



C A B I N E T

Monday 23 January 2023
at 6.00 pm Council Chamber, Hackney Town
Hall, Mare Street, London E8 1EA

The live stream can be viewed here: <https://youtu.be/NEZfjB6G9-U>

Backup link: <https://youtu.be/pCyTuYWXQol>

Members of the Committee:

Mayor Philip Glanville, Mayor (Chair)

Councillor Anntoinette Bramble, Deputy Mayor and Cabinet Member for Education, Young People and Children's Social Care (Vice-Chair)

Councillor Robert Chapman, Cabinet Member for Finance

Councillor Mete Coban MBE, Cabinet Member for Environment and Transport

Councillor Susan Fajana-Thomas

Councillor Christopher Kennedy, Cabinet Member for Health, Adult Social Care, Voluntary Sector and Culture

Councillor Clayeon McKenzie, Cabinet Member for Housing Services

Councillor Guy Nicholson, Deputy Mayor for housing supply, planning, culture and inclusive economy

Councillor Carole Williams, Cabinet Member for Employment, Human Resources and Equalities

Councillor Caroline Woodley, Cabinet Member for Families, Parks and Leisure

Mayoral Advisers:

Councillor Sem Moema

Councillor Yvonne Maxwell

Councillor Sade Etti

Mark Carroll
Chief Executive
Friday 13 January 2023
www.hackney.gov.uk

Contact: Tessa Mitchell
Governance Services Team Leader
governance@hackney.gov.uk

Cabinet

Monday 23 January 2023

Agenda

1 Apologies for Absence

2 Urgent Business

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 XX below. New items of exempt business will be dealt with at Item XX below).

3 Declarations of Interest - Members to declare as appropriate

Members are invited to consider the guidance which accompanies this agenda and make declarations of interest as appropriate.

4 Notice of Intention to Conduct Business in Private, Any Representations Received and the Response to Such Representations

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 [22] : 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.

5 Questions/Deputations

At the time of the publication of this agenda there were none received.

6 Unrestricted Minutes of the Previous Meeting of Cabinet (Pages 11 - 26)

To agree the minutes of the previous meeting of Cabinet held on 12 December 2022.

7 New items of Unrestricted Urgent Business

To consider any items admitted at Item 2 above.

8 FCR S095 Capital Update and Property Disposals And Acquisitions Report (Pages 27 - 52)

9 FCR S096 2021/22 Overall Financial Position Report - September 2022 (Pages 53 - 92)

10 FCR S094 2023/24 Council Taxbase and Local Business Rates Income Report

Report to follow.

This report will be published late because of the need to reflect the decision on the localised business rates pooling scheme.

11 CED S167 Hackney A Place for Everyone - Voluntary and Community Sector Grants 2023/24 (Pages 93 - 118)

12 CE S132 Children and Families Service Full Year Report to Members 2021-22 (Pages 119 - 200)

13 CE S155 Secure Children's Home for London and Pan-London Commissioning Vehicle (Pages 201 - 236)

14 CHE S145 Compact, Partnership Working with Housing Associations (Pages 237 - 282)

15 CHE S152 Cabinet report 3 year Local Implementation Plan (LIP) 22/23 - 24/25 (Pages 283 - 432)

16 CHE S122 Stoke Newington Church Street bus gate and Low Traffic Neighbourhood - Officer Key Decision For Noting (Pages 433 - 736)

17 Schedule of Local Authority School Governor appointments

To consider the appointment of School Governor at The Garden School.

Report to follow.

18 Exclusion of the Press and Public

Note from the Governance Team Leader:

Items X ,X and allow for the consideration of exempt information in relation to items 12, 17 and 3 respectively.

RESOLVED:

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.

19 Exempt Minutes of the Previous Meeting of Cabinet

To confirm and sign the exempt minutes of the Cabinet meeting held on xxxxxxxxxxxx as a correct record

20 New items of exempt urgent business

To consider any EXEMPT items admitted at Item 2 above.

Public Attendance

Following the lifting of all Covid-19 restrictions by the Government and the Council updating its assessment of access to its buildings, the Town Hall is now open to the public and members of the public may attend meetings of the Council.

We recognise, however, that you may find it more convenient to observe the meeting via the live-stream facility, the link for which appears on the agenda front sheet.

We would ask that if you have either tested positive for Covid-19 or have any symptoms that you do not attend the meeting, but rather use the livestream facility. If this applies and you are attending the meeting to ask a question, make a deputation or present a petition then you may contact the Officer named at the beginning of the Agenda and they will be able to make arrangements for the Chair of the meeting to ask the question, make the deputation or present the petition on your behalf.

The Council will continue to ensure that access to our meetings is in line with any Covid-19 restrictions that may be in force from time to time and also in line with public health advice. The latest general advice can be found here - <https://hackney.gov.uk/coronavirus-support>

Rights of Press and Public to Report on Meetings

The Openness of Local Government Bodies Regulations 2014 give the public the right to film, record audio, take photographs, and use social media and the internet at meetings to report on any meetings that are open to the public.

By attending a public meeting of the Council, Executive, any committee or sub-committee, any Panel or Commission, or any Board you are agreeing to these guidelines as a whole and in particular the stipulations listed below:

- Anyone planning to record meetings of the Council and its public meetings through any audio, visual or written methods they find appropriate can do so providing they do not disturb the conduct of the meeting;
- You are welcome to attend a public meeting to report proceedings, either in 'real time' or after conclusion of the meeting, on a blog, social networking site, news forum or other online media;
- You may use a laptop, tablet device, smartphone or portable camera to record a written or audio transcript of proceedings during the meeting;
- Facilities within the Town Hall and Council Chamber are limited and recording equipment must be of a reasonable size and nature to be easily accommodated.
- You are asked to contact the Officer whose name appears at the beginning of this Agenda if you have any large or complex recording equipment to see whether this can be accommodated within the existing facilities;
- You must not interrupt proceedings and digital equipment must be set to 'silent' mode;
- You should focus any recording equipment on 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 to respect the wishes of those who do not want to be filmed and photographed may result in the Chair instructing you to cease reporting or recording and you may potentially be excluded from the meeting if you fail to comply;

- Any person whose behaviour threatens to disrupt orderly conduct will be asked to leave;
- Be aware that libellous comments against the council, individual Councillors or officers could result in legal action being taken against you;
- The recorded images must not be edited in a way in which there is a clear aim to distort the truth or misrepresent those taking part in the proceedings;
- Personal attacks of any kind or offensive comments that target or disparage any ethnic, racial, age, religion, gender, sexual orientation or disability status could also result in legal action being taken against you.

Failure to comply with the above requirements may result in the support and assistance of the Council in the recording of proceedings being withdrawn. The Council regards violation of any of the points above as a risk to the orderly conduct of a meeting. The Council therefore reserves the right to exclude any person from the current meeting and refuse entry to any further council meetings, where a breach of these requirements occurs. The Chair of the meeting will ensure that the meeting runs in an effective manner and has the power to ensure that the meeting is not disturbed through the use of flash photography, intrusive camera equipment or the person recording the meeting moving around the room.

Advice to Members on Declaring Interests

If you require advice on declarations of interests, this can be obtained from:

- The Monitoring Officer;
- The Deputy Monitoring Officer; or
- The legal adviser to the meeting.

It is recommended that any advice be sought in advance of, rather than at, the meeting.

Disclosable Pecuniary Interests (DPIs)

You will have a Disclosable Pecuniary Interest (*DPI) if it:

- Relates to your employment, sponsorship, contracts as well as wider financial interests and assets including land, property, licenses and corporate tenancies.
- Relates to an interest which you have registered in that part of the Register of Interests form relating to DPIs as being an interest of you, your spouse or civil partner, or anyone living with you as if they were your spouse or civil partner.
- Relates to an interest which should be registered in that part of the Register of Interests form relating to DPIs, but you have not yet done so.

If you are present at any meeting of the Council and you have a DPI relating to any business that will be considered at the meeting, you **must**:

- Not seek to improperly influence decision-making on that matter;
- Make a verbal declaration of the existence and nature of the DPI at or before the consideration of the item of business or as soon as the interest becomes apparent; and
- Leave the room whilst the matter is under consideration

You **must not**:

- Participate in any discussion of the business at the meeting, or if you become aware of your Disclosable Pecuniary Interest during the meeting, participate further in any discussion of the business; or
- Participate in any vote or further vote taken on the matter at the meeting.

If you have obtained a dispensation from the Monitoring Officer or Standards Committee prior to the matter being considered, then you should make a verbal declaration of the existence and nature of the DPI and that you have obtained a dispensation. The dispensation granted will explain the extent to which you are able to participate.

Other Registrable Interests

You will have an 'Other Registrable Interest' (ORI) in a matter if it

- Relates to appointments made by the authority to any outside bodies, membership of: charities, trade unions,, lobbying or campaign groups, voluntary organisations in the borough or governorships at any educational institution within the borough.
- Relates to an interest which you have registered in that part of the Register of Interests form relating to ORIs as being an interest of you, your spouse or civil partner, or anyone living with you as if they were your spouse or civil partner; or
- Relates to an interest which should be registered in that part of the Register of Interests form relating to ORIs, but you have not yet done so.

Where a matter arises at any meeting of the Council which affects a body or organisation you have named in that part of the Register of Interests Form relating to ORIs, **you must** make a verbal declaration of the existence and nature of the DPI at or before the consideration of the item of business or as soon as the interest becomes apparent. **You may** speak on the matter only if members of the public are also allowed to speak at the meeting but otherwise must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation.

Disclosure of Other Interests

Where a matter arises at any meeting of the Council which **directly relates** to your financial interest or well-being or a financial interest or well-being of a relative or close associate, you **must** disclose the interest. **You may** speak on the matter only if members of the public are also allowed to speak at the meeting. Otherwise you must

not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation.

Where a matter arises at any meeting of the Council which **affects** your financial interest or well-being, or a financial interest of well-being of a relative or close associate to a greater extent than it affects the financial interest or wellbeing of the majority of inhabitants of the ward affected by the decision and a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest, you **must** declare the interest. You **may** only speak on the matter if members of the public are able to speak. Otherwise you must not take part in any discussion or voting on the matter and must not remain in the room unless you have been granted a dispensation.

In all cases, where the Monitoring Officer has agreed that the interest in question is a **sensitive interest**, you do not have to disclose the nature of the interest itself.

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Cabinet
Monday, 12 December 2022 at 6.00pm
Council Chamber, Hackney Town Hall

Draft Meeting Minutes

Councillors Present in the Chamber:

Mayor Philip Glanville (Chair)
Deputy Mayor Cllr Annotinette Bramble
Deputy Mayor Cllr Guy Nicholson
Councillor Carole Williams
Councillor Robert Chapman
Councillor Susan Fajana-Thomas
Councillor Mete Coban
Councillor Caroline Woodley
Councillor Sem Moema

Present virtually:

Councillor Clayeon McKenzie
Councillor Carole Williams
Councillor Yvonne Maxwell

Apologies: Councillor Christopher Kennedy

Officers in attendance:

Mark Carroll, Chief Executive
Dawn Carter-McDonald, Director of Legal, Democratic and
Electoral Services
Ian Williams, Group Director Finance and Corporate
Resources
Rickardo Hyatt, Group Director Climate Homes
Jacquie Burke, Group Director Children and
Education
Tessa Mitchell, Governance Services Team Leader

1. APOLOGIES FOR ABSENCE

- 1.1** Apologies for absence were noted from Cllr McKenzie and Cllr Maxwell who both joined virtually. The Mayor also communicated the apologies on behalf of Councillor Kennedy.

2. URGENT BUSINESS

There were no items of urgent business to consider.

3. DECLARATIONS OF INTEREST - MEMBERS TO DECLARE AS APPROPRIATE

There were none.

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

No representations were received.

5. QUESTIONS/DEPUTATIONS

Cllr Garbett, Leader of the Green Group asked questions under Agenda Items 7, 8, 10, 11 and 12.

6. UNRESTRICTED MINUTES OF THE PREVIOUS MEETING

The minutes of the previous meeting of the Cabinet held on 21 November 2022 were approved with an amendment to record the apologies of Cllr Etti.

7. FCR S091 CAPITAL UPDATE AND PROPERTY DISPOSALS AND ACQUISITIONS REPORT

7.1 The Mayor highlighted the investment in play areas in parks and improving facilities for young people, and referenced the West Reservoir works.

7.2 The Mayor acknowledged as highlighted by Cllr Garbett the reference to NEL CCG which no longer exists. The relevant board is North East London Integrated Care Board and therefore references to NEL CCG will be corrected in the report.

7.3 In the Mayor's introduction, he highlighted the positive investment in CCTV cameras and supporting the Council's Active Travel work. The new investment will ensure that the Council is able to regulate both low traffic neighbourhoods and school streets. The Mayor expressed his concerns about the criminal damage to the Borough's existing infrastructure and was disappointed to see the number of contraventions within a two-year period.

7.4 Cllr Coban welcomed the news on the CCTV investment and added that together with officers, they are looking at different measures to better protect the lamp columns. Cllr Coban reported that the level of vandalism is high and sometimes within 24 hours of a new camera being installed. CCTV and enforcement cameras are the best course of action

instead of physical bollards.

7.5 The Mayor echoed Cllr Coban's comments and asked if anyone has information about the vandalism to inform the Council and the Police.

7.6 Questions and comments from Cllr Garbett:

1. *CCTV cameras: considering any further exemptions e.g. health & social care workers*
2. *Will the nine play areas, due to be refurbished, will cater more to the latest developments in Europe towards playgrounds which teach 'risk competence' (incorporating a higher level of challenge and risk into play structures)*

Response:

7.7 In response, Cllr Coban thanked Cllr Garbett for her questions and stated that the report recommends further investment in CCTV provision and is focussed on enforcement. The report does not make any changes to policy and has been extensively consulted on.

7.8 Cllr Coban also stated that the Council have for a long period of time been responding and engaging with residents on a wide range of exemptions. And have brought forward the blue badge exemption, and reiterated that this paper is specifically focussed on enforcement. Cllr Coban indicated that he would be happy to further discuss with Cllr Garbett outside the meeting.

7.9 Cllr Woodley also thanked Cllr Garbett for her questions and added that one of the core areas is to build in risk and adventure into our play areas. The Council is proud of its adventure playgrounds across Hackney and referenced inclusion and having access to high quality play areas in a densely built borough. Cllr Woodley also indicated that she would be happy to further discuss with Cllr Garbett outside the meeting.

RESOLVED

That Cabinet agreed:

To approved the scheme for Climate, Homes & Economy as set out in Section 11 of the report, summarised below as follows:

- I. **CCTV Enforcement Cameras: Resource and spend approval of £650k (£300k in 2022/23 and £350k in 2023/24) is requested to purchase and install 32 CCTV Enforcement Cameras across the borough to support the Low Traffic Neighbourhood (LTN) and School Streets programme.**
- II. **That the scheme for Finance and Corporate Resources as set out in Section 11 of the report be approved.**

North East London Clinical Commissioning Group (CCG) Primary Care Project: Resource and spend approval of £4,268k in 2023/24 is requested to increase the existing budget for the construction of a primary care surgery at land to rear of 2-28 Belfast Road, N16 and The Portico, 34 Linscott Road, E5.

- III. **That the s106 scheme summarised in the report and set out in Section 12 be approved.**

8. FCR S090 2022/23 OVERALL FINANCIAL POSITION REPORT - OCTOBER 2022

- 8.1 Councillor Chapman introduced the report highlighting the current spend of £8.4 million over budget. Cllr Chapman stated that this is regrettable but would still like to commend the work of the Corporate Leader Team and Cabinet colleagues who are working to ensure that this is brought under control as much as possible. The report illustrates the intense financial pressures the Council is under due to the increasing inflation and cost pressures generally.
- 8.2 There are a number of measures being brought forward as part of the process to balance the budget for next year and that requires Cabinet approval to the savings proposals as set out in Appendix 1.
- 8.3 Cllr Chapman was pleased to highlight £4.5 million savings for next year without having to resort to substantial service savings, redundancy or cuts in services. It has been difficult given the pressures and commended officers for their work.
- 8.4 Cllr Chapman also wanted to highlight the need to approve the Council's participation in the Local London Business rates pool. In previous years the Government had an approval process that enabled the Council to maximise the benefit for the share of business rates Hackney receives. As this is presently no longer possible, we have entered into an agreement with neighbouring boroughs to set out a local pool which allows for a substantial financial advantage in the share of business rate.
- 8.5 Questions and comments from Cllr Garbett:
 1. *It would be good to understand what is meant by this line " The Ridley Road indoor market will generate an annual income of £50K for the Council from*

2023/24 . " - does this mean that £50k profit will be made from the rent charged to the shopping village traders (and others using the storage)?

Response:

- 8.6 In response, Cllr Chapman stated that the saving goes to the benefit of the Council. All property let by the Council is on the basis that it recognises the capital investment either implicitly in the asset that's being used or notionally and that we are still providing a high quality market service.
- 8.7 Cllr Fajana-Thomas added that the building is a commercial property and there is a risk associated with that investment. The rent proposed for the indoor market has been benchmarked and compared well with other markets around London in comparison to the footfall and the location. The rent increase will come after the first two years and there is a plan to review and consult with traders before it is implemented. The Council will be paying £360k rental per annum as well as £74k in service charge which will increase with CPI in year five. The Council is investing and it is important for there to be a return on that investment. Any surplus will go back into the Council budget and for the benefit of the taxpayers in Hackney.
- 8.8 It should be noted that there are also non-financial benefits expected to flow from the Council investing in the indoor market such as reduced antisocial behaviour in and around the site through the refurbishment of the building. Additionally, increased occupancy and footfall and the onsite presence of the Markets team.
- 8.9 The Mayor proposed that the subject line in Appendix 1 - Markets CHE is removed and deferred to the next Overall Financial Position. The Mayor would welcome the opportunity to postpone until a future meeting. This decision was seconded by Cllr Chapman.

RESOLVED

That Cabinet agreed:

- I. To note the update on the overall financial position for October covering the General Fund and HRA.**
- II. To approve Appendix 1 - Overall Financial Position (OFP) Savings with the caveat that the reference to Markets is deferred to the next OFP update and for a future Cabinet meeting decision.**
- III. To approve the 2023-24 Local London Business Rates Pool recommendations set out in Appendix 2.**

9. CHE S135 HOUSING SERVICES RESIDENT ENGAGEMENT STRATEGY

- 9.1 In his introduction, Councillor McKenzie stated that he was proud of the extent of the consultations, surveys, street and estate events for residents to feed into the strategy. Cllr McKenzie spoke of the collaboration and contributions of officers and residents and thanked everyone that was involved.
- 9.2 The strategy will make a real difference to residents satisfaction over the next three years and looks forward to working together for successful implementation.
- 9.3 The Mayor also acknowledged and thanked Housing Services staff who carried out the work to engage with residents especially in the period when the Council is restoring face-to-face and other disrupted services. The co-production of the work is something for all to be proud of. The Mayor asked Group Director, Rickardo Hyatt and Cllr McKenzie to pass on his thanks to all involved in the work.

RESOLVED

That Cabinet agreed:

- I. To approve the new Housing Services Resident Engagement Strategy as attached at Appendix 1 of the report.**
- II. To approve delegation to the Strategic Director of Housing Services in order to oversee the effective implementation of Strategy and to make any minor amendments to the Strategy and its associated policies.**

10. CHE S136 HOUSING SERVICES COMMUNITY FLATS - PROPOSALS FOR CHANGE OF USE

- 10.1 In Councillor Etti's introduction of the report, she stated that there are approximately 8,500 people on housing register, 3300 in temporary accommodation and amongst this over 1000 in temporary accommodation outside the borough. It is against this background that this report sets out the proposal to revert a number of community flats within Housing Services and its community halls portfolio. Cllr Etti is keen to see that the flats are brought back to their intended use as council homes which would provide the much needed accommodation for up to 11 households who may otherwise be forced to move outside of the borough.
- 10.2 With the cost of building a new council home now over £300k and the costs

attached to temporary accommodation rising rapidly, it also affords the Council a cost-effective way of meeting housing needs. It is recognised that the community flats have played an important role in providing space for tenants and residents associations to meet and office space. Changes in patterns of use mean that around half are no longer used and some have been empty for a number of years.

10.3 The proposals set out in this report would be beneficial for the Council and residents with high levels of housing needs. The recommendation to Cabinet is to approve the decision to revert six community flats to Council housing subject to successful planning applications. Any community flat returned to the housing stock is let according to the Council's lettings policy.

10.4 Questions and comments from Cllr Garbett:

1. *What consultation has taken place with TRAs?*
2. *Where spaces are currently used for office / more permanent use, can they have this kind of space in the other buildings listed (rather than just access for one off meetings)?*
3. *Will groups be charged for using the space in the new spaces listed?*

Response:

10.5 In response, Councillor McKenzie stated that there is a commitment to carry out consultations in the New Year. In terms of resources and facilities which have been made available to TRAs, it will only be improvement of the existing facilities they presently have access too.

10.6 There will be no charge to relocate or use or access the facilities. Cllr Etti added that meetings have been held with the relevant local ward councillors.

RESOLVED

That Cabinet agreed:

- I. To approve the decision to revert six community flats that are no longer in use by tenants and residents associations back to council housing, subject to applications for planning consent being successful.
- II. To approve final decisions on the future use of four community flats and a studio flat that are still in use by tenant and resident associations be made on a case by case basis, taking into account feedback from users, the availability and suitability of alternative meeting spaces, the wider housing pressures facing the borough, and the outcome of the planning decision.
- III. To approve delegation of the final decisions on the future use of those flats still used by tenants and resident associations be delegated to the Strategic

Director of Housing.

- IV. That any homes returned through this work will be let in accordance with the Council's Lettings Policy.

11 CHE S138 HOUSING STRATEGY POSITION PAPER 2023

11.1 Deputy Mayor Nicholson, in his introduction stated that the new housing strategy is evidence based and will come from the results of the census once available. He stressed the importance of the evidence being gathered and compiled and placed in the Strategic Housing Market Assessment which then enables the Council to develop its next housing strategy over the course of 2023. The target is to adopt the new strategy in 2024.

11.2 Deputy Mayor Nicholson highlighted that the policy making is very important to bridge the adopted schemes in 2018 and update to the current circumstances and will include significant things such as Brexit and the pandemic. The report helps to inform the Mayor of London's Housing Strategy and keeps the policy fresh and relevant into today's demands.

