Local Government Act 1972 enables the Council to dispose of land provided the best consideration reasonably obtainable is achieved but if best consideration is not achieved then only with the consent of the Secretary of State. The General Disposal Consent 2003 (“the 2003 Circular”) was issued by the Secretary of State and permits an undervalue in respect of best consideration reasonably obtainable not to exceed £2 million where the proposed disposal has as its aim the promotion or improvement of the economic, social or environmental well-being of its area. Legal understand from property services that the disposal meets the best value criteria.

10. COMMENTS OF THE DIRECTOR OF STRATEGIC PROPERTY SERVICES

10.1 The sale of this property will need to meet the best consideration requirements of section 123 of the Local Government Act 1972. The provisions of the lease are such that the value of the land is nil, therefore a transfer at nil consideration will meet the requirements of the Act.

10.2 Officers are in communication with the leaseholder and will act to ensure that all that is due to the Council through the overage clause operating in the lease is duly paid.

APPENDIX 1

Plan of the site

BACKGROUND PAPERS

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

None

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Cabinet

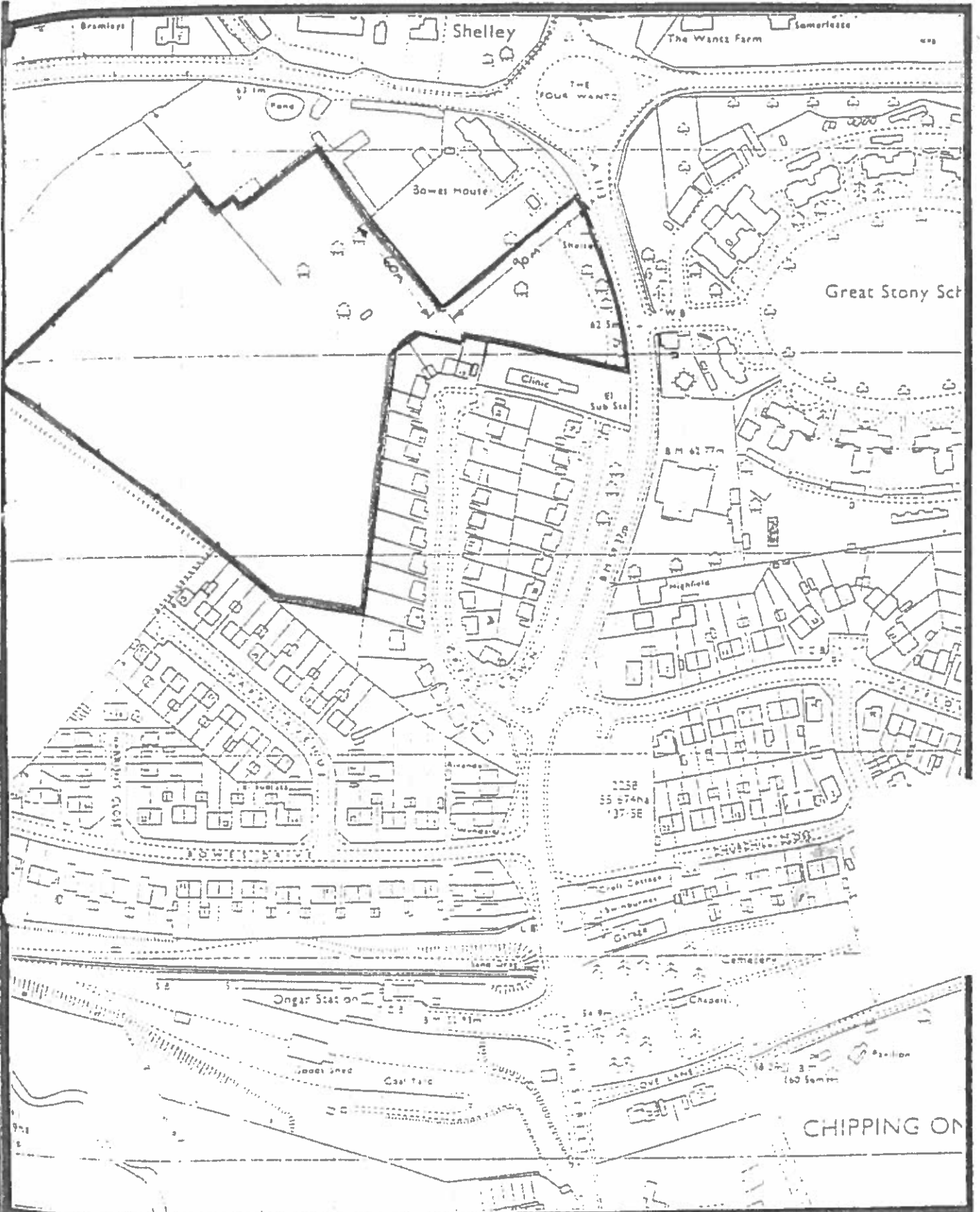
29 SEPTEMBER 2020

LAND AT BOWES FIELDS

KEY DECISION FCR Q.33

Appendix 1

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NOTE This plan has been enlarged & reduced from the original Ordnance Map. It is prepared with the sanction of the controller of HM Stationery Office. Whilst every care and attention has been taken in the preparation of this plan its accuracy cannot be guaranteed nor does it form part of any contract.

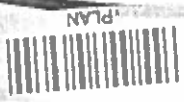


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U. E. Carlow
DEPUTY
MAYOR

SAVILLS



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