11.3 The Mayor thanked everyone involved in developing the report.

11.4 Questions and comments from Cllr Garbett:

1. *Can you explain how you consider shared ownership to be 'affordable'? What analysis of Hackney's population/need is this based on?*
2. *Hackney's funding from the Mayor of London to build is less than other boroughs, why?*
3. *No inclusion of lobbying for rent controls despite this being in the 2022 Labour Manifesto, is this something you are still committed to?*
4. *Have you considered shifting beyond a partial retrofit programme into a fully committed 'Retrofit First' position? (would reduce the number of climate-damaging and community-disrupting demolitions in our borough, while opening opportunity for groups such as Community-Led Housing and Architects for Social Housing)*

11.5 In response, Cllr Nicholson stated that there is a mayoral inquiry coming forward which is designed exclusively to look at affordability of shared ownership in today's time. Five years ago we were in a different place. The economy has changed over the years. The inquiry will be looking at the affordability of shared ownership across all the tenure types that the Council is bringing forward. The inquiry will not be looking at social rents and outright sale but it will be looking at Hackney Living Rent and shared homeownership. The census data will play a great role in providing the most up to date information on analysis of housing affordability.

- 11.6 In terms of protecting the environment and comments on reuse and upcycling rather than the demolition, this is exactly what the Council is looking at and confirmed that it is the present approach taken. The Council first looks to see if it can be repurposed for example community flats.
- 11.7 Deputy Mayor Nicholson added that the Council is coming forward with a major retrofit project which will produce the next generation of refit and refurbishment to create net zero homes for the borough. That first pathfinder project will be initiated over the course of the next year. It will create quality homes that are fit to live in. Retrofit must sit at the front of this Administration's net zero objectives.
- 11.8 In terms of Mayor of London and grants, the most recent award is £17.5 million for homes that do not presently exist in Hackney. This provides 100 new homes in Hackney which sits well within the housing delivery projections for the future. The Council looks to the different places where money could be found.
- 11.9 Cllr Moema added that in addition to her response at Full Council in November, officers have been going through some fundamental staff changes. The work around campaigning will continue and noted the 'hiatus' Secretary of States. Cllr Moema added that she will provide an update to all Members on the work they will be restarting in the New Year on the delivery of private sector housing affordability.

RESOLVED

That Cabinet agreed:

- I. To approve the Hackney Housing Strategy Position Paper as set out in Appendix 1 to the report.**
 - II. Adopt the temporary position as set out in the report ahead of the formal publication of the new five-year strategy.**
- 12. CHE S142 NEW COUNCIL HOUSE BUILDING PROGRAMME AND 1,000 HOMES FOR SOCIAL RENT COMMITMENT**
- 12.1 In the Mayor's introduction he stated that this report represents the political and financial commitment to council housing in Hackney. The 1000 homes are made up of several tranches of work including delivering on existing schemes where there is planning permission.
- 12.2 The Mayor stated that this report is a partnership with Cabinet colleagues and

officers, and acknowledged the cross-cutting nature of the work. The Mayor thanked senior officers for their herculean efforts to get to this point.

12.3 Questions and comments from Cllr Garbett:

1. *Do you acknowledge that there will still be an impact of the cross subsidy element of the builds? How does this fit with the "sustainable communities" priority of the Housing Strategy? (linked - what is it specifically about the new strategy which will, quoted from the strategy, "ensure that all people, community groups and businesses can benefit from opportunities that Hackney's economy brings"?)*
2. *What are you learning from places like Wandsworth borrowing to build 100% social housing - can you explain how this has been considered and discounted? Can you share the cost / benefit analysis of borrowing to build council housing?*
3. *How are you going to ensure that the 75% social housing is delivered by developers? And do you commit to the same standard, access etc for the private & social tenants in the development (i.e. no separate entrances)?*

12.4 Included in the Mayor's detailed response to Cllr Garbett, he stated that it is not the Council's intention to dispose of existing sites on Hackney's estates or work in a different way in terms of delivery.

12.5 On Wandsworth, the Mayor has welcomed the passionate way in which they have articulated their council ambition. The Mayor stated that Wandsworth has the highest rents in the country with an average of £30+ more rent per week, and higher than Hackney's council rents. This means that the flexibility and financial stability of Wandsworth's Housing Revenue Account, and their reserve position is different to Hackney. The Mayor also stated that Hackney has some of the lowest social housing rents in London.

12.6 On cross-subsidy housing, the Mayor did not believe that there is a negative impact about building private housing in the borough, and advised that all of Hackney's schemes to some degree, or another have been mixed viability and sustainability.

12.7 The priority for the borough in this report is new council housing. There is an acute need for all kinds of housing and Hackney has a proud record of delivery across all types of housing.

RESOLVED

That Cabinet agree:

- I. To include the 15 anchor locations set out in the report within a new house building programme, subject to scheme design, viability testing and further resident engagement.
- II. To include additional sites and development opportunities in the vicinity of the anchor locations within the programme, subject to scheme design, viability testing and resident engagement.
- III. To delegate authority to the Capital and Asset Steering Board to include additional sites not in the vicinity of the anchor locations within the programme or a future housing delivery programme, subject to scheme design, viability testing and resident engagement.
- IV. To delegate authority to the Group Director Finance and Resources, in consultation with the Mayor and relevant Cabinet Leads, to approve the Small Assets Fast Track Policy, the framework as set out at Appendix 1.
- V. To the commissioning surveys and other investigations for the locations and sites set out in 3.1 to 3.3 of the report.
- VI. To commissioning architect design team services for the locations and sites set out in 3.1 to 3.3 of the report.
- VII. To commissioning cost consultancy and employer's agent services for the locations and sites set out in 3.1 to 3.3 of the report.
- VIII. To commissioning other consultancy services as may be required in relation to the delivery of new homes at the locations and sites set out at 3.1 to 3.3 of the report.
- IX. To submit planning and other applications in respect of the locations and sites set out at 3.1 to 3.3 of the report.
- X. A budget cap of £10m for the next steps set out at 3.5 to 3.9 of the report, noting that lead consultants will be commissioned on a stage by stage basis, and programme delivery will be monitored by the Capital and Asset Steering Board.
- XI. To request a further report setting out details of the delivery models, funding arrangements and financial assumptions for the new house building programme.
- XII. To request a further report providing an update on the other programmes of housing delivery referred to in this report, including the risks and opportunities.
- XIII. To authorise the Director of Legal, Democratic and Electoral Services to prepare, agree, settle and sign the necessary legal documentation to effect the proposals contained in this report and to enter into any other

ancillary legal documentation as required.

- XIV. To authorise the Director of Legal, Democratic and Electoral Services to enter into planning agreements, unilateral undertakings and any other ancillary legal documentation as required to effect the proposals contained in this report.**
- XV. To delegate authority to the Group Director Finance and Resources and the Director of Legal, Democratic and Electoral Services to agree all commercial terms and prepare, agree, settle and sign the necessary legal documentation for sales and purchases authorised following approval of the Small Assets Fast Track Policy.**

13. CHE S153 FLOOD RISK MANAGEMENT PLAN MEASURES 2021-2027

- 13.1 In his introduction, Cllr Coban spoke of the recent extreme weather conditions. He indicated that the Flood Management Plan sets out to strategically respond to events. The report outlines eleven sets of measures that will be further explored for a robust flood risk strategy.
- 13.2 Cllr Coban took the opportunity to thank officers across the Council who have been 'amazing' at responding to issues across the borough arising out of extreme weather conditions. Cllr Coban went on to commend their swift response to dealing with the snowfall overnight.
- 13.3 The Mayor declared that he is a member of the London Councils Pan London interest in flood management and surface water in his role as Chair of the Transport and Environment Committee. He went on to highlight the links between the work of the Council at borough level and partners at Transport for London, Thames Regional Flood, GLA, RFCC, Thames Water and the Costal Committee.

RESOLVED

That Cabinet agree:

To approve the Flood Risk Management Plan Cycle 2 measures.

14. CHE S158 MARIAN COURT - APPROPRIATION OF LAND FOR PLANNING PURPOSES

- 14.1 Deputy Mayor Nicholson collectively introduced Agenda Items 14, 15 and 16. The reports relate to appropriation of land on the three sites being Marion Court, Frampton Park and De Beauviour. It was noted that the sites will deliver over 400 new homes.
- 14.2 It was clarified that the reports are unrelated to Agenda Item 12 on New

Council Housing Building Programme introduced by the Mayor. Deputy Mayor Nicholson thanked officers who have been working diligently to get the programme to this point.

RESOLVED

That Cabinet agreed:

- I. To approve that the land at Marian Court, shown edged red on the plan at Appendix 1, which is currently held for housing purposes under the Housing Revenue Account (HRA), is no longer required for those purposes.**
- II. To approve the appropriation of the land set out at 3.1 for planning purposes to facilitate the carrying out of the development pursuant to section 122(1) of the Local Government Act 1972.**
- III. To approve that following completion of the development proposals at 3.2 the land shown edged red on the plan at Appendix 1 will no longer be required for planning purposes and approve the appropriation of the land to housing purposes to be transferred to and administered from the Housing Revenue Account and in accordance with section 9 of the Housing Act 1985 and section 122(1) of the Local Government Act 1972.**
- IV. To authorise the Group Director Climate, Homes and Economy and the Director of Legal, Democratic and Electoral Services to deal with all necessary arrangements to effect the appropriation set out in this report.**

15. CHE S159 FRAMPTON PARK: APPROPRIATION OF LAND FOR PLANNING PURPOSES

15.1 Report introduced by Deputy Mayor Nicholson under Agenda Item 14.

RESOLVED

That Cabinet agreed:

- I. To approve that the land at Frampton Park, shown edged red on the plan in Appendix 1, which is currently held for housing purposes under the Housing Revenue Account (HRA), is no longer required for those purposes.**
- II. To approve the appropriation of the land set out at 3.1 for planning purposes to facilitate the carrying out of the development**

proposals under section 122(1) of the Local Government Act 1972.

- III. To approve that following completion of the development proposals at paragraph 3.2 the land shown edged red on the plan at Appendix 1 will no longer be required for planning purposes and approve the appropriation of the land for housing purposes to be transferred to and administered from the Housing Revenue Account and in accordance with section 9 of the Housing Act 1985 and section 122(1) of the Local Government Act 1972.
- IV. To authorise the Group Director, Climate Homes and Economy and the Director of Legal, Democratic and Electoral Services to deal with all necessary arrangements to effect the appropriation set out in this report.

16. CHE S160 DE BEAUVOIR ESTATE PHASE 1, APPROPRIATION OF LAND FOR PLANNING PURPOSES

16.1 Report introduced by Deputy Mayor Nicholson under Agenda Item 14.

RESOLVED

That Cabinet agreed:

- I. To approve that the land at Downham Road West, 81 Downham Road/Road/TRA, Downham Road East, Hertford Road and Balmes Road, shown edged red on the plan at Appendix 1, which is currently held for housing purposes under the Housing Revenue Account (HRA), is no longer required for those purposes.
- II. To approve the appropriation of the land set out at 3.1 for planning purposes to facilitate the carrying out of the development pursuant to section 122(1) of the Local Government Act 1972.
- III. To agreed that following completion of the development proposals at 3.2 the land shown edged red on the plan at Appendix 1 will no longer be required for planning purposes and approve the appropriation of the land for housing purposes to be transferred to and administered from the Housing Revenue Account and in accordance with section 9 of the Housing Act 1985 and section 122(1) of the Local Government Act 1972.
- IV. To authorise the Group Director Climate, Homes and Economy and the Director of Legal, Democratic and Electoral Services to deal with all necessary arrangements to effect the appropriation set out in this report.

17. NON KEY DECISION - GENDER AND ETHNICITY PAY GAP 2022 - REPORT FOR NOTING

- 17.1 Report introduced by Cllr Williams (virtually).
- 17.2 Cllr Williams stated that whilst there is no requirement to publish an Ethnicity Pay Gap report the Council has taken the decision to undertake this analysis.
- 17.3 Cllr Williams highlighted that there remains an under representation of staff from culturally and ethnically diverse communities at senior levels. However, notes that the Council is committed to taking practical action to address the disparities.
- 17.4 The impact of the pandemic and cost of living crisis has exacerbated inequalities and the Council is aware that impacts have not been felt equally in our communities. This makes it more important that the Council understands every aspect of its services.

RESOLVED

That Cabinet agreed:

To note the Gender and Ethnicity Pay Gap report 2022 which will go to Full Council on 25 January 2023.

18. APPOINTMENT OF LOCAL AUTHORITY GOVERNORS - HAGGERSTON SCHOOL GOVERNOR REPORT

- 18.1 Report introduced by Deputy Mayor Bramble.

RESOLVED

That Cabinet agreed:

To approve the nomination of Mr Matt Wojtyniak as a School Governor at Haggerston School.

19. NEW ITEMS OF UNRESTRICTED URGENT BUSINESS

- 19.1 There were none.

20. FUTURE MEETING DATES

27 February 2023
13 March 2023
24 April 2023

Meeting closed at 7.15pm



Title of Report	Capital Update and Property Disposals and Acquisitions Report		
Key Decision No	FCR S095		
For Consideration By	Cabinet		
Meeting Date	23 January 2023		
Cabinet Member	Philip Glanville, Mayor of Hackney		
Classification	Open		
Ward(s) Affected	All		
Key Decision & Reason	<table border="1" style="width: 100%;"> <tr> <td style="width: 30%;">Yes</td> <td>Spending or Savings</td> </tr> </table>	Yes	Spending or Savings
Yes	Spending or Savings		
Implementation Date if Not Called In	30 January 2023		
Group Director	Ian Williams, Finance and Corporate Resources		

1. CABINET MEMBER'S INTRODUCTION

- 1.1 This report updates members on the capital programme agreed in the 2022/23 budget.
- 1.2 Through the proposals in this report we demonstrate our commitment to meeting our manifesto pledges as well as continuing to deliver against the Council's new Strategic Plan which was adopted in November.
- 1.3 For the first report in this new calendar year I am pleased to bring forward £1.175m of investment to fund the implementation of 17 new school streets, an increase on the current 48, which is already a record in the UK. This investment delivers against all three priorities of the Strategic Plan, for a Fairer, Safer; Greener Healthier Hackney and also Every Child In Hackney. This initiative helps to tackle congestion, improve air quality at the school gates, and create a safer environment for pupils to walk and cycle to school. Further to our green agenda we propose spending £9k of S106 monies to fund a joint research piece on the true cost of 'Carbon offsetting' commissioned by 18 London Local Authorities.
- 1.4 On a similar theme approval is sought for £1.058m in 2022/23 to fund the first year of the three year Local Implementation Plan (LIP) programme also on the agenda for this evening. Hackney's Local Implementation Plan very much builds on our own Hackney Transport Strategy which was adopted in 2015. The LIP funding will support the delivery of schemes to improve air quality, reduce road casualties, deliver projects to discourage the use of private cars and encourage more use of sustainable transport. This demonstrates the Council's ambitious target for sustainable transport (walking, cycling and public transport) that 91% of journeys would be by these modes of transport by 2041.
- 1.5 Seeking to connect our green spaces, approval of £100k is requested to deliver a new entrance into St Thomas Long Burial Ground from Well Street, making it easier for people to access the Green Space and move through it. We are also looking to protect and maintain our assets to a good standard and propose a total of £380k of investment to install a new CCTV system and undertake other vital works at Millfield Depot.
- 1.6 Finally, this report sets out a pragmatic approach to extending and amending two residential leases where leaseholders have carried out works without prior landlord's approval and where, in both cases, leaseholders have taken occupation of attic space, not included within that land demised in the original leases.
- 1.7 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 approval as required to enable officers to proceed with the delivery of those schemes as set out in section 3 of this report.

2.2 **Proposed Disposal of 5B Sharon Gardens E9 7RX and 76 Fletching E5 9QR:** The Housing Leasehold Services attention has been drawn to two residential leases where leaseholders have carried out works without prior landlord's approval and where, in both cases, leaseholders have taken occupation of attic space, not included within that land demised in the original leases. In both instances, the Council wishes to take appropriate action to regularise the situation for the Council and the residents concerned, and to achieve best consideration for the land taken as, set out:

- **5B Sharon Gardens E9 7RX:** The terms have been agreed for the simultaneous surrender of the existing lease and grant of a new lease incorporating the loft space, for the sum of £24,200 plus the Council's surveying and legal costs. The component costs for the leaseholder are: purchase price of loft space @ £21,000; premium for extension of lease by 90 years to 17/12/2235 @ £3,200; and the Council's reasonable surveying & legal costs, estimated @ £1,750.
- **76 Fletching Road E5 9QR:** The terms have been agreed for the simultaneous surrender of the existing lease and grant of a new lease incorporating the loft space, for the sum of £20,678 plus the Council's surveying and legal costs. The component costs for the leaseholder are: purchase price of the loft Space @ £12,500, premium for Extension of lease by 90 years to 19/12/2198 @ £8,178 and the Council's reasonable surveying and legal costs @ £1,750.

3. RECOMMENDATION(S)

3.1 **That the scheme for Climate, Homes & Economy as set out in section 11 be given approval as follows:**

Millfields Depot CCTV Cameras, Shutters and Emergency Generator: Spend approval of **£246k in 2023/24** and resource and spend approval of **£134k in 2023/24** is requested to upgrade and install a new CCTV system and six ANPR cameras; six new waste transfer station shutters; and install a new emergency generator.

Local Implementation Plan (LIP) TfL funded Scheme: Resource and spend approval of **£1,058k in 2022/23** is requested to fund the first year of the three year Local Implementation Plan (LIP) programme to be considered for approval under a separate item at this Cabinet meeting.

School Streets: Resource and spend approval of **£1,105k (£360k in 2023/24, £430k in 2024/25 and £315k in 2025/26)** is requested to fund the implementation of 17 school streets scheme.

Connecting Green Spaces - St Thomas Long Burial Ground: Spend approval of **£100k in 2022/23** is requested to deliver a new entrance into St Thomas Long Burial Ground from Well Street, making it easier for people to access the Green Space and move through it.

3.2 **That the s106 scheme summarised below and set out in section 12 be approved:**

S106	2022/23 £'000
Capital	9
Total Capital S106 for Approval	9

3.3 **That the s106 scheme summarised below and set out in section 12 be noted:**

S106	2022/23 £'000
Capital	65
Total Capital S106 for Noting	65

3.4 **That the capital programme adjustments as set out in section 13 and summaries below be approved:**

Current Directorate	Capital Adjustments 22/23
	£'000
Total Non-housing	(69)
Total Housing	0
Total	(69)

3.5 **To authorise the Group Director of Finance and Corporate Resources to agree the terms of the simultaneous surrender of the existing leases and grant of new leases incorporating the loft space for both 5B Sharon Gardens, E9 7RX and for 76 Fletching Road, E5 9QR shown for identification purposes only in the Appendices 1-4.**

3.5 **To authorise the Director of Legal, Democratic and Electoral Services to prepare, agree, settle and sign the legal documentation required to complete the transaction.**

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 and to approve the property proposals 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.
- 4.3 To facilitate financial management and control of the Council's finances.
- 4.4 **Proposed Disposal of 5B Sharon Gardens E9 7RX and 76 Fletching E5 9QR:** Although loft spaces have been sold on a small number of occasions previously, Hackney Housing and the Council are reluctant to agree to further sales, principally on the basis of potential risk to the integrity of the building during the construction phase, if the works are not carried out correctly. However, in both of the above cases, the conversion of the loft space was completed more than three years ago, therefore the best option is to formalise the situation by agreeing terms for the loft space to be included into the existing lease.
- 4.5 Considerations of £21,000 and £12,500 have been agreed respectively, subject to contract. The purchasers in both instances will meet the Council's legal & surveying costs. Both the properties have been valued by a Registered Valuer employed by the Council and the figures stated here have been determined to be the Market Value of the properties and the purchase prices subsequently agreed with the leaseholders
- 4.6 Additional premiums have been agreed for the separate lease extensions.
- 4.7 As with the existing leases, the Council will remain responsible for carrying out all external repairs and will include clauses relating to recovery of maintenance costs are to be included in the regrant of the leases.
- 4.8 The alterations to 5B Sharon Gardens had building control approval and were subsequently inspected by a Housing Leaseholds building surveyor. Planning permission was not required. We will simultaneously issue landlords consent and licence for works.
- 4.9 With regard to 76 Fletching Road, the works within the roof space were inspected only once by a building surveying technician. As with the above, no planning permission is required. It is proposed to insert a pre-requirement for the leaseholder to obtain building control approval, prior to grant of landlords consent or licence for works consent.

5. DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

- 5.1 **Proposed Disposal of 5B Sharon Gardens E9 7RX and 76 Fletching E5 9QR:** In the event of the Council taking no action to regularise the situation promptly, the Leaseholders could gain adverse possession rights and the Councils would forego realisation of best consideration for the land taken.
- 5.2 Seeking the Leaseholders remedying the breach(s) of the leases, although provided for within the lease, may place an unnecessary financial burden upon the Leaseholders to rectify the position, without benefit to the Council as freeholder.

6. BACKGROUND

- 6.1.1 **Proposed Disposal of 5B Sharon Gardens E9 7RX:** The property is a pre-war period brick built house (1934) and situated at Sharon Gardens E9 7RX. It was built as a single family dwelling. The Council purchased the leasehold interest in 1960. The freehold was subsequently acquired in 1965 and the property converted from a single-family dwelling into two flats. In December 2000, the Council sold a 125 year leasehold interest in Flat 5B, on the first floor, under the Housing Act 1980 (Right to Buy). There are 105 years currently remaining on the lease. The leaseholder has a statutory right to an additional 90 year term on payment of a premium. The ground floor unit to date remains a secure Council tenancy. The loft space above the flat is not included in the lease, however the then leaseholder altered the loft area structurally and converted the attic space into additional residential space in about 2004. These alterations were carried out without the Council's consent as freeholders. The current leaseholder acquired his interest in the flat in 2014. One must assume that the purchaser was made aware of the unauthorised development by his legal advisers at the time of purchase. The leaseholder subsequently applied for leaseholder consent for the alterations retrospectively in 2018. Upon inspection of the property following this application, the extent of the alterations and encroachment into the reserved parts was noted. Hackney Housing's Leasehold Services Surveyor highlighted significant alterations to the roof structure and made note of deficits in fire compartmentation, increasing the risk of fire spread within the property as a whole. Building control consent was obtained by the leaseholder's predecessor, however this previous leaseholder having obtained building control approval, subsequently removed a compartment wall which enclosed the stairs. The current leaseholder/purchaser was advised that a condition of the consent for the works that will be issued upon completion of the sale will require that this wall is reinstated so bring the works back into compliance.
- 6.1.2 **Proposed Disposal of 76 Fletching Road E5 9QR:** The subject flat is a purpose built 2/3 bedroom upper floor maisonette acquired by the Council in 1920. The Council subsequently granted a 125 year leasehold interest in the property in 1983. The current leaseholder applied to extend their lease for a term of 90 years under the Leasehold Reform, Housing and

Urban Development Act 1993. The Ground floor flat remains in the Council's ownership and is occupied by a secure tenant. The loft space above the subject maisonette is not included in the leased demise, however upon inspection for valuation purposes, it was found to have been altered structurally, we understand by a previous leaseholder, without the consent of the freeholder. We assume that the purchaser was made aware of the unauthorised development by his legal advisers at the time of purchase.

6.2 **Policy Context**

The report to recommend the Council Budget and Council Tax for 2022/23 considered by Council on 28 February 2022 sets out the original Capital Plan for 2022/23. Subsequent update reports considered by Cabinet amend the Capital Plan for additional approved schemes and other variations as required.

6.3 **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.

6.4 **Sustainability and Climate Change**

As above.

6.5 **Consultations**

Connecting Green Spaces St Thomas: The Council's Consultation and Engagement team are drawing up a consultation plan to discuss the proposed design with local people. The Council's Streetscene team has been engaged to produce designs and oversee the implementation of the new entrance using the Council's Term Contractor. As a relatively simple intervention, it is hoped to be delivered by April 2023.

6.6 **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 2022/23 currently totals **£167.808m (£72.339m non-housing and £95.469m housing)**. This is funded by discretionary resources, borrowing, 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 The recommendations in this report will result in a revised gross capital spending programme for 2022/23 of **£168.695m (£73.225m non-housing and £95.469m housing)**.

Current Directorate	Revised Budget Position	Jan 2023 Cabinet	Capital Adjustments 22/23	Updated Budget Position
	£'000	£'000	£'000	£'000
Chief Executive's	408	0	0	408
Adults, Health & Integration	0	0	0	0
Children & Education	16,388	0	(0)	16,388
Finance & Corporate Resources	30,173	0	0	30,173
Climate, Homes & Economy	25,371	886	0	26,257
Total Non-Housing	72,339	886	(0)	73,225
Housing	95,469	0	0	95,469
Total	167,808	886	0	168,695

- 7.4 **Proposed Disposal of 5B Sharon Gardens E9 7RX and 76 Fletching E5 9QR:** This report recommends the simultaneous surrender of the existing lease and grant of a new lease incorporating the loft space of the properties at 5B Sharon Gardens, E9 7RX and for 76 Fletching Road, E5 9QR.
- 7.5 The Council's Strategic Property Service have valued the additional space to the property at £21,000 and £12,500 respectively and the legal advice is that the Council should include the loft spaces in the regranted leases for both properties.

8. VAT IMPLICATIONS ON LAND AND PROPERTY TRANSACTIONS

- 8.3 **Proposed Disposal of 5B Sharon Gardens E9 7RX and 76 Fletching E5 9QR:** Our VAT consultants have advised that as the transactions relate to domestic properties, they may be considered exempt supplies by the Council and not subject to VAT. VAT on legal or surveyors fees, if applicable, will need to be included in the Council's partial exemption calculation.

9. COMMENTS OF THE DIRECTOR OF LEGAL, DEMOCRATIC AND

ELECTORAL SERVICES

- 9.1 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.
- 9.2 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.
- 9.3 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 Councils' decisions. The Cabinet has to take decisions in line with the Council's overall policies and budget.
- 9.4 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
- 9.5 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.
- 9.6 **S106:** With regard to the allocation of monies from agreements under section 106 of the Town and Country Planning Act 1990, s.106 permits anyone with an interest in land to enter into a planning obligation enforceable by the local planning authority. Planning obligations are private agreements intended to make acceptable developments which would otherwise be unacceptable in planning terms. They may prescribe the nature of the development (for example by requiring that a percentage of the development is for affordable housing), secure a contribution to compensate for the loss or damage created by the development or they may mitigate the development's impact. Local authorities must have regard to Regulation 122 of the Community Infrastructure Levy Regulations 2010. Regulation 122 enshrines in legislation for the first time the legal test that planning obligations must meet. Hackney Council approved the Planning Contributions Supplementary Planning Document on 25 November 2015 under which contributions are secured under S106

agreements. Once completed, S106 agreements are legally binding contracts. This means that any monies which are the subject of the Agreement can only be expended in accordance with the terms of the Agreement.

- 9.7 **Proposed Disposal of 5B Sharon Gardens E9 7RX and 76 Fletching E5 9QR:** The approval of the disposal is pursuant to the Hackney Mayoral Scheme of Delegation of January 2017 and is reserved to the Mayor and Cabinet.
- 9.8 The Council has the freedom to dispose of land subject to S123 of the Local Government Act 1972 and Section 32 of the Housing Act 1985.
- 9.9 Under s123 of the Local Government Act 1972 the council can dispose of any land provided it is for best consideration that can be reasonably obtained. The Director for Strategic Property Services has confirmed the disposal is for best consideration, therefore S123 of the Local Government Act 1972 has been complied with.
- 9.10 Under S32 of the Housing Act 1985 the Council can dispose of housing land subject to Secretary of State consent. However as this proposal falls within the scope of those disposals allowed by The General Consent for the Disposal of Land held for the purposes of Part II of the Housing Act 1985 - 2013, S32 has been complied with.

10. COMMENTS OF THE DIRECTOR OF STRATEGIC PROPERTY SERVICES

- 10.1 **Proposed Disposal of 5B Sharon Gardens E9 7RX and 76 Fletching E5 9QR:** Both loft spaces were valued by a Chartered Surveyor working for the Council and terms have been agreed for the simultaneous surrender and regrant of leases incorporating the loft space to the lessees of both 5B Sharon Gardens and 76 Fletching Road at £21,000 and £12,500 respectively, subject to contract. The purchasers in both instances will meet the Council's legal & surveying costs. Additional premiums have been agreed for the separate lease extensions for a term of 90 years plus the residue of the original term. The council will insert a requirement for Building Control Compliance will be required.
- 10.2 I can confirm the sum agreed represents best consideration and complies in all respects with the provisions of s123 of the Local Government Act 1972.

11. CAPITAL PROGRAMME 2021/22 AND FUTURE YEARS

11.1 Climate, Homes and Economy:

- 11.1.1 **Millfields Depot CCTV Cameras, Shutters and Emergency Generator:** Spend approval of **£246k in 2023/24** and resource and spend approval of **£134k in 2023/24** is requested to upgrade and install a new CCTV system

and six ANPR cameras; along with six new waste transfer station shutters; and a new emergency generator. The project will impact an existing asset, which is currently used as an operational depot and waste transfer station: Hackney Disinfecting Station; Millfields Depot; and Millfields Waste Transfer Station which are all based on this site.

The generator replacement is used to maintain essential and statutory Council Services in the event of a major outage. The Council's Environmental Services vehicles are currently fueled by the pumps at Millfields Depot. In addition, some other Council vehicles are also fueled here, and options are being looked at by Fleet Management to further increase the numbers of vehicles that can be fueled. A better CCTV system will ensure better security and monitoring protection for the expensive vehicle, plant and equipment assets at the depot. A better system will allow for better recording of accidents or incidents that may occur at the depot. The six rolling shutter doors will be replaced at the Waste Transfer Station to meet the 'emergency braking' requirement if the motors were to fail. Then finally four doors on the transfer station and two on the workshops will also be replaced.

This capital expenditure will ensure the Waste Transfer Station and the depot are generally operated safely. This approval will benefit all sections of the community and will benefit from an improved streetscene. This capital spend supports the Council's Community Strategy 2018-2028 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 it will be funded by discretionary resources held by the authority.

11.1.2 Local Implementation Plan (LIP) TfL funded Scheme: Resource and spend approval of **£1,058k in 2022/23** is requested to fund the first year of the three year Local Implementation Plan (LIP) programme to be approved under a separate item at this Cabinet meeting. Hackney's Local Implementation Plan very much builds on our own Hackney Transport Strategy which was adopted in 2015. The LIP funding will support the delivery of schemes to improve air quality, reduce road casualties, deliver projects to discourage the use of private cars and encourage more use of sustainable transport. This demonstrates the Council's ambitious target for sustainable transport (walking, cycling and public transport) that 91% of journeys would be by these modes of transport by 2041.

Each London Borough is required to prepare a Local Implementation Plan (LIP) containing its proposals for implementing the Mayor's Transport Strategy (MTS) under the Greater London Authority Act (1999). The LIP is a statutory document setting out the council's transport strategy and objectives for the borough and how it intends to implement them through transport measures. The strategy and objectives need to relate to the Mayor's Transport Strategy and the LIP has to be approved by Transport for London on behalf of the Mayor. TfL has allocated the Council a

provisional sum of £1,058k for 2022/23 against Corridors Neighbourhoods with an additional £1,054k for Cycleways Network development. Although an initial allocation of £926k has been made for 23/24, further details on funding for years 2023/24 and 2024/25 are yet to be finalised and future capital bids will be submitted when total sums have been fully confirmed by March 2023.

The schemes in the project have been itemised in the Cabinet report 3 year Local Implementation Plan (LIP) 22/23 - 24/25. Details of new assets can be found in the list of schemes in the Cabinet report 3 year Local Implementation Plan (LIP) 22/23 - 24/25 that is also proposed for approval by Cabinet under a separate item on the agenda for this meeting. This capital spend supports the Council's Community Strategy 2018-2028 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 it will be funded by grant funding.

11.1.3 School Streets: Resource and spend approval of **£1,105k (£360k in 2023/24, £430k in 2024/25 and £315k in 2025/26)** is requested to fund the implementation of 17 school streets scheme. The exact length of public highway that will be included in each scheme has not yet been determined, but will be established through working in partnership with highways design engineers, Parking and CCTV officers. School Streets are designed to tackle congestion, improve air quality at the school gates, and create a safer environment for pupils to walk and cycle to school. As an inner London borough, many pupils attending Hackney schools are often exposed to poor air quality and unsafe, congested streets. Hackney's School Streets programme is therefore essential in our efforts and commitments to reclaim space outside our schools to create safer, low traffic streets.

Hackney already has 48 School Streets which is the highest number in the UK. The priority now is to manage the existing schemes whilst introducing new School Streets where these are possible and would benefit the area. Hackney was one of the first local authorities in the country to introduce School Streets, whereby roads outside schools become pedestrian and cycle only zones during drop off and pick up times. Hackney's School Streets programme has been ongoing since 2017. In this time, Hackney has established itself as a national leader in the complex delivery of the well regarded schemes from their conception through to review.

A programme has been developed to implement School Streets at six further primary schools, six secondary schools and five independents over the manifesto period (2022-2026), therefore expanding the number of School Streets in Hackney by a further 17 schools to bring the total number of School Streets in the borough to 65 by 2026. In addition, a commitment is made to assess remaining schools without a School Street for possible alternative measures. This funding bid would include the following;

- Funding for implementation of 17 schemes
- Funding for scheme maintenance
- Funding for a post to manage and implement the school street maintenance programme.

It is proposed that the scheme would be completed by April 2026. 6 School Streets Schemes would be progressed per year in 2023/24 and 2024/25, with 5 schemes implemented in 2025/26 in order to achieve this completion target. This would result in 65 School Streets across the borough. This capital spend supports the Council's Community Strategy 2018-2028 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 it will be funded by discretionary resources held by the authority.

11.1.4 Connecting Green Spaces - St Thomas Long Burial Ground: Spend approval of **£100k in 2022/23** is requested to deliver a new entrance into St Thomas Long Burial Ground from Well Street, making it easier for people to access the Green Space and move through it. Hackney has one of the largest expanses of green spaces in inner London, with 58 parks and green spaces totalling around 282 hectares. Improving our parks and green spaces is one of our priorities – since 2010 there's been £25m of investment in them, with a further £8m of investment planned to take place over the next few years. Because many of our green spaces were designed in Victorian times, they can sometimes still resemble private, fenced off gardens reserved for the few, rather than green spaces open to everyone. Rather than being open and welcoming, some spaces have rigid, inaccessible boundaries. Sometimes these barriers separate them from the wider neighbourhood, creating 'islands' of disconnected green space. The Council is looking to improve this by connecting green spaces to the wider environment, together and to each other.

This capital expenditure will create a new pedestrian access into the park, enabling easier access through the green space. It will improve St Thomas Long Burial Ground, owned and managed by the Council. 0.57Ha of the public realm will be improved and made more accessible. The improved route will encourage people to use the park, instead of an existing narrow alleyway, or walking a longer route next to main roads. The improvement would contribute to the Council's aim of connecting green spaces, and creating more livable neighbourhoods. The Council's Capital Strategy has a commitment to 'Maintenance of the Council's parks and green spaces - ensuring our residents have the space to exercise and stay healthy and have access to good local facilities'. This capital spend supports the Council's Community Strategy 2018-2028 Priority 3 'A greener and environmentally sustainable community which is prepared for the future'. This approval will have no net impact as the resources already form part of the capital programme.

11.2 S106 Capital For Approval

Resource and Spend approval is requested for **£9k in 2022/23** of S106 Capital funding to be financed by S106 contributions. The works to be carried out are in accordance with the terms of the appropriate S106 agreements.

Agreement No.	Project Description	Site Address	2022/23 £'000
2013/4000	Towards Net Zero Carbon Study Update	R Greens 1 Mentmore Terrace London E8 3PN	9
Total Capital S106 for Approval			9

This capital approval is to fund a joint research piece on the true cost of 'Carbon offsetting' commissioned by 18 London Local Authorities. There is a general consensus across London Authorities that the £95 per tonne carbon price, used by many boroughs, could be too low. It does not encourage applicants to maximise carbon savings on site or incentivise the delivery of net zero buildings, and fails to fund the necessary offset measures.

Hackney's current carbon pricing is £95 and is much lower than the cost for developers to achieve equivalent carbon saving on site, making it an attractive option for developers, leading to less energy efficient and climate resilient buildings being built. The current pricing of £95 is also not representative of the cost for the Council to offset equivalent amounts as it doesn't factor in administrative and construction fees. The previous study estimated that carbon pricing should be 3 times higher. This study can potentially be used as evidence on Hackney's carbon offset payment fee, and could be used in consideration of potential changes to the fee set, subject to other planning considerations.

12. S106 Capital For Noting

The s106/CIL Corporate Board Meeting dated 4 October 2022 considered the following bids for resource and spend approval. As a result **£65k in 2022/23** will be spent in accordance with the terms of the appropriate s106 agreements.

Agreement No.	Project Description	Site Address	2022/23 £'000
2013/3608	Highway Works 70a-78 Oldhill St N16 6NA	70B Oldhill Street, London, N16 6NA	29
2020/0385	Highway Wks 91-93 Rendlesham Rd	91 - 93 Rendlesham Road, Hackney, London, E5 8PJ	28
2004/0388	Highway Wks 109 Mount Pleasant Lane	109 Mount Pleasant Place	7
Total Capital S106 for Noting			65

13. Capital Adjustments 2022/23

The Capital Programme adjustments are requested in order to adjust and reappropriation the 2022/23 approved budgets to better reflect project delivery of the anticipated programme set out below with a detailed scheme provided in Appendix 5.

Current Directorate	Capital Adjustments 22/23
	£'000
Total Non-housing	(69)
Total Housing	0
Total	(69)

APPENDICES

Appendix 1 - Site Plan for 5B Sharon Gardens E9 7RX

Appendix 2 - Floor Plan for 5B Sharon Gardens E9 7RX

Appendix 3 - Site Plan for 76 Fletching Road E5 9QR

Appendix 4 - Floor Plan for 76 Fletching Road E5 9QR

Appendix 5 - Capital Adjustments

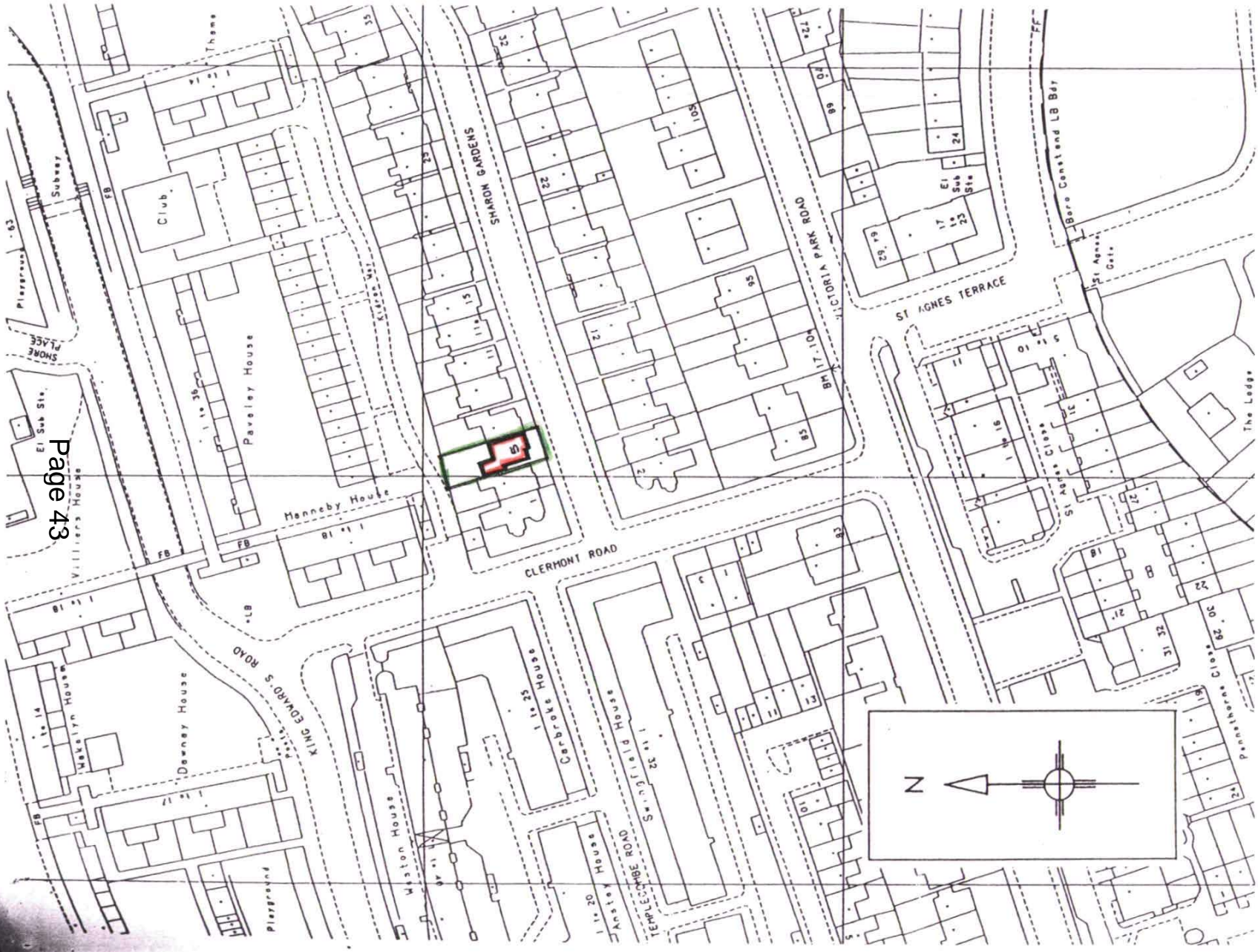
BACKGROUND DOCUMENTS

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.

Report Author	Samantha Lewis, Senior Accountant (Capital) Tel: 020 8356 2612 samantha.lewis@hackney.gov.uk
Comments for Group Director of Finance and Corporate Resources	Jackie Moylan, Director, Financial Management Tel: 020 8356 3032 jackie.moylan@hackney.gov.uk
Comments for the Director of Legal, Democratic and Electoral Services	Dawn Carter-McDonald, Director of Legal, Democratic and Electoral Services Tel: 020 8356 4817

dawn.carter-mcdonald@hackney.gov.uk



5b SHARON GARDENS (1st. FLOOR)
LONDON E.9.

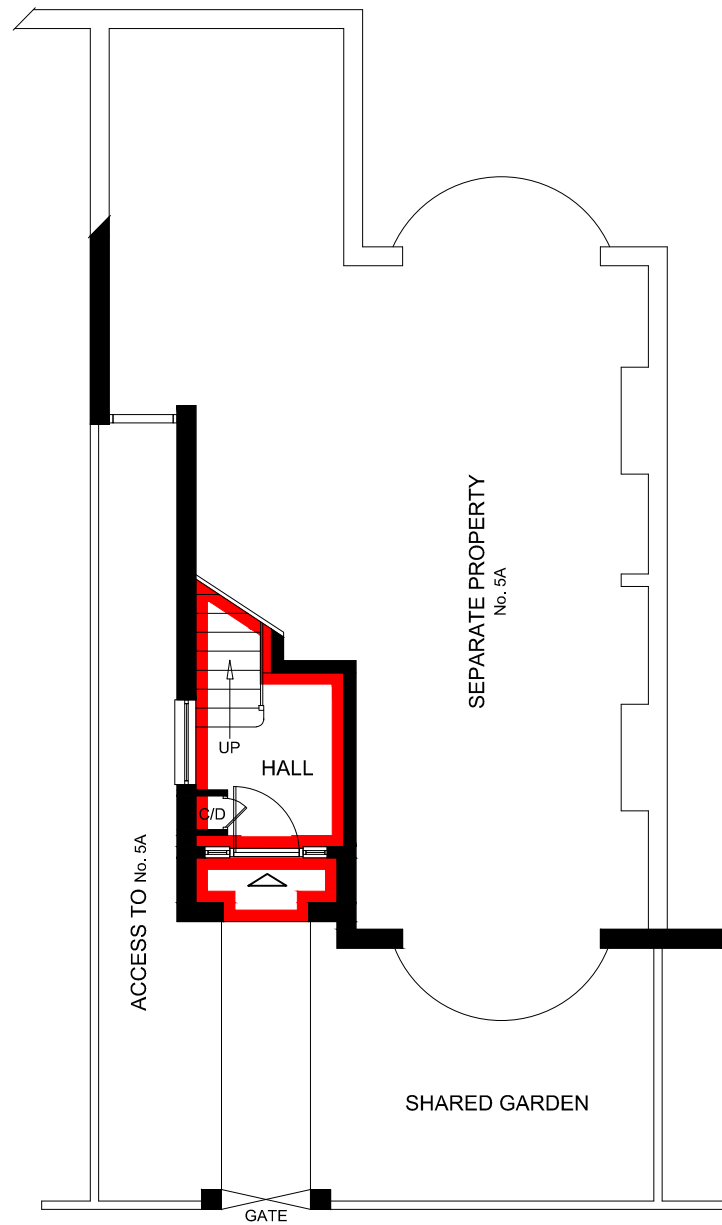
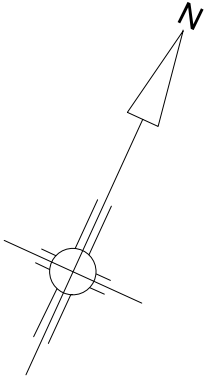


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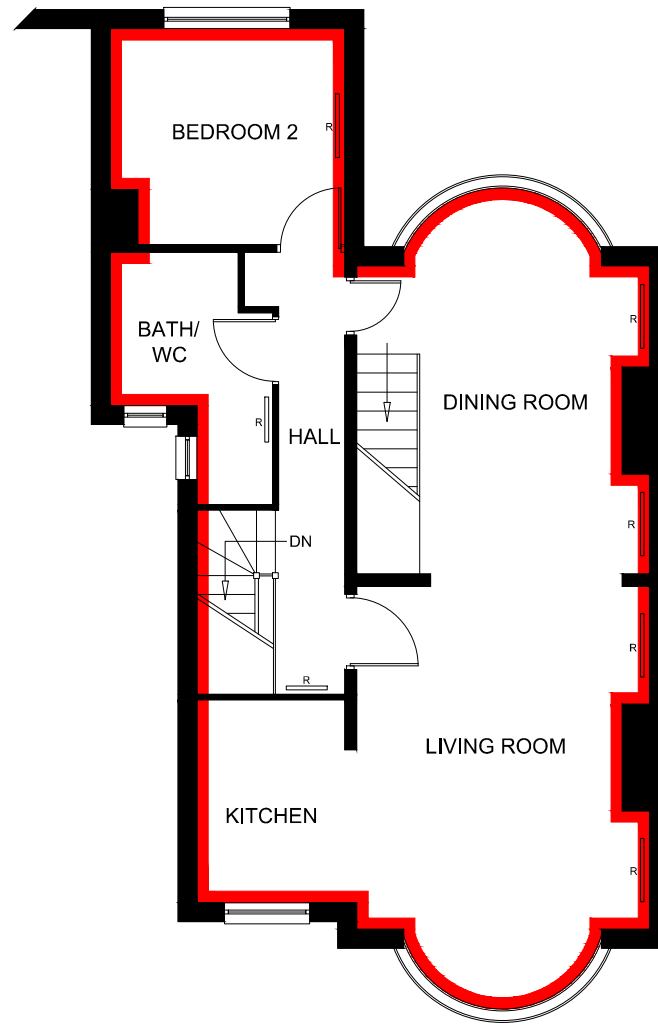
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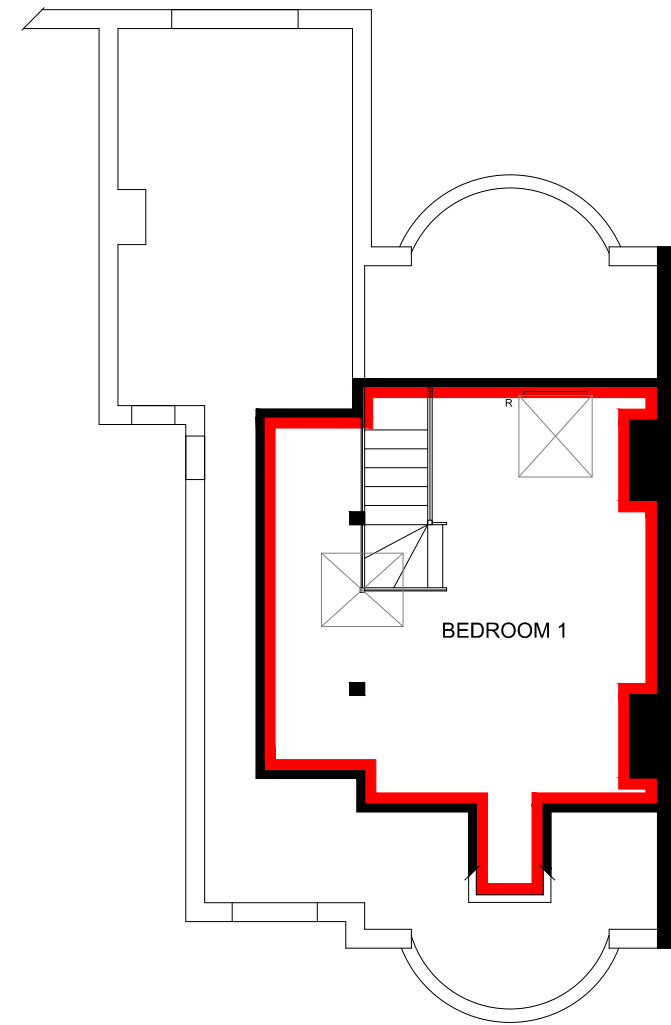
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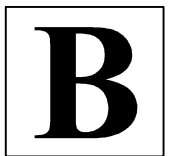
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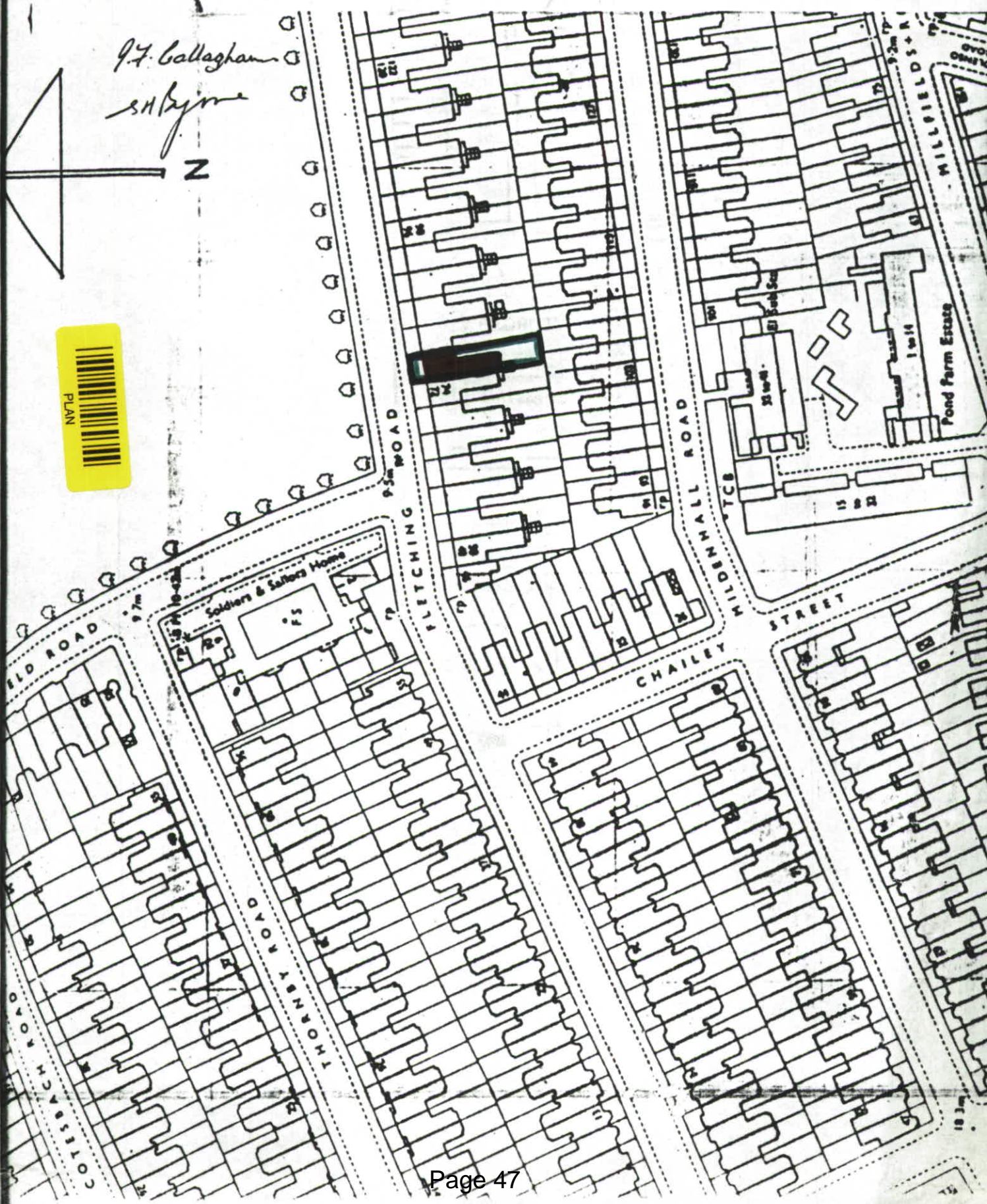
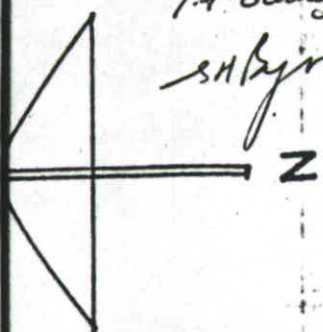
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76, FLETCHING ROAD

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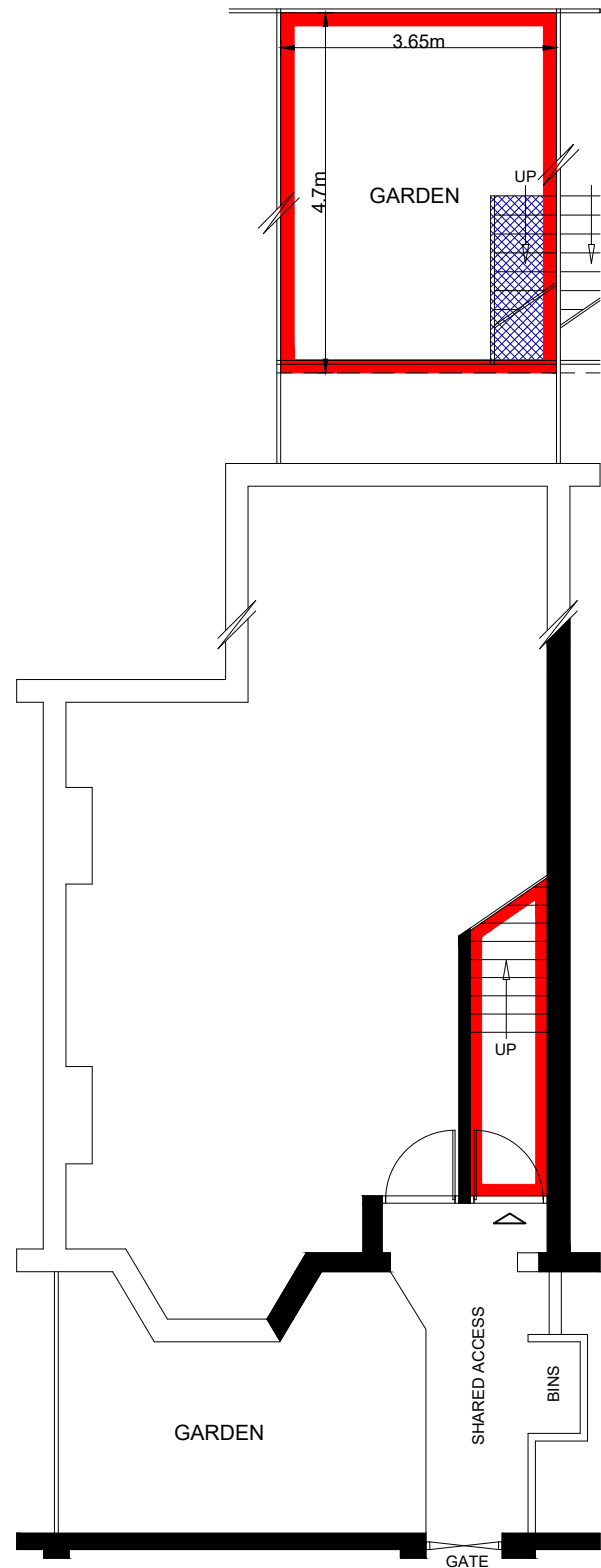
J.F. Callaghan
S.H. Byrne



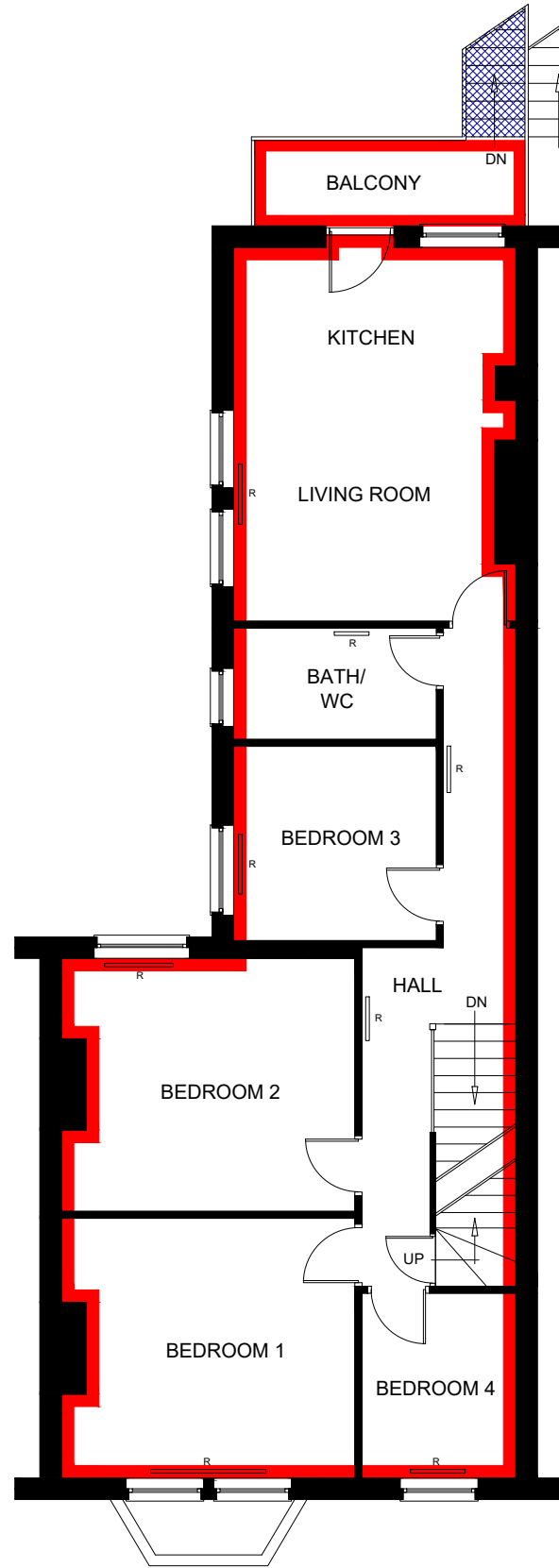
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76 FLETCHING ROAD
HACKNEY
LONDON E5 9QR

Page 49



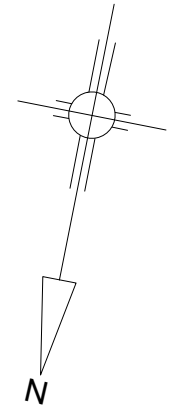
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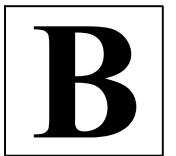
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Summary of Capital Adjustments - Appendix 5

Summary of Capital Adjustments	Revised Budget	Change	Updated Revised Budget
	£	£	£
Children & Education			
AMP Contingency	715,625	50,000	765,625
Daubeney School & CC AMP	114,605	(50,000)	64,605
Education SEND Strategy	196,000	12,000	208,000
Petchey Academy SEND	12,000	(12,000)	0
Daubeney Façade	268,995	(0)	268,995
Princess May Façade	7,000	(186)	6,814
Contingency Facade Repairs	546,711	(320,498)	226,213
Millfields Façade	44,745	179,818	224,563
Queensbridge Façade	53,344	18,193	71,536
Oldhill Façade	250,645	122,674	373,319
Finance & Corporate Resources			
Christopher Addison Phase 2	14,825	69,534	84,359
Decant to MBH & Moves to CAH	478,424	(104,829)	373,595
HSC Flooring Replacement Works	0	35,295	35,295
SFA - Stoke Newington Assembly	1,190,664	47,629	1,238,294
DDA	21,743	(21,743)	0
Reactive Maintenance	0	21,743	21,743
CAFM System (Listed Buildings)	79,000	(79,000)	0
CPAM Database	58,000	79,000	137,000
Dalston Lane Terrace	47,629	(47,629)	0
Devices for Hackney Residents	45,182	40,000	85,182
ICT Health Check	59,923	(40,000)	19,923
Climate, Homes & Economy			
EV Charging Points	112,000	14,400	126,400
East Rd Car Club Bays	14,400	(14,400)	0
Hackney Wick Regeneration	129,130	(10,212)	118,918
Trowbridge (GLA)	19,788	10,212	30,000
Housing			
HiPs South West	2,116,193	(395,907)	1,720,286
Street Lighting SLA	1,300,000	(600,000)	700,000
Disabled Adaptations	1,000,000	500,000	1,500,000
Integrated Housing Management System	2,280,019	419,981	2,700,000

Summary of Capital Adjustments - Appendix 5

Summary of Capital Adjustments	Revised Budget	Change	Updated Revised Budget
Fire Risk Works	2,200,000	600,000	2,800,000
High Value Repairs/Imp & Wk	2,000,000	706,067	2,706,067
Estate Boundary Security Imp	97,565	15,703	113,268
Garage Review	100,000	25,000	125,000
Capitalised Salaries	5,301,146	154,734	5,455,880
Green initiatives	300,000	(296,900)	3,100
Cycle Facilities	21,000	179,000	200,000
Better Estates Cherbury Court	93,000	(23,757)	69,243
Bridport	4,600,000	(1,283,921)	3,316,079
ER1 Tower Court	1,891,968	138,076	2,030,043
Kings Crescent Phase 3+4	853,797	(141,652)	712,144
Great Eastern Building	38,723	3,577	42,300
Lincoln Court	63,000	(6,637)	56,363
Daubeney Road	1,154,919	6,637	1,161,556
Phase 2 & Other Heads	3,740,703	(500)	3,740,203
Woodberry Down Tenancy Agreement	0	500	500
Total	33,632,410	0	33,632,410



Title of Report	2022/23 Overall Financial Position - November 2022	
Key Decision No	FCR S096	
For Consideration By	Cabinet	
Meeting Date	23 January 2023	
Cabinet Member	Cllr Chapman, Cabinet Member for Finance	
Classification	Open	
Ward(s) Affected	All Wards	
Key Decision & Reason	Yes	Result in the Council incurring expenditure or savings which are significant having regard to the Council's budget for the service / function
Implementation Date if Not Called In	30 January 2023	
Group Director	Ian Williams, Group Director of Finance and Corporate Services	

1. CABINET MEMBER'S INTRODUCTION

- 1.1 This is the seventh Overall Financial Position (OFP) report for 2022/23. It shows that as at November 2022, the Council is forecast to have an overspend of £7.869m on the General Fund - a decrease of £540k from the previous month
- 1.2 As can be seen below, the overspend relates to various pressures including: - Adult Social Care (primarily Care Packages, Mental Health and Provided Services); Climate, Homes and Economy (primarily Planning income); Children and Education (Corporate Parenting and Access and Assessment); F&CR (Strategic Property Services, ICT and Housing Needs); and one off costs of the Cyberattack (backlog clearance, system investment and income pressures). The cyberattack costs were anticipated and provided for in the 2022/23 Budget and by reserves set aside.

- 1.3 The inflation crisis impacts on various components of many of the Council's services but in particular on those with significant energy, fuel and contract costs. Particular examples include increased energy costs of running Council buildings, fuel costs in Environmental Operations and SEND transport and inflationary pressures coming through from care providers. There is also considerable pressure as a result of the 2022/23 pay award which was significantly more than budgeted for. The Council's Corporate Leadership Team is taking measures to try and mitigate the impact of these on the overspend (see below) however, the pressures are such that actions are containing the current position rather than significantly improving it - although there has been an improvement in the forecast this month.
- 1.4 Residents will also continue to face significant financial pressures as the inflation surge is showing no sign of abating. Below, a description is given of what the Council is doing to assist residents to manage the impact of the cost of living crisis. This includes an update on the recently launched Money Hub.
- 1.5 The Government published the 2023-24 Provisional Local Government Finance Settlement on 19th December 2023. Whilst we are still working through the detail, the settlement appears to help the Council to set a balanced budget for 2023/24 largely through some additional and some re-purposed funding for social care but it does little to address the underlying position and we remain in a very uncertain position on future funding levels. Paragraphs 2.9-2.10 sets out further detail.
- 1.6 Finally, this report contains a proposal to fully exempt foster carers who pay council tax in Hackney from paying the tax and a proposal to pay out of borough carers who foster Hackney children, a supplement of £10 per week. This will help us to retain existing carers and may lead to an increase in house provision over time. It must be remembered that the cost of in house carers is significantly less expensive than external carers. The policy is proposed to become effective on 1st April 2023.
- 1.7 I commend this report to Cabinet

2. GROUP DIRECTOR OF FINANCE AND CORPORATE RESOURCES INTRODUCTION

- 2.1 The OFP shows that the Council is forecast to have an overspend of £23.114m after the application of reserves but before the application of the set asides and earmarked reserves as provided for in the budget. The application of these reduces the overspend to £7.869m - a decrease of £540k from the October forecast. The reason for the significant increase in the overspend, before application of reserves since last month is the inclusion of the 2022-23 pay award in the directorate forecasts which is funded by a budget provision and reserves

2.2 The Government published the 2023-24 Provisional Local Government Finance Settlement on 19th December 2023. The aggregate increase in Spending Power is 9% but this increase is heavily reliant on an assumed Council Tax increase which is the largest increase in any of the Spending Power elements. Moreover, it is another one year Settlement which fails to provide certainty or financial security for councils. or the level of funding that would allow for proper investment in local services.. Even after this Settlement, underlying pressures and increasing demands for services remain for Hackney and other councils, and whilst we look to be in a position to set a balanced budget for 2023/24 we face significant challenges going forward and difficult choices are likely to be required..

2.3 Turning to the Settlement provisions, the social care grants announced in the Autumn Statement were confirmed as were the referendum limits and the freezing of the business rates multiplier (which councils will be compensated for). Revenue Support Grant will increase in line with CPI but this increase is partly funded by rolling in three smaller grants - local council tax support grant, family annex council tax discount grant and Natasha's Law Grant. So part of the revenue grant increase will be offset by the loss of these grants in 2023-24. Services Grant has also been cut (in aggregate from £822m to £464m), while the Lower Tier Services Grant has been deleted (£111m) and the New Homes Grant total has reduced from £556m to £291m. We are currently working through the details of the scheme to assess the impact on Hackney because as ever, the devil is in the detail but will report back when we have completed our analysis.

2.4 Returning to the forecast, aside from the costs of inflation which were not budgeted for when the budget was formulated in January but are now included in this forecast; the overspend also reflects increased demands and increasing cost pressures in some areas and reduced income streams in others.

2.5 The main areas of overspend are: -

Childrens and Education (£1.822m before Cyber and the Pay Award) in the areas of Corporate Parenting, Access and Assessment, Looked After Children, and Safeguarding and Learning; partially offset by an underspend on clinical services and the Family Learning Intervention Programme

Adults, Health and Integration (£5.496m before Cyber and the Pay Award) primarily in the areas of Care Support Commissioning, Provided Services and Mental Health.

Climate, Homes and Economy (£1.370m before Cyber and the Pay Award) primarily in the area of Planning but with some overspends in Community Safety, Enforcement & Business Regulation and Environmental Operations

F&CR (£0.978m before Cyber and the Pay Award) in Strategic Property Services which is driven by a forecast increase in bad debts due to Covid-19 and the cost of living crisis; Housing Needs resulting from an increase in the

number of hostels, and the increase in the need for 24 hour security; and ICT relating to staffing costs associated with increased demands on the service

Cyberattack - One off cost of £4.670m, which has been fully provided for by set asides and reserves in the 2022-23 Budget and in the 2021-22 closing process. The expenditure is primarily on additional staffing to work on the backlog resulting from the Cyberattack, and there is also the cost of systems recovery work in ICT and foregone income in revenues.

SEND - there is also uncertainty around the DSG high needs deficit and the treatment of any deficit post 2022/23. The brought forward SEND deficit in 2022/23 is circa £13.9m, based on current forecasts this will increase to circa £18.5m by the end of this financial year. The statutory override which allowed this deficit balance to be carried in the Council's accounts has recently been extended from 31 March 2023 to 31 March 2026 by Government. However, this continues to remain a long term risk for Hackney in the event there is no further funding provided by the Department for Education (DfE) to mitigate this balance. Hackney is included in Tranche 2 of the Delivering Better Value (in SEND) programme which aims to help local authorities maintain effective SEND services, however the programme aims to provide assistance on deficit recovery actions through a grant of up to £1m, rather than provide direct funding to address the deficit, hence the potential risk to the Council. Senior officers have held an introductory meeting with representatives of the DfE in respect to the format and workstreams of the programme, with the detailed work due to commence from early 2023.

- 2.6 The forecast impact of the cyberattack and the inflationary pressures included in the report are estimates and we expect some revisions as we update the forecast during the year.
- 2.7 Inflation continues to impact on various components of many of the Council's services but in particular, on those with significant energy, fuel and contract costs. Particular examples that have emerged include increased energy costs of running Council buildings, fuel costs in Environmental Operations and SEND transport and inflationary pressures coming through from care providers. There is also considerable pressure as a result of the 2022/23 pay award which was higher than budgeted for.
- 2.8 The Council's Corporate Leadership Team is trying to mitigate the impact of these pressures on the overspend by continuing with the measures we introduced in the Summer of 2021, which as Members will recall were successful. To date AH&I have saved £148k and anticipate a further £50k by the end of the year. For Children and Education, to date the service has achieved £750k in cost avoidance by targeting high cost placements within CFS and we are on track to achieve £1m this financial year. A target of £100k was also set by the service to reduce agency staff spend and this is also on track to be delivered through initiatives such as converting staff to permanent/fixed term contracts, and we have achieved half of this target to date. In F&CR, management are holding posts vacant for a longer period in order to reduce the overspend and non-essential spend is continually being

reviewed as part of budget monitoring meetings. The directorate has identified non-essential spend savings which total £145k. In CHE unspent budgets on non essential expenditure is being held across the directorate to mitigate the overspends. This is already being included in the forecast outturn and covers expenditure such as training, clothing and equipment, (managers are delaying the replacement of items), tighter control on waste bag supplies and holding other unspent expense budgets.

- 2.9 The Corporate Leadership Team will continue to consider further measures to reduce spend and report back in future OFPs. Furthermore, additional one-off provisions were made as part of the budget setting process in relation to demand-led pressures and pressure on suppliers as a result of the NIC increase. At this stage these have not been applied in their entirety to the overspend position. Further consideration will be given to this as we get a better picture of the forecast as the year progresses.
- 2.10 This month the majority of the impact of the pay award is reflected. As stated in previous months this was significantly in excess of that budgeted. Looking beyond 2022/23 it is highly likely that pay claims will continue to exceed what is affordable for the sector with Government Funding unlikely to increase anywhere near enough to meet such increases or indeed other ongoing demand pressures.
- 2.11 We are also impacted, of course, by changes in interest rates. On 15th December, the Bank of England increased the base rate by 0.5%. This clearly will have implications for residents by increasing the cost of borrowing (especially on those with a mortgage) and on the Council through any borrowing entered into to deliver the Capital Programme. The combination of inflation and its impact on contractor fees and other costs, together with the extra cost of borrowing will impact on the viability of schemes. And it will get worse before it gets better - the base rate is forecast to reach 5.2% by quarter 4 of 2023 and still be at 4.4% in quarter 4 of 2025. We are currently transitioning to a new governance structure for our Capital Programme which will introduce further challenge and monitoring into the oversight of the programme as well as ensuring links between the capital projects and our revenue budgets are more explicitly and widely understood and taken account of in recommendations to Cabinet.

2.12 The financial position for services in November is shown in the table below

Table 1: Overall Financial Position (General Fund) November 2022

Revised Budget	Service Area	Forecast Variance After reserves	Change in Variance from last month
£k		£k	£k
92,359	Children and Education	1,822	63
125,276	Adults, Health and Integration	5,496	192
27,382	Climate, Homes & Economy	1,370	35
20,813	Finance & Corporate Resources	978	-769
15,376	Chief Executive	(467)	-110
52,652	General Finance Account	0	0
	Sub Total	9,199	(589)
	One-Off Cyberattack Costs	4,670	49
	Pay Award	9,245	9,245
333,858	GENERAL FUND TOTAL	23,114	8,705

Table 2: Funding

	Forecast Variance Before Reserves
	£000
GENERAL FUND TOTAL	23,114
LESS CYBER SET ASIDE	-2,500
LESS CYBER RESERVE	-2,000
LESS SAVING FROM SEPTEMBER 2022 REDUCTION IN NI RATE	-500
LESS COST PRESSURES SET ASIDE	-1,000
LESS BUDGET SET ASIDE & RESERVE DRAWDOWN FOR PAY AWARD	-9,245
NET OVERSPEND	7,869

2.13 It should be noted that we are forecasting a significant but not full achievement of the 2022/23 budget savings and the vacancy savings. AH&I is reporting a residual shortfall of £400k and have built this into the forecast. They are pursuing mitigations but at this stage are unable to provide an estimate of these but will update as soon as this is known. Also, CHE is on target to achieve its savings plans of £2.9m. However, the staff saving in Community Safety, Enforcement and Business Regulation has impacted the delivery of the ongoing vacancy factor savings by £165k. The Head of Service is reviewing budget lines to identify non essential spend savings to mitigate the overspend. The vacancy factor saving of £0.562m in Environmental Operations is now forecast not to be achieved in-year. The Head of Service has proposed a number of efficiencies to deliver the vacancy factor saving in 2023/24 so that this pressure is resolved from 2023/24 onwards.

Cost of Living Crisis

- 2.14 As the Council feels the pressure of rising inflation and interest rates, and increased fuel costs, so do our residents. Hackney already had high levels of poverty, this has worsened during the pandemic and now poverty is entrenching and more people are falling into difficulty. A cost of living crisis disproportionately impacts lower income groups, as more of their income goes on essential costs.
- 2.15 Tackling Poverty has been a key priority for the Council in recent years and we adopted a [poverty reduction framework](#) in March 2022. This was informed by work during the pandemic when we tried, from the outset, to focus our response on how those on lower incomes were going to be impacted and campaigning for more funding. We have kept working closely with the community organisations at the heart of the pandemic response because we always knew more people would be struggling financially coming out of the pandemic.
- 2.16 The response to the cost of living crisis, which is set out below, is in line with the third objective of the poverty reduction framework which is about responding to material needs, by developing a more coordinated emergency support and advice offer, with more preventative help, linking emergency support with income maximisation and advice and supporting frontline services and community partners on the ground who are best placed to support residents. Ultimately we are trying to create one connected system of support, with the Council, statutory partners and community organisations working together.
- 2.17 The Council has established the Money Hub - a new team of specialist advisors who will support those in severe hardship, who have no other source of monetary support available. In terms of the financial support the Council is able to offer to residents through the Hub, we have the Hackney Discretionary Crisis Support Scheme (HDCSS), which provides one-off payments for emergencies and items that are difficult to budget for. In addition, we also support residents having temporary difficulty meeting housing costs through the discretionary housing payments (DHPs) and have the Council Tax Reduction Discretionary Fund, which allocates out a small cash limited fund to provide discretionary financial help for council tax payers in hardship. Finally the Hub is allocating out £200k of Household Support Fund monies (see below for detail on the Housing Support Fund).

As well as paying out discretionary funds, the Money Hub works to increase benefits take-up and connect residents with other financial support, including providing housing navigation support and signposting to debt advice.

1300 residents have requested support in the seven weeks since the Money Hub launched - more than applied to DHP and HDCSS in all of the previous year. Residents are much more likely than previous applicants to discretionary funds to be in the Poverty Reduction Strategy, and more than half are already in rent or Council Tax arrears.

The team has distributed £67k of discretionary funds, and delivered £78k worth of increased incomes through benefits uptake work, mainly through CTR, Housing Benefit, Universal Credit and Pension Credit.

The average wait time for support is 5 weeks; the team predicts this will rise slightly after the Christmas shutdown, but reduce again by February.

On funding distributed, we have made the following payments:

- *CTRS Discretionary Hardship Scheme - £287k paid out as at 1st December 2022*
- *Discretionary Housing Payments - £856k paid out by the end of 1st December 2022*
- *Hackney Discretionary Crisis Support Scheme - £108k paid out as at 1st December 2022*

2.18 We have also rolled out the Government's scheme to support residents with rising fuel costs. Payments made this year is as follows::

- *Fuel cost related rebates - Standard £150 Council Tax Rebates scheme - £14.3m paid out; and discretionary schemes £1,931 paid out as at 1st December (primarily the £30 top-up scheme)*

2.19 As well as routing £200k of Household Support Fund via Money Hub, the Council is using the Housing Support Fund to provide support to those we know are in need. £2.8m has been awarded in total from October 2022 to March 2023 and the remaining £2.6m allocated will be used as set out in the bullets below, with the balance supporting the administration and management required to deliver a programme like this on time, on budget and with due diligence in place:

- **£1.6m- Children and families 0-19:** Support primarily via vouchers for children on free school meals, Children's Centres (including the Orthodox Jewish community) and in local colleges - payments going out before Christmas
- **£400k- Help with housing costs and bills for people we know are at risk-** identified by Housing Needs, Childrens and Adults - payments to go out in new year
- **£200k Money Hub** funding will be routed through Money Hub, the Council's income maximisation team to top up support available to residents they identify or who apply for support
- **£200k Trusted referral partners** A network of trusted referral partners is being developed. From January, vetted partners will be able to access £100 crisis payments (for food and fuel) to those residents/ patients/ service users identified by frontline staff as being at risk in terms of welfare, health or wellbeing due to cost of living impacts (see below).

- **£150k [Hackney Giving](#)** - this will enable us to route HSF funds to diverse communities by funding community organisations that provide financial support to residents - organisations will apply for funding via an application process and our funding will be matched with public donations raised from this campaign

Continuation of the Household Support Fund was confirmed in the Autumn Statement and we plan to build on the approach outlined above for April 2023 onwards.

2.20 We are also embedding financial help into the work of Children and Education. This includes:

- *Children's centres* Families receiving targeted support via the Multi-agency teams (MAT) receive food vouchers and all other families who are eligible can access Healthy start vouchers and Alexander Rose vouchers redeemable for fruit and veg from Hackney markets- we have recently agreed further funding for Alexander Rose again to work in Hackney with a £20k grant from Public Health
- We are running support in holidays with funding from the Department of Education: Holiday Activity and Food programme will run for four days during Christmas holidays. This provides activities and lunch for children on FSM.
- A task group has been established to review food poverty affecting children in schools. The task group will listen to schools and community organisations to inform thinking about how we might expand the FSM offer to a wider group of children and look at models that reduce unit cost, improve quality, but do not simply rely upon additional subsidy.. A '[food poverty in education summit](#)' was held on 13th December chaired by Mayor Glanville, Paul Senior and Cllr Bramble and looking at approaches implemented in neighbouring boroughs. The summit convened key stakeholders including headteachers, food partners and Hackney education leads to discuss which priority models should be explored further by the task group, the main barriers to progressing these and any alternative recommendations or options.

2.21 The Council has recently identified a further £600k to support poverty reduction. The focus is on either developmental interventions or those that meet the needs of groups that Household Support Fund cannot support, and specifically those with no recourse to public funds (public funds does not mean any council fund, there are specific restrictions as set out [here](#)). In summary resources will support:

- Tackling child poverty in schools. We have established a task force under Education which is reviewing food poverty affecting children in schools and settings and will consider how best to use £300k to test ways to tackle child poverty in schools
- Money Hub support -providing energy efficient appliances that help reduce fuel bills and providing additional resources to Money Hub

- Hardship support and preventative help for those who have no recourse to public funds.

2.22 Alongside the direct support that the Council is putting in place, we are doing what we can to support organisations on the ground, who are struggling with rising costs and demands. This is vitally important because it is these organisations that have the greatest reach into diverse communities, can ensure that residents are supported in a more ongoing way at community level, and can access *independent* advice and accredited financial, debt and legal advice when appropriate.

- We have already secured £95k from the NHS to shore up support over winter, purchasing food and helping with the volunteer drive.
- We continue to try to help organisations raise funding.
- A greater share of the Community Grants budget (£1m out of a £2.5m budget) has been dedicated to funding more social welfare advice in Hackney.

2.23 More detail about this partnership work, and about the whole response is provided in this [stakeholder briefing](#) which will be kept up to date on a regular basis.

Foster Carers Council Tax Exemption Proposal

2.24 In November 2022, Hackney Children and Families Services were supporting 415 looked after children and 390 care leavers. Our ambition is to provide safe, nurturing and sustainable homes for all our looked after children and care leavers and we believe that the best long term option for most of them is with Hackney's foster carers, connected carers or supported lodgings hosts.

2.25 We have maintained a strong recruitment record for fostering over the years, despite a chronic national shortage of foster carers. The number of Hackney fostering housings continues to increase year on year, going up from 114 in 2017 to 170 to date. However, Hackney's Foster Care Council have repeatedly highlighted the fact that other boroughs (including Camden, Southwark, Greenwich, Waltham Forest, Havering, Thurrock and Redbridge) offer council tax relief to foster carers and in some instances have cited unprecedented pressures on the cost of living. In 2018 Children and Young People's Scrutiny Committee recommended we consider the introduction of a council tax reduction scheme for foster carers. The Children and Young People Scrutiny Commission reiterated this recommendation in October 2022. If our offer to carers does not remain competitive with our neighbours, and the very strong offer that many Independent Fostering Agencies put forward to prospective carers, we will risk losing new and existing carers to our competitors in this field.

2.26 Four options were considered for this proposal, a do nothing option, a 50% exemption for council tax relief and a 100% exemption. The final option which is the chosen option is a 100% exemption and a payment of £10 per week for foster carers who live outside the borough - the latter to be funded by the

service. The chosen option provides the strongest basis to retain our existing carers and to be able to recruit new carers. It will be effective from 1st April 2023

- 2.27 The budget pressures within Corporate Parenting, relating to the costs of care arrangements for looked after children and care leavers, are significant. The total spend on care arrangements for looked after children and care leavers for 2021/22 was £29.7 million. The successful recruitment and retention of our in-house foster carers is central to our efforts to provide the best possible outcomes for our looked after children and young people while reducing the costs of our care arrangements . The potential cost savings for caring for a child in-house are significant, as these are the most cost efficient care arrangements for our children.
- 2.28 Under Section 13A(c) of the Local Government and Finance Act 1991 a billing authority may reduce the council tax a person is liable to pay in respect of a chargeable dwelling in the borough. This power permits the reduction of liability to nil and can be reserved for specific groups.
- 2.29 We are proposing the Council tax exemption be offered to Hackney Foster Carers that live in Hackney and an additional contribution of £10 per week be offered to Hackney carers who live outside of Hackney; effective as from 1st April 2023. 55% of our carers live in the borough. If implemented, the process will involve the Fostering Service informing the Revenues Team about foster carers living in the borough. The discount will only be valid if recipients remain as foster carers. Exemption from the payment of council tax would cease when a foster carer resigns, or is deregistered, or takes a break from fostering for longer than six months. Children and Families Services would be responsible for paying the council tax contributions to carers living outside the borough.
- 2.30 The reduction in Council Tax income is estimated to be £155k based on 93 carers and the current Band D rate of £1,671 per annum (Hackney and the GLA). The actual reduction in income will be dependent on each foster carer's property band as well as any reductions a foster carer may already be receiving. A further £10 per week to foster carers living in different boroughs as a contribution towards their council tax costs is also proposed. This increased cost has been estimated to be approximately £40k per year based on current data, and this element will be met from the Children and Families Corporate Parenting placement budget.

3. RECOMMENDATIONS

- 3.1 Note the update on the overall financial position for November covering the General Fund and HRA**
- 3.2 To approve the proposal, to award a 100% Council Tax exemption to foster carers paying Hackney Council Tax, effective as from 1st April 2023; and to amend the Policy for Considering Applications for Council**

Tax Reduction under Section 13A of the Local Government Finance Act 1992 as Amended by the Local Government Finance Act 2012, accordingly. The Amended Policy Document is attached at Appendix 1.

3.3 To approve a £10 per week contribution towards the Council Tax of foster carers who foster Hackney children but who live outside of the London Borough of Hackney, to be met from the Children and Families Corporate Parenting placement budget. It will be effective from 1st April 2023.

4. REASONS FOR DECISION

4.1 To facilitate financial management and control of the Council's finances and to approve the Foster Carers Proposal

5.0 DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

5.1 This budget monitoring report is primarily an update on the Council's financial position. On the Foster Carers Proposal sets out the options considered and the rationale for the recommended proposal.

6.0 BACKGROUND

6.1 Policy Context

This report describes the Council's financial position as at the end of November 2022. Full Council agreed the 2022/23 budget on 2nd March 2022.

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. For the Foster Carers proposal, Hackney foster carers are disproportionately female and from Black and Global Majority communities. Our fostering households are predominantly female led (91%). The age range of our carers spans from 31 to 75, with the average age of Hackney carers as 53 years old. The largest ethnic groups of Hackney carers are Black Caribbean (35%) followed by Black African (20%).

6.3 Sustainability and Climate Change

As above.

6.4 Consultations

Relevant consultations have been carried out in respect of the forecasts contained within this report involving the Mayor, the Cabinet Member for Finance, Heads and Directors of Finance and Service Directors through liaison with Finance Heads, Directors and Teams. For the foster carers' proposal, Hackney Foster Carers have been consulted on this as part of the

CYS Scrutiny Commission in 2018 and October 2022, as well as through regular in-service foster care forums.

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, DEMOCRATIC AND ELECTORAL SERVICES

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 sets 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 and 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 On the foster carers proposal, Article 5.4 of the Councils constitution gives the Mayor the authority to carry out certain functions. These functions can be delegated to Cabinet collectively. In line with article 5.5 such functions include giving overall political direction to the Council by drawing up policies that seek to balance the interests of the community, to set priorities that contribute to the life and development of the borough, to promote and improve the social wellbeing of the boroughs inhabitants. The recommendations as set out in the report aim to support the provision of family setting homes for children and young people. Such policies support the Councils community strategy and commitment to ensuring that its inhabitants enjoy a good quality of life. The Council's Section 13a Policy has been updated in line with this decision - a draft of which is attached at Appendix 1 to this report.

8.7 All other legal implications have been incorporated within the body of this report.

9. COMMENTS OF THE GROUP DIRECTOR OF CHILDREN AND EDUCATION

9.1 The successful recruitment and retention of our in-house foster carers is central to our efforts to reduce the costs of our care arrangements and achieve the best possible outcomes for our looked after children and young people. The potential cost savings for caring for a child in-house are significant as these are the most cost efficient care arrangements for our children. The council tax exemption proposal will help us retain existing in-house carers and to attract other carers over time

10. CHILDREN AND EDUCATION

Revised Budget	Service Area	Forecast Variance After reserves	Change in Variance from last month
£k		£000	£000
92,179	Children and Education (excl Cyber & Pay Award)	1,822	63

10.1 The Children and Families service are forecasting a £1.8m overspend before pay award and cyber at the end of November 2022, after the application of reserves totalling £4.9m and after the inclusion of the Social Care Grant allocation of £8.5m. The overspend with the inclusion of the pay award and the cyberattack is £3m.

10.2 The cost of the pay award is £1.1m, which will be funded centrally. The only other material increase in expenditure this month is in residential care and semi-independent placements with the cost amounting to £0.1m increase in the forecast this month.

- 10.3 As has been the practice since the grant was announced in 2019/20, the Social Care Grant allocation for both children's and adult social care has been split equally across both services. This financial year the grant was increased by a further £636m nationally and this has meant the Council has received a total of £17m this year, which represents a £4.3m increase on the previous year. Children's Services and Adult Social Care have each been allocated £8.5m respectively, and this has been fully factored into the current forecast.
- 10.4 There is a gross budget pressure in staffing across **Children and Families Services (CFS)** of £1.6m excluding the pay award. Following the Ofsted inspection in November 2019, £1.6m of non-recurrent funding was agreed for 2020/21 to increase staffing levels to manage demand alongside additional posts to respond to specific recommendations from the inspection. In 2021/22, this additional £1.6m of staffing resource was funded from the increase in the Social Care Grant allocation. This resource continues to be factored into the forecast, and proposals are being developed by the Group Director and Director to review the staffing structure across the service. The expectation is that the implementation of the new structure will take place from October 2023. A further Ofsted focused visit took place in September 2022, and focused on the 'front door' services, including decision-making and thresholds for referrals about children, child protection enquiries, decisions to step up or down from early help, and emergency action out of hours. The findings from the focused visit were positive, and recognised the strength of 'front door' services, the recent integration of early help services, and that senior leaders continue to make improvements to services in a challenging context.
- 10.5 The main areas of pressure in CFS continues to be in Corporate Parenting which is forecast to overspend by £1.8m (which includes the pay award) after the use of £2m commissioning reserves, largely driven by a change in the profile of placements linked to the complexity of care for children and young people coming into the service. There are also more children within high cost bespoke packages than in previous years and this has caused upward pressure on cost for the service this financial year. Similarly, Looked After Children & Leaving Care Services is expected to overspend by £0.3m, and this relates to an increase in commissioning costs and some staffing costs pressures linked to additional posts and agency staff usage. At the start of this financial year we saw a reduction in residential placements however the placement costs are increasing in residential care and semi-independent placements due to care providers being faced with the challenges of rising inflation and the cost of living crisis. We are expecting further young people to be stepped down from residential placements in the next six months and this will be reflected in the forecast when this occurs.
- 10.6 **Disabled Children's Services** are forecast to breakeven after a £0.1m movement from last month which primarily relates to reduction in the level of short breaks services and personal budget payments.

- 10.7 **The Access and Assessment and Multi Agency Safeguarding Hub** have an overspend of £0.5m. In addition to the impact of the pay award, the overspend is primarily related to increased staffing costs for maternity cover and agency premiums due to a significant proportion of social workers leaving the Council towards the end of the last financial year. The Workforce Development Board has a rolling Social Worker recruitment process which should address the agency premium costs, providing successful permanent appointment of candidates. The service is also considering initiatives to retain staff such as market supplements in hard to recruit areas of the service.
- 10.8 **Hackney Education (HE)** is forecast to overspend by around £5.9m, of which £1.1m relates to the 2022/23 pay award and which will be funded corporately. Not including the pay award, the underlying overspend across the service is £6.2m, and this is partially offset by mitigating underspends of £1.5m. The main driver is a £5.4m pressure on SEND as a result of a significant increase over a number of years now of children and young people with Education and Health Care Plans (EHCPs) which has continued into the current year.. SEND Transport has had corporate budget growth awarded to the service of £1.1m this year, however the service is still forecasting a £1.8m pressure. This is partly due to increased activity coupled with increased fuel prices and transport costs. Given the volatility of fuel prices, this area continues to be monitored closely throughout the year. Other areas of overspend are within Education Operations for the Tomlinson Centre (£0.3m) and Children's Centre income collection (£0.5m), and both overspends are mainly as a result of reduced usage for services post-pandemic.
- 10.9 **Savings** for Children's Services include £200k for Clinical Services from increased contributions from NEL CCG towards health costs within the service; £100k from joint funding towards complex health and social care packages; and a review of early help services designed to reduce costs by £350k this year. The saving for early help services of £350k will not be achieved fully this year and mitigating non-recurrent funds have been identified. It has been challenging to disentangle the Young Hackney contract from the support Prospects provides. The removal of the contract without a coherent alternative service in place is likely to see performance dip through increases in our children Not in Education Employment or Training (NEET). Timeframes to remodel the service have also been impacted by changes in staff across Hackney Education and Employment and Skills with the Head of Service for Employment and Skills post, which was a key resource to enact the changes being vacated.
- Savings for Hackney Education are £117k to be delivered from merging the HE reception with the HSC, and a review of traded teams. This saving is on track to be delivered this financial year.
- 10.10 A **vacancy** rate savings target of £1.7m has been set for the directorate in 2022-23 (£0.9m for Children and Families and £0.8m for Education) and the forecast assumes that this will be achieved or mitigated. Progress against

the target is carefully monitored and tracked by the C&E Senior Management Team and this will continue to be monitored closely and reported through this monthly finance report.

- 10.11 Many of the financial risks to the service that were present in 2021-22 continue into 2022-23. One of the main risks for the directorate is the cost of living and fuel price crisis, and the potential impact that it will have on the cost of service delivery going forward. It is difficult to estimate the impact that the cost of living crisis will have across services, however we can expect care providers to seek greater inflationary uplifts to care placements than in previous years. In Education, the trend data does illustrate that taxi fares within SEND transport are increasing.
- 10.12 **SEND** - there is also uncertainty around the DSG high needs deficit and the treatment of any deficit post 2022/23. The brought forward SEND deficit in 2022/23 is circa £13.9m, based on current forecasts this will increase to circa £18.5m by the end of this financial year. The statutory override which allowed this deficit balance to be carried in the Council's accounts has recently been extended from 31 March 2023 to 31 March 2026 by Government. However, this continues to remain a long term risk for Hackney in the event there is no further funding provided by the Department for Education (DfE) to mitigate this balance. Hackney is included in Tranche 2 of the Delivering Better Value (in SEND) programme which aims to help local authorities maintain effective SEND services, however the programme aims to provide assistance on deficit recovery actions through a grant of up to £1m, rather than provide direct funding to address the deficit, hence the potential risk to the Council. Senior officers have held an introductory meeting with representatives of the DfE in respect to the format and workstreams of the programme, with the detailed work due to commence from early 2023.
- 10.13 **Management Actions** to reduce the overspend. In addition to budgeted savings further cost reduction measures have been developed for 2022/23.
- (a) For CFS, management actions of £1.5m have been identified and these are factored into the forecast when delivered. These include reductions in the number of residential placements (£1m); forensic review of the top 20 high cost placements (£0.3m); placement management business support review (£0.1m); and review of agency spend through tighter controls with the Head of Service and greater challenge through WfDB (£0.1m).
 - (b) For Hackney Education, the focus of cost reduction measures this year will be through further development of in-borough SEND provision and reviewing SEND transport eligibility. The cost reduction proposals will be monitored on a monthly basis highlighting delivery against these indicative targets. Detailed plans continue to be developed for these proposals, and these will be part of monthly discussions at C&E SMT. It is essential that the service delivers against these plans.

10.14 **Measures to control spending.** In the May 2022 budget report it was agreed that previous measures to control spending introduced in the Summer of 2021 will continue. For Children's and Education, the measures in place and to be developed include:

(a) Increased controls on non-essential spend (non-essential spend to be determined by Group Directors of their respective directorates). Opportunities to investigate and limit non-essential expenditure will continue this financial year. Monthly budget monitoring takes account of expenditure within areas such as supplies and services, indirect staff costs and professional fees with the aim of limiting the use of non-essential spend. The tracking of non-essential spend will be routinely shared with SLT's during the course of the year to review trends and ensure that all expenditure is necessary.

(b) Increased controls on filling vacancies. Current processes to review the need for filling vacancies continue. Requests to recruit within Education are submitted via a business case and require joint agreement by the Heads of HR and Finance before the initiation of any recruitment process. Within CFS, the high number of agency staff within the division allows for continual review of the establishment. Budget review meetings for key areas experiencing financial pressures such as Children in Need, DCS and Corporate Parenting review staffing in detail on a regular basis with the Director, relevant Head of Service and finance. In addition a wider review of CFS is expected to be completed this financial year.

(c) Reduction in agency staff, for example, 20 per cent reduction on current level. An overall target of £100k cost reductions within agency staff usage was achieved in 2021/22 and will continue this financial year. Options to incentivise agency workers moving to council employment with the potential for market supplements are being developed for consideration. The London Pledge, a shared agreement on agency workers within London, is also expected to have a favourable impact on the rates offered to workers and overall cost.

(d) Additional controls over remaining agency spend (i.e. ensuring long-term agency staff are required to take equivalent leave of permanent roles and work a maximum of 36 hours a week). Communications to managers who supervise agency staff will be reinforced and a tracking system put in place to ensure that agency staff are taking annual leave and are working a standard day. Working with HR colleagues, a system to monitor compliance with this requirement will be implemented during quarter 2 of this financial year.

11. ADULT, HEALTH AND INTEGRATION

Revised Budget	Service Area	Forecast Variance After reserves	Change in Variance from last month
£k		£000	£000
125,275	Adults, Health and Integration (excl. Pay Award and Cyber)	5,496	192

- 11.1 Adult Social Care is forecasting an overspend of £5.5m excluding the pay award and the costs of the cyberattack, and after the application of reserves of £5.2m and the inclusion of the Social Care Grant allocation of £8.5m. Inclusion of the costs of the pay award and the cyber attack increases the overspend to £7m. The cost of the pay award is approximately £1.2m which is to be funded corporately.
- 11.2 As has been the practice since the Social Care Grant was announced in 2019/20, the grant allocation for both children's and adult social care has been split equally across both services. This financial year the grant was increased by a further £636m nationally and this has meant the Council has received a total of £17m this year, which represents a £4.3m increase on the previous year. Children's Services and Adult Social Care have each been allocated £8.5m respectively, and this has been fully factored into the current forecast.
- 11.3 **Care Support Commissioning** is the service area with the most significant budget pressure in Adult Social Care with a £3.8m budget pressure. The position has moved adversely by £362k this month, attributable to £173k of retrospective payments for learning disability care packages of which one care package commenced in November 2019, with the remaining £189k due to growth in new long term care service users. The issue of retrospective payments for care has been prevalent over a number of years and has had a significant financial impact across Adult Social care, due to this the service is undertaking a review of the end to end process to address these issues. This service records the costs of long term care for service users and the budget overspend reflects both the growth in client activity and increasing complexity of care provision being commissioned. The forecast also includes NHS support of £1.1m towards ensuring efficient discharge of people from hospital and a total of £9.4m towards funding care costs for service users with learning disabilities.
- 11.4 **Provided services** forecast reflects a £0.5m movement this month due to the application of the pay award. The overall position is now a £2.0m budget overspend, and is made up primarily of an overspend within the Housing with Care (HwC) service of £2.7m offset by an underspend on day services of £0.7m. The HwC forecast overspend of £2.7m reflects, in addition to the pay award cost, both the delayed impact of delivery of the £1m savings (£500k in 21/22 and a further £500k in 22/23) as well as high levels of staff sickness and the service engaging agency staff to cover these roles

alongside additional capacity required to maintain service provision. The majority of the day service underspend of £0.7m is from the Oswald Street day centre which continues with a limited number of service users as a result of maintenance work needed to ventilation at the premises.

- 11.5 **The Mental Health** position reflects an adverse movement of £28k this month, attributable to the pay award of £146k partially offset by a reduction in care provision of £43k, and additional income received from health partners of £75k. The overall position is now a £1.3m budget overspend, and is largely attributed to an overspend on externally commissioned mental health care services. Adult Services continue to work in collaboration with East London Foundation Trust to reduce the budget overspend as part of the agreed cost reduction measures.
- 11.6 **The Preventative Services** position reflects an adverse movement of £255k this month primarily due to the pay award of £221k. The overall position is now an underspend of £29k, which is primarily attributable to the following: workforce budget pressures of £0.3m across the service; taxicard scheme budget overspend of £0.1m, and the pay award budget pressure of £0.2m; and this is offset by budget underspends across the interim bed facility at Leander Court (£0.2m), and substance misuse forecast (£0.4m) linked to lower than expected demand for services.
- 11.7 **Care Management and Adult Divisional Support** reflects an adverse movement of £136k this month, primarily due to the pay award of £149k offset by a reduction in locum staff costs of £13k. The overall position is a budget underspend of £54k
- 11.8 **ASC commissioning** has moved adversely this month by £45k primarily due to the pay award of £124k partially offset by additional grant funding received of £73k. The overall budget position is a £48k budget underspend, after the application of one-off funding of £2.5m which is supporting various activities across commissioning. This includes funding of hospital discharge facilities, additional staff capacity, extracare services at Limetrees and St Peters and Rough Sleeping Initiative.
- 11.9 This directorate is coordinating the council response to the Homes for Ukraine scheme enabling Hackney residents to offer a home to people fleeing Ukraine. There is Government support for the costs being incurred under this scheme and so no cost pressure of the scheme is currently forecast. However, despite the uncertainty about the level of funding we will receive, we will continue to support Ukrainian refugees in future years.
- 11.10 **Public Health** is forecasting a breakeven position which includes the application of the recent pay award and the delivery of planned savings of £0.5m. During the Covid-19 pandemic Public Health activity increased significantly, specifically around helping to contain the outbreak in the local area, and this saw some reductions in demand-led services due to the implementation of national restrictions. Post pandemic, demand-led services continue to be carefully monitored by the service to ensure service provision

remains within the allocated Public Health budget in the current financial year and future financial years. Hackney mortuary reflects an adverse movement of £9k this month, primarily attributable to the pay award.

- 11.11 Adult Social Care has **savings** of £1.45m to deliver in 2022/23. Those savings related to efficiencies of housing related support contracts (£650k); the promotion of direct payments (£50k); and increased care charging (£250k) are on track to be delivered this financial year, and are factored into the forecast. Savings plans related to Housing with Care schemes (£500k) have not been developed sufficiently to deliver this amount in year. The saving against the Housing with Care schemes is part of a total of £1m savings across 2021/22 and 2022/23. There will be part mitigation (£600k) by further efficiencies within housing related support contracts this year but this currently results in a real cost pressure this year of £400k. Contract negotiations are currently underway with commissioned providers, and the service is confident that further mitigations will be identified throughout the year.

Public Health has savings of £0.5m to deliver through a review of public health activities that deliver outcomes for the Council. This saving is on track to be delivered this financial year.

- 11.12 **A vacancy rate** savings target of £0.453m has been set for the directorate in 2022-23 and the forecast assumes that this will be achieved. Progress against the target is carefully monitored and tracked by the AH&I Senior Management Team (SMT) and will continue to be monitored closely to ensure any risk to this target being achieved is reported through this monthly report including any mitigation measures.
- 11.13 Many of the financial **risks** to the service that were present in 2021-22 continue into 2022-23. The cyberattack continues to have a significant impact on a number of key systems across the local authority. The system has now been restored from November 2022, and £0.3m is reflected in the forecast as the cost of additional staff to support the work to restore the system. In Adult Social Care, this risk is in relation to monitoring and capturing the cost of any additional demand for care, as the social care system (Mosaic) which holds and records this information was inaccessible. There is a potential risk that not all data has been loaded onto Mosaic at this stage, and the service is working proactively to ensure that packages are loaded accurately and in a timely manner.
- 11.14 Reforms related to the cost of care and care-market sustainability present a significant financial risk. The risk relates to the impact of changes to the cap on care costs changing (both an annual cap and a lifetime cap) and the ability of more people becoming eligible to seek support for care costs from the council. The financial size of this risk is being evaluated. The council has been allocated £948k of funding towards market sustainability in 2022/23 - most of which will be passed onto providers of care and some will be allocated to begin planning and preparations for charging reform. The Chancellor of the Exchequer presented his Autumn Statement to Parliament

on Thursday 17 November 2022, and this confirmed that the ASC funding reforms will be pushed back two years to October 2025.

- 11.15 One of the main risks for the directorate is the cost of living and fuel price crisis, and the potential impact that it will have on the cost of service delivery going forward. It is difficult to estimate the impact that the cost of living crisis will have across services, however we can expect care providers to seek greater inflationary uplifts to care placements than in previous years. Inflation rates are forecast to reach a peak of 11% in 2022, and this not only presents challenges to the Council but also to care providers.
- 11.16 The current forecast includes only existing service users and does not include any potential costs arising from additional demand above estimated initial demographic growth assumptions. Year-on-year, the forecast increases by approximately 10% which represents an additional cost in the region of £5m and this is factored into the forecast as it materialises.
- 11.17 **Management Actions to reduce the overspend.** In addition to budgeted savings, further cost reduction measures have been developed for 2022/23. For Adult Social Care, management actions of £1m have been identified and these are factored into the forecast when delivered. These include continuation of the multi-disciplinary panel process (£0.25m); working with ELFT to manage the Mental Health overspend (£0.35m); double handed care package review (£0.2m); direct payment monitoring of accounts (£0.1m); and review of agency spend through tighter controls with Head of Service and greater challenge through the Workforce Development Board (£0.1m). The cost reduction proposals will be monitored on a monthly basis highlighting delivery against these indicative targets. Detailed plans continue to be developed for these proposals, and these will be part of monthly discussions at AH&I SMT. It is essential that the service delivers against these plans.
- 11.18 **Measures to control spending.** In the May 22 budget report it was agreed that previous measures to control spending introduced in the Summer of 2021 will continue. For Adults, Health and Integration, the measures being explored at this stage include:
- Increased controls on non-essential spend (non-essential spend to be determined by Group Directors of their respective directorates). Controls were set in place during 2021/22 and remain. Monthly budget monitoring ensures that non-essential spend, primarily linked to training and office supplies, are monitored. Training budgets are planned to be brought into a single cost centre during 2022/23, which will ensure that there is no duplication of training across teams and a more equitable and consistent access to mandatory or essential training.
 - Increased controls on filling vacancies. Controls were set in place during 2021/22 and remain. In addition, work completed on the establishment list has provided clarity on roles and vacancies, which provide assurance that only established posts going forward can be

filled, except in exceptional circumstances as agreed by the director. This extends to those posts in ELFT, where a post number has to be provided prior to recruitment.

- Reduction in agency staff, for example, 20 per cent reduction on current level. Plans have been set in place for rolling recruitment in critical areas where agency staff are most utilised, with the recent ADASS MoU on agency rates setting a helpful mitigation to the cost of staff going forward. In addition, the Principal Social Worker is creating relationships with universities, and seeking to set out a pathway for bringing in manageable levels of newly qualified social workers to complement existing numbers of experienced staff. This is expected to reduce agency numbers and/or vacancies by 5 posts per year.
- Additional controls over remaining agency spend (i.e. ensuring long-term agency staff are required to take equivalent leave of permanent roles and work a maximum of 36 hours a week). Working with HR colleagues, data is being provided on annual leave by agency staff, which is currently only determined from the absence of timesheets submitted. This information will be reviewed monthly by managers and more robust tracking of leave is expected from September 2022.

12.0 Climate Homes and Economy (CHE)

Revised Budget	Service Area	Forecast Variance After reserves	Change in Variance from last month
£k		£000	£000
27,382	Climate, Homes and Economy excl. Cyber and the Pay Award	1,370	35

12.1 The directorate is forecasting an overspend of £1.37m after excluding the cyberattack and the pay award, following the use of £3.4m of reserves. The overspend increases to £4.9m with the inclusion of the pay award and the cyber attack. This cost of the pay award is £3.363m, which will be funded corporately. Leaving aside the pay award and the cyberattack costs, the overspend has increased by £0.035m from the October position.

12.2 **Planning Services** are forecasting a £0.869m overspend which is a favourable movement of £0.089m from the October position. After taking into account the pay award impact of £0.264m there is a net positive movement within Planning sServices of £0.353m due to improvements in the income position. The underlying overspend in Planning Services is primarily related to Planning Application fee income, which has seen a steady decline over the past three years. There is also a shortfall of £205K in land charges income which is due to the continuing impact of cyberattack on the services. The shortfall in planning application fee income was 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 3 - 4 years. The underlying shortfall in income is now forecast at £400k which is a significant improvement on the forecast position last month and over the last

few years. The primary driver of the improvement has been an increase in Planning Performance Agreement (PPA) income which is now meeting its budgeted income levels.

- 12.3 The income target for minor applications is still forecast not to be achieved. It should be noted that the cost of determination of minor applications is more than the income 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 detrimentally affects this cross-subsidy and worsens the financial position the improvement in PPA income performance augurs well for next year as these should translate into major applications.
- 12.4 **Community Safety, Enforcement and Business Regulation** is forecasting an overspend of £0.579m an increase of £0.325m from the October forecast. The impact of the pay award contributes £0.299m to the variance. The underlying overspend is due to the ongoing requirement to deliver the vacancy factor savings in the service which is proving a challenge in this essential front line service.. All the enforcement teams are fully staffed and in addition there is maternity leave and long term illness to cover. The Head of Service continues to review budget lines to identify opportunities to mitigate the overspend.
- 12.5 **Strategy, Environmental Enforcement & Recycling** is showing an overspend of £0.055m from October position which is due to the impact of the pay award for 2022/23.
- 12.6 **Environmental Operations** is forecasting an overspend of £1.806m, which is an adverse movement of £1.562m from the October 2022 forecast. This movement has come mainly as a result of a £1.205m impact of the pay award for 2022/23 along with a further £0.357m on top of the previous overspend of £0.244m to take into account the previously noted major risk of the £0.562m vacancy factor not being achieved. Other non-budgeted activities totaling £0.220m are becoming increasingly difficult to contain within existing budgets. In summary, the service is striving to limit the impact of some unfunded budget pressures of £0.782m.
- 12.7 Concerning the increasing service cost pressures, the Head of Service is developing a number of proposals to improve the efficiency of service operations in order to deliver the vacancy factor savings without negatively impacting the service, but this will not have a significant impact until 2023/24. There are also other potential budgetary pressures on the horizon, with several supplier contracts for waste bag purchases, weed spraying, and bin purchases coming up for renewal, and suppliers are currently attempting to override existing prices due to rising costs.
- 12.8 Commercial waste income streams are nearly back to pre-pandemic levels, allowing some of these cost increases to be offset. In the coming months, detailed reviews of the budget lines will be conducted to quantify the risks and identify mitigations to reduce the overspend. However, due to the size of

the risk and the timescales remaining in this financial year, significant service level reductions will be difficult to achieve in the time remaining in 2022/23.

- 12.9 **Streetscene** is forecasting a £0.370m overspend which is an adverse movement of £0.479m from October 2022 position; this is due to the impact of the pay award which will be funded corporately. There is a significant budget risk that is emerging that may need to be addressed over the remainder of the year. Transport for London (TfL) funding is used to cover the costs of transport engineers who work on our highways and traffic schemes. The TfL funds received for this work in 2022/23 is £1.058 million, which is 42% less than in 2021/22 and less than the service expected. This TfL funding is for the Neighbourhoods and Corridors component of our highways work and, in order to secure additional funding, the service is in negotiation with TfL for cycling, bus priority, and scheduled road maintenance in order to deliver our investment plans. If we do not secure additional funds there is a potential £685k strain on staffing that may not be covered by charges to capital projects. The Head of Streetscene is keeping a close eye on TfL funding availability to ensure that the service can respond quickly to any funding announcements and maximise the amount of money available to fund schemes throughout the borough.
- 12.10 Although the likelihood is low there is an emerging risk that the cost of living crisis may have an impact on the income budgets of Parking, Markets, and Streetscene as people spend a greater proportion of their money on necessities such as food and energy and less elsewhere. Heads of Service are keeping a watching brief on the situation and monitoring income budgets closely.
- 12.11 **Leisure, Parks & Green Spaces** are forecasting a £413k overspend, which is an increase of £215k on the October position. The main variance to the October return is £198k due to the impact of the 2022/23 pay award which will be funded corporately. Other than this the remaining overspend is still due to ongoing water recharges. These are being challenged as they are significantly higher than previous years and the reasons for the increase needs to be verified. The service is seeing an increase in fuel costs due to the inflationary pressures but this is being funded by allocation from the Energy Price increase provision.
- 12.12 **Economy, Regeneration & New Homes** are forecasting an overspend of £103k, with an adverse variance of £103k during the period. The pay award is the main driver behind this, which equates to £111k and will be funded corporately. Without this there would be a modest underspend of £8k within the area.
- 12.13 The directorate is on target to achieve its **savings** plans of £2.9m. However, the staff saving in Community Safety, Enforcement and Business Regulation has impacted the delivery of the ongoing vacancy factor savings by £165k. The Head of Service is reviewing budget lines to identify non essential spend savings to mitigate the overspend. The vacancy factor saving of £0.562m in Environmental Operations is now forecast not to be achieved in-

year, The Head of Service has proposed a number of efficiencies to deliver the vacancy factor saving which will deliver in 2023/24 so that this pressure is resolved from 2023/24 onwards.

12.14 The table below sets out the budget **risks** for 2022/23

	Amount £000
Decline in TfL funding impacting capitalised salaries in Streetscene	685
Impact of cost of living crisis on income budgets in Parking, Markets, and Streetscene	TBA
Total Risk	685

12.15 **Management Actions to reduce the overspend.** Heads of Services are currently reviewing their overspends and working to identify strategies to mitigate the level of overspend. Strategic Directors will review all service areas to hold non essential spend to mitigate the overspending areas. These will be reflected in future forecasts.

13.0 FINANCE & CORPORATE RESOURCES (F&CR)

Revised Budget	Service Area	Forecast Variance After reserves	Change in Variance from last month
£k		£000	£000
20,815	Finance & Corporate Resources (Excl. Cyber and Pay Award)	978	-789

13.1 F&CR are currently forecasting an overspend of £0.978m excluding the pay award and the costs of the cyberattack, after a reserve drawdown of £2.35m. This is a favourable movement of the £789k on the October forecast. The cost of the pay award is £1.702m which will be funded corporately. The service continues to be impacted by the cyberattack with significant overspends in Revenues, Benefits and ICT totalling £4.168 m.

- 13.2 The increase in energy prices has had a significant impact on the council. The table below shows the effect on 3 services that have significant usage of electricity and gas. The £1.9m cost pressure will be funded by the additional budget set aside for increased energy costs at the beginning of the year.

Service Area	Gas		Electricity		Total
	Budget	Forecast	Budget	Forecast	Total Variance
Strategic Property	64	271	177	618	647
Soft Facilities Management	106	273	548	1,162	781
Housing Needs	50	291	30	261	471
Total F&R	220	834	755	2,041	1,900

- 13.3 **Financial Management and Control** are currently reporting an overspend of £563k. This is an unfavourable movement of £154k which is due to the pay award which will be funded corporately. The remaining £400k of this overspend is driven by the cyber attack; £250k relates to the delay in the debt team realignment and the remaining £150k relates to additional staffing required to track and monitor the Cyber spend as well as reviewing all business cases for additional spend on recovery. .

- 13.4 **Strategic Property** Services are currently forecasting an overall overspend of £415k, an improvement of £18k compared to last month. The overspend amount attributable to the pay award is £42k. The overall improvement primarily relates to the Health and Safety team not needing to fill a number of existing posts until the next financial year.

Commercial Property are forecasting an overspend of £1,046k due to the under recovery of income and Other Professional fees relating to Lease negotiations. The Head of Service has highlighted a high risk of tenants negotiating more rent free periods and deferred rent as the market is still very fragile and believes the pressure here could increase further.

Corporate Property and Asset Management (CPAM) & Education Property is forecasting an underspend of (£547k) and Education (£85k) mainly due to holding posts vacant until early next year. Both areas have improved slightly compared to last month as more posts have been held vacant and there has been a reduction in agency costs.

- 13.5 **Housing Benefits** are currently forecasting an overspend of £1.270m. This is an adverse movement of £170k on the previous month's forecast due to the pay award which will be funded corporately. The overspend relates to the agency staffing forecast which is currently £1.85m, of which £580k can be absorbed by the underspend on permanent staff due to vacancies. The remaining £1.27m pressure is a result of the additional agency staff required

to work on the backlog of work as part of Cyber recovery (initially 7,700 cases of under/ overpayment of benefits, reduced to 996).

There will also be a deficit on the Net Cost of Benefits (NCOB) for 2022/23 resulting from the cyber attack which produced a backlog of cases and delayed the recovery of overpayments. NCOB is the difference between what we pay out in Housing Benefits and what we receive back from the Government through subsidy. Because of the backlog there we will lose housing benefit subsidy due to breaching the subsidy error threshold (over a certain error level - the threshold - subsidy is reduced). This pressure is subject to ongoing review and could change significantly (up or down) as we get more up to date information throughout the year. There is also lower than usual cash recovery - the backlog has prevented us from taking recovery action to recover overpayments, which has added to the NCOB deficit. The risk is currently estimated to be £5m and if this materialises, it will be funded from historic grant balances.

13.6 **Revenues** are currently forecasting an overspend of £1.732m. This is a favourable movement of £68k on previous months forecast. The off-site resource requirement has reduced by £0.2m on last month's forecast, however, this reduction is offset by £132k additional pressure as a result of the application of the pay award in November which is to be funded corporately. The £1.732m overspend is made up of the following:

- £0.4m off-site resources required to access and process the backlog of outstanding work across Council Tax and Non Domestic Rates using the Council's existing software systems Comino (document imaging) and Academy (revenues system) due to Cyber.
- £0.3m relates to the ongoing need for additional staff in the Customer Services Contact Centre who are working on the increase in the level of customer calls relating to council tax as a result of Cyber.
- The remaining £0.9m relates to lost income in court costs as a result of Cyber, which has significantly reduced legal action across the service. The expectation remains that legal action will not re-commence until, at the earliest, the start of the new financial year (23/24).
- £132k attributable to the application of the pay award in November.

The service has received new burdens funding to cover the additional costs incurred as a result of processing the energy rebate allocations across 2022/23. The initial grant funding has been factored into the forecast, and any additional funding announcements will be factored into future forecasts.

13.7 **Soft Facilities Management** are currently reporting an overspend of £37k after drawdown of reserves of £781k. The £37k is an unfavourable movement on last month's forecast and is a result of the application of the pay award in November.

- 13.8 **Support Services** are forecasting a variance of £57k. This is driven by the application of the pay award, which increases the forecast by £97k.
- 13.9 **Registration Services** are currently forecasting an underspend of £115k. This is an unfavourable movement of £35k on last month's forecast and is a result of the application of the pay award in November.
- 13.10 **Housing Needs** are currently forecasting an overspend of £871k after a reserve drawdown of £551k. This is a favourable movement of £86k on last month's forecast (and £500k reduction in reserves usage) and is a result of receiving additional Winter Pressures Grant Funding and refining the temporary accommodation rental expenditure forecast. The Winter Pressures Grant Funding of £931k announced in November has enabled us to manage the financial pressures within temporary accommodation and reduce our reserve requirement. The financial pressures are however subject to ongoing review and will be refined in future months as required.

The remaining overspend of £871k relates to 1) 271k relates to staffing pressures as a result of the pay award which will be funded corporately and 2) £600k of the overspend relates to pressures on security costs as a result of; an increase in the number of hostels and the increase in the need for 24 hour security.

- 13.11 **ICT** are currently forecasting to overspend by £1.8m after a reserve drawdown of £185k. This is an adverse movement of £312k compared to last month mainly due to the impact of the pay award (£308k) which will be funded corporately together with some additional costs for data migration relating to Cyber.

ICT Corporate are currently reporting an overspend of £1.67m after a drawdown from reserves. The overspend is mainly due to £788k for Cyber projects and the ongoing Amazon Web Services (AWS) costs. Additionally a number of contracts including AWS costs are paid in US dollars and have recently been subject to exchange rate risk with Sterling falling to an all-time low against the US dollar. Fortnightly meetings have been set up with the finance team to provide an update on how the service intends to reduce the key overspend causes.

Financial Management Systems are currently reporting an underspend of £47k for 2022/23.

Hackney Education ICT are currently forecasting an overspend of £185k which is significantly less than 21/22 due to the service being wound down. The variance mainly relates to an undisputed contractual commitment for safe storage of ICT media together with MS License costs.

- 13.12 **Audit & Anti-Fraud** are forecasting an underspend of £32k due to staff vacancies.

- 13.13 **Directorate Finance Team** are currently reporting an overspend of £20k, where vacancies in the service area are mitigating; £80k costs as a result of a delay in the restructure (as a result of cyber) and £105k of increased costs as a result of application of the pay award in November.
- 13.14 **Procurement** is currently reporting an overspend of £33k as a result of the pay award.
- 13.15 **HR & OD** are currently reporting an underspend of £13k, which is an adverse movement of £150k on previous month. £122k relates to application of the pay award in November and the remaining amount relates to BACS payment processing costs that were previously paid elsewhere.
- 13.16 All of F&CR **savings** are forecast to be achieved with the exception to those mentioned above relating to the cyber attack.
- 13.17 The table below shows areas of potential financial **risks** within F&R, where the forecast may see increases in the coming months :
- Cyber Work - ICT and Customer Services Recovery of Systems
 - Net Cost of Benefits - Loss of subsidy from Local Authority (LA) error & increase in the Bad Debt Provision (BDP)
 - Repairs and Maintenance Costs exceeding the budget
 - Energy cost
 - Rental expenditure in Temporary Accommodation
- 13.18 **Management Actions to Reduce the Overspend.** It has been discussed with management to hold posts vacant for a longer period in order to reduce the overspend. Non-essential spend is continually being reviewed as part of budget monitoring meetings.

14.0 Chief Executive

Revised Budget	Service Area	Forecast Variance After reserves	Change in Variance from last month
£k		£000	£000
15,365	Chief Executive	-467	-110

- 14.1 The Chief Executive's Directorate is forecasting an underspend, before the pay award, of £467k following the use of £2.1m of reserves. The cost of the 2022/23 pay award is forecast at £722K. The main reason for the underspend is due to vacancies in Legal, Governance and Election Services and an improved income forecast in Engagement Culture and Organisational Development.
- 14.2 **Libraries & Heritage** are forecasting a £260k overspend which is caused by three main drivers - the primary cause is £182k from the impact of the 2022/23 pay award. The remaining £78k is down to the non delivery of

income targets (room bookings etc) and additional premises operational costs. The budgets are reviewed with the service on a monthly basis to try and mitigate areas that are overspending.

14.3 **Legal, Governance and Election Services** are forecasting an underspend of £44K which is a reduction of £227K since the forecast as at October. The principal cause of the change in the forecast is the impact of the 2022/23 pay award which was £256k. The main reason for the underlying underspend in the service is due to a number of vacancies across the service. The service is achieving its vacancy factor and will be recruiting to some vacant posts over the remainder of the year. This is reflected in the forecast.

14.4 The directorate is on target to deliver the approved budgeted savings.

14.5 A summary of **risks** to the service going forward are:

- Not achieving budgeted income from our venues operations due to the impact of the cost of living crisis. Our income target is £538K. Income received to the end of November is £634K, but some of this income relates to prepayments for future years and as the year progresses most income taken will relate to future years.
- Not achieving the external income target of £500K in legal services. Income received to the end of November is £216K. Due to the slowdown in the development activity across the borough the income generated from capital recharges, property and S106 agreements fell in 2021/22 - this has continued through 2022/23 and we have forecast a shortfall income of £158K this month and we will keep a close eye on income as it may reduce further. The service has a number of vacancies at the moment which is mitigating this overspend and risk.

14.6 **Management Actions to reduce any overspends.** Whilst the forecast for the directorate, excluding the impact of the pay award, is an underspend against its budget, the Directors and Heads of Service will continually review their budgets to identify opportunities to reduce reserve use and mitigate any potential income shortfalls that may arise as the year progresses.

15.0 HRA

15.1 The HRA is forecasting an overspend in net operating expenditure of £10.728m. However, the forecast overspend can be brought back into balance by a reduction in Revenue Contributions to Capital Outlay (RCCO) by an equivalent amount. We are able to do this because we are not delivering a full capital programme in 2022/23 due to the delay in the procurement of the Housing Maintenance main contracts. Without a full capital programme in 2022/23 the RCCO is not required and therefore can be released. It should be noted that the backlog of maintenance work will need to be made good in future years and management action is needed to

eliminate the operational overspend and in order to restore the level of RCCOs for existing housing stock.

15.2 The Strategic Director of Housing Services is taking the following actions to mitigate the overspend; scrutinising all recruitment decisions, carrying out a review of non-essential budgets to release any uncommitted budgets, and reviewing all of the repairs expenditure to separate capital expenditure such as component replacements.

15.3 The major variances are:

Expenditure

- Housing Repairs has a projected overspend of £3.75m, which is due to an increase in reactive repairs, material costs, an increase in legal disrepair cases and the 2022/23 agreed pay award.
- Forecast overspend for Special Services, £5.8m, is mainly due to increasing energy prices. The cost of Gas and Electricity has been rising globally over the past year, however the council has not been affected by these increases due to forward purchasing and fixed prices. Current forecasts estimate a 90% increase in cost therefore resulting in a significant overspend. There are also overspends in estate cleaning and lift servicing and repairs.
- The Supervision and Management overspend of 1,101k is due to 24hr security costs at a high rise building and the use of Temporary Accommodation by Housing Management.
- Rents, Rates Taxes and Other charges variances are due to an increase in Council tax and Business rates.
- Provision for Bad and doubtful Debts is forecast to overspend by £500k, due to increased commercial property and Housing rent arrears following a slow recovery from the pandemic.
- RCCO has been reduced to offset the variances within the revenue account due to a reduced capital programme.

Income

- Leaseholder Charges for Services and Facilities additional income (£449k) is forecast because the actual service charges billed for 2021/22 are higher than the estimated charges.
- The Other charges for Services and Facilities variance £171k, due to the cyberattack the invoicing of major works to leaseholders has been delayed and therefore the income expected from the major works admin fee has been reduced.

Appendices

Appendix 1: S13A Council Tax Reduction for Foster Carers

Background documents

None.

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**LONDON BOROUGH OF HACKNEY
POLICY FOR CONSIDERING APPLICATIONS FOR COUNCIL TAX
REDUCTION UNDER SECTION 13A OF THE LOCAL GOVERNMENT
FINANCE ACT 1992 AS AMENDED BY THE LOCAL GOVERNMENT
FINANCE ACT 2012**

1. Background

1.1 Under Section 13A(1)(c) of the Local Government Finance Act 1992 (as amended), the Council has the power to reduce liability for Council Tax in relation to individual cases or class(es) of cases that it may determine.

Specifically,

(a) Where a person is liable to pay council tax in respect of any chargeable dwelling and day, the billing authority for the area in which the dwelling is situated may reduce the amount which s/he is liable to pay as respects the dwelling and the day to such extent as it thinks fit. This allows for a further reduction where a reduction under council tax support has been applied

(b) The power under subsection (a) above includes the power to reduce an amount to nil

(c) The power under subsection (a) may be exercised in relation to particular cases or by determining a class of case in which liability is to be reduced to an extent provided by the determination.

1.2 The purpose of this policy is to specify how the Council will administer requests for relief from payment of Council Tax and to indicate some of the factors that will be considered when deciding if relief may be granted. Each case will be dealt with strictly on its own merits and all taxpayers will be treated equally and fairly.

1.3 The Council may use its discretion to reduce liability for Council Tax in relation to any individual case or class of case as it thinks fit.

2.0 Statement of Objectives

2.1 There are financial implications to awarding any discounts other than those currently available under the statutory legislation.

2.2 As a consequence, the Council will only consider using its powers to reduce Council Tax liability for any council tax payer if they have exceptional circumstances as set out below or fall into one of the three classes also set out below. Class 1 and 2 meet key Council objectives of mitigating hardship while Class 3 meets a key objective of supporting Young Adults in Need.

3.0 Exceptional Circumstances

3.1 The Council will consider reducing the council liability for individuals in exceptional circumstances only and reductions will be intended only as short term assistance and not as a way of reducing Council Tax indefinitely. The Council will treat all applications on their individual merits subject to the following criteria for each case:

- There must be evidence of exceptional financial hardship or exceptional personal circumstances that justify a reduction in council tax liability
- All other legitimate means of resolving the situation have been investigated and exhausted by the applicant. If they have not been it is unlikely that an award will be made
- All other eligible discounts/reliefs have been awarded
- The customer has applied for Council Tax Support. The localised Council Tax Support scheme exists to ensure that those on low incomes receive financial assistance with their Council Tax
- The Council Tax payer does not have access to other assets that could be used to pay Council Tax
- The Council's finances allow for a reduction to be made
- The situation and reason for the application must be outside of the Council Tax payer's control
- The amount outstanding must not be the result of wilful refusal to pay or culpable neglect

3.2 Relief, which is payable up to a maximum 100% of the council tax liability, will only be granted to the end of the tax period in which the relief is requested or such a shorter period as the Council thinks fit.

4.0 Classes of reduction

4.1 In addition to the exceptional hardship cases, there are three classes of discretionary council tax reduction as follows:

Class 1: A discretionary reduction may be awarded to a taxpayer where s/he is forced to leave their main home in Hackney unoccupied due to serious damage caused by external environmental factors beyond their control. It will be awarded for a maximum of 12 months. Examples include flooding and street subsidence. The reduction is payable up to a maximum 100% of the council tax liability,

Class 2: A discretionary reduction may be awarded to a taxpayer where s/he is forced to leave their main home in Hackney as a result of domestic

violence (but are still the owner / tenant) and have moved to a second property, potentially leaving them liable for CT on two properties. Any award given to any case may finish at the end of the council tax year that the application relates to. A further application may be needed for future years. The reduction is payable up to a maximum 100% of the council tax liability,

Class 3: A discretionary reduction (Care Leavers reduction) will be awarded to any care leaver formerly in Hackney's care aged 18 to 25, who resides in the borough, and is liable to pay Council Tax to Hackney Council. The reduction will reduce the amount of council tax a care leaver will have to pay, after the deduction of any Council Tax Support and any other national reliefs such as the single person discount; to nil.

During the year a care leaver turns 25, s/he will only receive the reduction for that part of the year s/he is under 25. So the reduction will be equal to:-

Number of Days Care Leaver is under 25 divided by 365; and the result is multiplied by the annual council tax bill after the deduction of CTRS and any other discounts/exemptions

Whilst a care leaver's council tax will be nil throughout the year, the Care Leavers reduction awarded may vary if there are changes to factors which determine the reduction amount such as the amount of council tax support.

In the case where a care leaver is jointly liable for the council tax with one or more other persons, the tax bill will be notionally divided equally between all the liable persons and the care leavers reduction will be set equal to his or her share. This is necessary to ensure that the Care Leavers reduction does not fund the tax liability of liable council tax payers who are not care leavers.

Further, the Care Leavers reduction will not exceed what the care leaver would receive if s/he was a single person.

The Care Leavers reduction can be made for any period from 1st April 2017 where the care leaver is liable for council tax. Any council tax arrears incurred prior to 1st April 2017, will not be written off and remain subject to recovery.

The scheme will only apply to care leavers paying council tax to Hackney Council and not to care leavers formerly provided with care by the Council who live elsewhere.

To qualify, a care leaver must make an application to the Council for Council Tax Support; and any other national reliefs, exemptions or discounts they would be entitled to, such as the single person discount, will be assessed before the Care Leavers reduction is awarded. In addition, Hackney's Children's Services must have confirmed that the care leaver was in the care of (being 'looked after') the Council.

If subsequent to an award the charge payer's liability for council tax reduces during the period of the award, any Care Leavers reduction in excess of this reduced liability will be an overpayment. The Council may recover this overpayment.

Class 4: A discretionary reduction (In-House Foster Carers reduction) will be awarded to any in-house Hackney Foster Carer who resides in the borough from 1st April 2023, and is liable to pay Council Tax to Hackney Council.

The reduction will reduce the amount of council tax an in-house foster carer will have to pay, after the deduction of any Council Tax Support and any other national reliefs such as the single person discount; to nil.

The Fostering Service will inform the Council Tax Department of any qualifying foster carers who reside in the borough. The Fostering Service would also be responsible for informing the Council Tax Department when a new foster carer qualifies for the discount, when a foster carer moves and when a foster carer no longer qualifies for the discount.

The scheme will only apply to in-house foster carers paying council tax to Hackney Council

The discount will only be due if the recipients remain as foster carers and would cease when a foster carer resigns, or is deregistered, or takes a break from fostering for longer than six months.

5.0 Claiming relief under S13A

5.1 Individual requests for reductions in Council Tax liability due to exceptional circumstances and Class 1 and Class 2 reductions will be required in writing from the taxpayer, their advocate/appointee or a recognised third party acting on their behalf and contain a full explanation as to why the relief is requested and address the criteria set out in 3.1 and 4.1 above

5.2 The Revenues Service may request further evidence from the taxpayer or another Council department in support of an application

5.3 In respect of Class 3 reductions, identification by the Council that a care leaver would be entitled to this reduction by virtue of relevant detail already obtained by the Council, may be enough to constitute a claim and to enable the award of a reduction. If a reduction cannot be automatically awarded by the Council, it shall be the responsibility of the person with a council tax liability to make an application. As noted above, in the first instance, a care leaver must make an application for Council Tax Support before s/he can be assessed for the Care Leavers reduction.

5.4 In respect of Class 4 reductions, identification by the Council that an in-house foster carer would be entitled to this reduction by virtue of relevant detail already held by the Council would be enough to constitute a claim and to enable the award of a reduction.

6.0 Procedure for determination of exceptional circumstances/hardship and Class 1 and 2 applications

6.1 The procedure for determining applications from individuals in exceptional circumstances and Class 1 and Class 2 reductions will involve the Head of Revenues making a recommendation to the Director of Customer Services.

6.2 The Director of Customer Services will consider written representations and notify the taxpayer of her/his decision within 21 days of receiving sufficient information to make a decision.

6.3 The amount of the reduction payable will be at the discretion of the Director of Customer Services

7.0 Procedure for determination of Care Leavers

7.1 This is covered by 4.1 and 5.3 above.

8.0 Procedure for determination of in-house foster carers

8.1 This is covered by 4.1 and 5.4 above.

9.0 Request for review of a decision in respect of exceptional circumstances/hardship and Class 1 and 2 applications

9.1 The Council will accept a written request for a further review of its decision from the taxpayer within one month of the date of the letter informing them of its decision. The review process will involve consideration of the request on its merits. The Council will consider whether the taxpayer has provided any additional information that will justify a change to its original decision. Reviews will be carried out by the Director of Customer Services.

9.2 The taxpayer has a duty to notify the Council where a change in circumstance would affect the granting of the relief.

10.0 Policy Amendments

10.1 Amendments to this policy will be approved by Cabinet

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Title of Report	Hackney a Place for Everyone – Voluntary and Community Sector Grants Programme 2023/24		
Key Decision No	CED S167		
For Consideration By	Cabinet		
Meeting Date	23 January 2023		
Cabinet Member	Cllr Kennedy, Cabinet Member for Health, Adult Social Care, Voluntary Sector and Culture		
Classification	Open		
Ward(s) Affected	All wards		
Key Decision & Reason	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%; text-align: center; vertical-align: middle;">Yes</td> <td style="padding: 5px;">Significant in terms of its effects on communities living or working in an area comprising two or more wards</td> </tr> </table>	Yes	Significant in terms of its effects on communities living or working in an area comprising two or more wards
Yes	Significant in terms of its effects on communities living or working in an area comprising two or more wards		
Implementation Date if Not Called In	31 January 2023		
Group Director	Mark Carroll, Chief Executive		

1. Cabinet Member's introduction

- 1.1. I am very pleased to be introducing this report that sets out how we intend to invest in the Voluntary and Community Sector (VCS) in 2023/24 and our plans to continue to reflect and learn from the past few years.
- 1.2. Despite the unprecedented budget pressures that the Council is now facing in 2023/24 we will again invest a total of just under £2.5m in the VCS through the Council's dedicated VCS Grants Programme. To maximise the impact of investment from the VCS Grants Programme £120,000 of Public Health funding will complement the advice system grants, providing services in GP surgeries. Additionally, £200,000 of the previously commissioned Children and Young People's activity based grants will be available alongside the project based grants from the VCS Grants Programme, along with £280,000 (over 2 years) from Public Health for a Physical Activity grants scheme.

- 1.3. Work on reviewing how we invest in the VCS has continued. Building on our learning from the pandemic we introduced Community Infrastructure Grants in the 2022/23 programme. These recognise the unique strengths of the VCS to work in partnership with each other and statutory agencies to improve the health and wellbeing of residents. The grants have enabled organisations to continue to work holistically with residents and to enable new ways of working with the Council, collaborating with them to learn how we can better support residents who are furthest from our services and/or with complex needs.
- 1.4. Significantly, our officers are learning about the importance of trust and how to fully collaborate and co-produce with VCS partners. Working relationally is leading to increased levels of good will, and reciprocal trust enabling better outcomes for residents, which is proving critical to the Council's response to the Cost of Living Crisis (CoLC) as we renew the focus on those residents experiencing the material impacts of poverty.
- 1.5. This activity and what we know about how we need to shape public services continues to inform our approach to the review of the grants programme. As a Council we need to continue and extend the collaboration we have undertaken with the sector during the pandemic to ensure that we carry on learning and adapting with them to meet the needs of residents during the CoLC. We are developing new approaches and ways of working together as a system that transform the experience of support for people living in poverty and/ or with complex needs. We will therefore be increasing the number of Community Infrastructure organisations we will be working with from 2023/24, alongside continuing work with the current grantees who are completing their first year of a three-year grant.
- 1.6. We know that the cost of living crisis is putting further pressures on the resources and finances of our Voluntary and Community Sector partners. This will have both direct and indirect consequences for the Council and other statutory agencies as support for our residents is reduced.
- 1.7. In view of this we are adding a 10% uplift to the grants to our Specialist Grant organisations that provide second tier infrastructure support and animate our heritage and amenity sites. This uplift will also be applied to existing and new Community Infrastructure organisations. In addition to this, in October 2022 Cabinet gave officers authority to assess organisations at risk of closure against a set of agreed principles that could lead to some limited financial intervention from the grants programme budget. Further funding will be set aside from the programme in 2023/24 to continue to manage this risk.
- 1.8. In 2022/23 we increased the proportion of funding from the Grants Programme that we invest in the advice system in Hackney to over £1m of the £2.5m of available budget, in recognition of the demand now being placed on our partners. We have also concluded an open grants round for funding of the advice system for three years from 2023/24. This has ensured that we

continue to invest in a system that responds to the needs of the communities in Hackney and which will build on the person-centred and collaborative work of the Community Partnerships Network.

- 1.9. Although we have protected the grants programme from any reductions throughout the last twelve years of austerity we know that the local VCS has experienced greater competition for resources available from other funders. As a Council we are having to find significant savings over the next two years despite having made over £140m savings over the last 12 years. However we are committed to working across the system to identify how we can work together to deliver poverty interventions and preventative work that builds our communities and protects residents, and the review is helping us to identify the role of the grants programme within the wider reprioritisation of investment that is needed.

2. Group Director's introduction

- 2.1 This Council has a strong financial track record but over 12 years of austerity and the cost of keeping people safe during the pandemic much of which fell to the Council, has taken their toll on public services. More and more people are turning to councils for support, with less and less money available to help them, especially now that we are in a cost of living crisis.
- 2.2 Despite this the Council has again protected the budget for the Voluntary and Community Sector grants programme. However our Council grants are only one of the ways in which the Council continues to provide financial support. The annual subsidy to voluntary sector organisations occupying Council buildings is estimated to be £400,000 based on the difference between market rent and rent payable. This does not include some buildings where long term plans are being established, playgrounds and several short term VCS lettings. A total of £533,796 discretionary rate relief was awarded in respect of 2021/22 with the Council contributing 48% of the rate relief under the rules of the London Business Rates pool. This is in addition to significant levels of commissioning of the VCS to deliver services all of which add up to approximately £20m of investment.
- 2.3 The sector is itself currently operating in a highly constrained financial environment which is likely to become more difficult as a result of CoLC. However in light of the financial challenges outlined all areas of the Council's budgets remain under review. The grants programme continues to enable activities and services defined and designed by the VCS, in line with borough priorities and which complement our own statutory service delivery.
- 2.4 This report includes proposals to align the Council's grant programme to support the response to the CoLC whilst extending the funding stream for organisations that are part of the local community infrastructure, to apply for core funding. This enables organisations to continue to develop community

support and social networks which are proving so important to residents during the CoLC but also contribute to the development of 'healthy systems' which is seen as increasingly important to the transformation of public services. The grant review is helping us to consider how we should invest in the sector in the future to support the transformation of public services so that as a system of support we are able to continue to meet demand for services, despite the budget pressures we face.

- 2.6 We intend to continue funding project based activity recognising the value that these grants add, often reaching communities furthest from our services and complementing Council and commissioned activity. However in order to align these more fully to the CoLC there will be a greater emphasis on funding organisations whose beneficiaries are particularly impacted by the CoLC, ensuring that funding is reaching those organisations that work with residents experiencing the material impacts of poverty.
- 2.7 Changes in the way that we work with and fund Advice Services were developed over three years and new grants were allocated in 2019 following an open process. An interim review was undertaken in 2021, requiring advice partners to complete a self-evaluation to understand how advice partners were progressing to achieving the objectives of the advice framework.
- 2.8 Understanding the pressures advice partners were experiencing to meet increasing demands for support as a result of the pandemic, the Council decided to increase the proportion of the grants budget dedicated to funding social welfare advice grants to over £1m. In July 2022 the Council's Cabinet agreed to open applications for a new round of three year advice grants. These new grants are due to commence in April 2023 with funding from the grant programme remaining at its current level of just over £1M with an additional £120,000 from Public Health to reflect the demand that has remained since the pandemic as well as that created by the CoLC. The partnership amongst advice services is progressing well as are the relationships with Council Officers and the wider Community Partnership Network. This has been a consideration in the assessment of the grants along with other contextual analysis of the need in the community.

3. Recommendations

Cabinet is recommended to :-

- 3.1 Agree the timetable for the Hackney Voluntary and Community Sector Open Grants Programme for 2023/24.**
- 3.2 Agree that the following funding streams can be launched through the programme:**

- **Community Infrastructure core grants of up to £19,800 per year for two years with allocation of these grants subject to Cabinet approval in July 2023**
 - **Project Grants (including the Public Health Physical Activity Grants) for up to £20,000 for one or two years from April 2023**
 - **Community Chest grants for up to £1,000 for one year for short term projects or one-off activities from April 2023 (with four grant rounds spread throughout the year)**
 - **Children and Young people activity based grants of up to £20,000 over one year totalling £225,000 from April 2023**
- 3.3 Agree the funding of advice services in the borough for three years following an open and competitive programme as set out in Appendix Two, totalling £922,500 and the use of remaining advice grant budget to meet some of the identified gaps in provision.**
- 3.4 Agree one year funding for Specialist grants totalling £719,066 as set out in Appendix One.**
- 3.5 Agree in regards to Community Infrastructure grants to**
- **award a second year of funding (of a total of three) for existing Community Infrastructure organisations at £19,800 each per annum, which includes a 10% uplift (see Appendix One)**
 - **award those organisations in receipt of Community Infrastructure grant in 2022/23 an increase of the in-year funding by £3,000 to provide a total of £18,000**
 - **carry over £25,000 development funding that can be deployed to support development and capacity building to enable gaps in geography or community to be addressed.**
- 3.5 To set aside £200,000 of the grant programme budget provision for financial intervention for organisations at risk of closure and delegate authority to approve grants to the Head of Policy and Strategic Delivery in consultation with the Portfolio Holder for Health, adult social care, voluntary sector and leisure.**
- 3.6 Agree to contribute to the London borough's grant scheme administered by London Councils 2023/24 and note that the contribution will be in the region of £208,093**
- 3.7 To delegate authority to approve the Project Grants 2023/24 including Community Chest, Physical Activity and Children and Young People's Grants, as well as the deployment of resources to address and/or meet any gaps in Advice Services or Community Infrastructure grants, to the Head of Policy and Strategic Delivery in consultation with the Portfolio Holder for Health, adult social care, voluntary sector and leisure, and the Portfolio Holder for education, young people and children's social care**

4. Reason(s) for decision

4.1. Cabinet is asked to agree the funding criteria, timetable and details of the Hackney Voluntary and Community Sector Grants programme for 2023/24 as a key decision of the Council as it affects two or more wards and is related to Council spend. The indicative timetable is set out below:

Timetable

	Project Grants*	Community Infrastructure Grants
Applications open	February 2023	February 2023
Applications close	March 2023	April 2023
Delegated authority decisions	April 2023	
Recommendations to Cabinet	N/A	July 2023

*Please note that 3 further rounds of Community Chest grants will take place later in the year.

VCS Grants Programme for 2023/24 including Public Health and Children and Young people grants

Grant Programme	Core Budget	Other funding*	Total
Project Grants (including general, Community Chest, Children and Young People* and Physical Activity**)	£216,000	£340,000	£556,000
Advice Services (total budget including Public Health contribution*** and funding to fill gaps thorough development work)	£1,000,326	£120,000	£1,120,326
Community Infrastructure	£520,000		£520,000
Specialist Grants	£719,066		£719,066
Financial Intervention Support Grants	£200,000		£200,000
Total Grants Programme	£2,655,392	£460,000	£3,115,392

*£200,000 for the Children & Young People's Fund is from Young Hackney's budget.

**The Public Health Physical Activity budget is £280,000 over 2 years. The amount in the table above has been apportioned at £140,000 as an estimate.

***£120,000 contribution from the Public Health budget

4.1.2 The review of the Council's grant programme has continued. The strategic review of Specialist and Project Grants is being informed by work undertaken for the Council by a local Community Anchor organisation. Their report suggests ways in which the Council's investment could be both more strategic and systemic enabling greater impact, building on the approach taken with Community Infrastructure grants. However further work needs to be undertaken across the Council and with partners to understand where funding strategy and investment can be aligned. Progress on this and any changes for the programme will be reported back to a future Cabinet meeting.

4.1.3 The review of the grants programme has enabled further exploration and opportunities to build in equality focussed and anti-racist approaches to the delivery of the investment. For example, assessor training now involves a section on intersectionality and institutional racism. This is something that officers will develop further for the 2023/24 programme. We have also placed more emphasis on supporting groups who are led by those with lived experience, and have used information on organisational leadership and beneficiary groups to make decisions in a more targeted way. We will continue to build upon this for the 2023/24 programme. Over the past year we have sought feedback from groups around grants processes to ensure that we are providing a service that is fair, transparent, and proportionate to groups. We have received good feedback so far and are taking all suggestions into consideration for next year's programme. We also continually look to other funders for best practice and are pleased that we are already delivering 70% of [IVAR's recommended actions for grantmakers](#).

4.1.4 During the pandemic we learnt that there are much more effective and impactful ways to invest in the voluntary and community sector than the traditional approaches to grant making and to commissioning. This traditional approach is transactional and arms length and assumes complex challenges can be addressed through simple projects and measurable outputs. The future of the grants programme is being shaped by the Council's experience of working with the sector during the pandemic, the knowledge we have gained from working with Advice providers, and the change and transformation we are trying to achieve as a Council.

4.2 Community Infrastructure Grants

4.2.1 In 2022/23 we funded 20 new Community Infrastructure organisations. These are locality or community based organisations that work preventatively, working with communities at grassroots level to co-design services, build local systems of support and help the Council to improve reach. During the pandemic we were able to witness the expertise and reach that these organisations have in their communities along with the person-centred ways of working they adopt to meet the presenting need and work with complexity.

This was seen in place-based organisations but also those working with particular communities e.g black led organisations. This range of community infrastructure utilised its strengths and assets, flexing and adapting to the needs of individuals and communities. At the same time they were promoting social inclusion, building relationships with people and creating new connections. Community infrastructure proved to be a crucial resource during the pandemic and yet for many years there has been little or no direct investment in this.

- 4.2.3 This activity is key to a preventative agenda that seeks to build upon the assets within communities, as well as helping to respond to the Cost of Living crisis. Although our commitment to fund is over three years in the first year our focus has been to collaborate with each organisation to explore and identify,
- What they need to measure in order to reflect on their practice and improve outcomes for residents through their activity and across the system
 - More systemic collaborative ways of working and what challenges/benefits does this bring
 - The sharing of learning and influencing practice.
- 4.2.4 The Community Infrastructure organisations have been partnered with 20 Relational Leads. These are all volunteer officers from across the Council committed to developing the programme further, developing ways of helping Council services to work more meaningfully and effectively with community partners, and strengthening our way of working on early help and prevention across the lifecourse. The work of the Relational Leads is supported and coordinated by the new System Convenor roles within the Policy and Strategic Delivery Team.
- 4.2.5 Rather than allocate grants to each Community Infrastructure organisation just according to the merits of each application, the Council's intention was to bring a collaborative approach to decisions in discussion with the organisations. This helped us to avoid being reductive and believing that we can quantify the capacity needed and the outcomes in the first year, across a wide and diverse range of organisations. We discussed with partners the option of equal grants and agreement was reached for grants of £18,000 per organisation (excluding those with an annual turnover below £36k) as a good starting point and that as the work progressed our learning will inform future decisions based on our understanding of each organisation.
- 4.2.7 Although £400,000 had been identified for the investment in Community Infrastructure Grants for 2022/23, only £139,500 was recommended for award earlier in the year. £57,000 of the annual £15,000 allocation to each grantee was held back to reflect the timing of the grant award and the likely spend in 2022/23. Cabinet is now being asked to agree an additional £3,000 for each organisation for 2022-23 from the £57,000 held back. A further £53,500 has been identified to try to ensure that gaps either by geography or community can be addressed and development support can be put in place if the new round of Community Infrastructure grants are unable to address this.

4.2.6 We are planning to extend the number of Community Infrastructure organisations in 2023/24 to 25 to try and bring in a wider range of organisations working with different parts of our communities and in different localities to increase coverage. Colleagues from the North East London Health and Care Partnership have also expressed an interest in taking roles as Relational leads so that they can also benefit from the learning and development of co-production skills.

4.3 Project Grants

4.3.1 As already set out, we intend to broadly continue with our existing programme objectives and equality aims, which guide applicants on the outcomes we are seeking to achieve from the grants programme, but with a renewed focus on specific beneficiary groups who are being particularly affected by the cost of living crisis. Whilst we are reprioritising our investment to protect and develop community infrastructure we will continue to invest part of the programme in short-term project based activity.

4.3.2 We will continue to use the learning from the past year to include income thresholds for organisations, and analysing organisational leadership, which has led to increased support of grassroots and equalities-led groups over the past year.

4.3.3 We will continue to run our open programme as our Project Grants rather than Main and Small Grants from previous years. The Project Grants strand will encompass generic Project Grants, Children and Young People's Grants (discussed further in 4.4), and Community Chest. This year we will also be working with colleagues in Public Health to deliver a Physical Activity grants programme, which will replace their previous Physical Activity commissioning. The Physical Activity grants will be two years in length. Responding to feedback from applicants last year it is intended to offer two year grants where possible for the Project Grants in 2023/24 to ensure alignment and consistency between the funding streams.

4.4 Grant funding Children and Young People's activity

4.4.1 Building on the success of the 2022/23 programme, this grants scheme specifically for children and young people will use a budget that in previous years has been deployed for one-off commissioning of youth activity by the Children and Families Service. The funding will be prioritised for the identified health and wellbeing needs of young people within the eight Primary Care Networks of the Integrated Care Partnership. However as with all grants in the programme the ability to ensure geographical spread across the borough will be dependent upon the spread of applications received.

4.4.2 The grants will be for one year youth work projects. Applicants will be asked to focus on youth work methodology and may include specialist providers for a

variety of activities including sport, drama and film. As with the wider grants programme the activities for children and young people should speak to anti racist and anti oppressive practices so that provision is inclusive and seeks to promote equality. Grant funding rather than commissioning should enable more collaborative working both with the Council and between VCS organisations that are funded. This in turn should ensure additionality from the resources being used.

4.5 Advice grants

4.5.1 Our advice partners continue to be central to the vital work of the VCS in supporting residents through the CoLC. Ongoing work with organisations has increased the levels of collaboration and partnership within the advice system but also other VCS organisations responding to the material impacts of poverty in Hackney. In order to ensure that we have a network of advice partners that can respond to the various needs of the communities of Hackney we have tested this through a recent application process.

4.5.2 The two stage application process consisted of an application form structured around the advice framework which focuses on delivering person-centred services, and interviewing advice partners. The application form and process follows the relational approach adopted elsewhere in the grants programme by creating the opportunity for applying organisations to be open about their approaches, considerations and challenges when supporting residents.

4.5.3 The assessment panel consisted of officers from across the Council and representation from the voluntary and community sector. Applicants were assessed on how they apply person centred approaches based on what matters to residents, processes for identifying and responding to demand and commitment to working in partnership with other agencies.

4.5.4 The assessment panel considered applications in the context of an advice system for Hackney. This covered particular specialisms in social welfare advice including debt, housing and immigration. The panel acknowledged that for some Black and Global Majority communities they are unlikely to turn to the Council or unfamiliar agencies for support so potentially not accessing the right qualified assistance to deal with their issues or concerns. As part of their assessments, the panel considered the benefits for supporting advice partners that are trusted and established in particular communities.

4.5.5 Following an initial assessment of applications individually by officers and a partner from the VCS the assessors came together to consider the scores and to discuss these in the wider context of advice needs in Hackney. All of the applicants were then interviewed to ensure that any questions or clarification from the application could be explored so that the panel had a fuller understanding of the application. Several panel meetings were then convened to consider the additional insight captured from interviews. Key considerations of the panel included understanding if the applying advice partner's support

offer was established in the borough, known to communities and how they worked with other partners and the Council to provide person centred social welfare advice.

- 4.5.6 The panel agreed to recommend funding to nineteen advice partners outlined in Appendix 2. Of these advice partners one is new to receiving a social welfare advice grant. To determine the level of funding to award the panel, focused on funding an advice system for Hackney, considered shortlisted advice partners' capacity, specialism and potential increases demand for support from particular Black and Global Majority communities or those affected by legislative changes (e.g. No Recourse to Public Funds, Employment Rights).
- 4.5.7 Following the completion of the assessment process it has been identified that although officers have recommended funding for an extensive advice offer there is a noticeable gap in provision in the north of Hackney serving specific cultural and religious communities. Recognising the likelihood that residents/communities in this area of the borough will not readily travel to funded provisions located elsewhere or due to unfamiliarity with particular advice partners, officers propose retaining some funding from the advice budget specifically to explore possible options with organisations established in that locality.
- 4.5.8 Unsuccessful organisations will be reassured of their value to the borough, explaining the assessment process to fund an advice system for Hackney. In the collective cross-sector drive to work in partnership to mitigate the impact and address the challenges caused due to the cost of living crisis, the Council will seek to develop and maintain a relationship with these organisations. For successful advice partners, once grant funding has been confirmed, officers will resume building connections across the partnership to discuss how they can work collectively to strengthen delivery to ensure residents are able to get the support they need, effectively and efficiently e.g. adapting delivery models, improving referral pathways and communicating capacity pressures.
- 4.5.9 Acknowledging that a high proportion of demand for advice is generated by Council departments and Department of Work and Pensions, officers alongside advice partners will continue to work with key departments to explore ways to both potentially prevent demand for occurring and ways of getting quicker resolution to issues. This will create more capacity amongst advice partners as it will reduce the time spent trying to establish connections with key statutory agencies in order to work on a resolution on behalf of a resident. Alongside developing the measures to reduce and mitigate the impact of demand, officers will work with advice partners to develop short-term and long-term measures to address the poverty crisis in Hackney for example the implementation and extension of Household Support Fund.

4.6 Specialist Grants

- 4.6.1 Following the full review of Specialist Grants completed in 2017, another review has been initiated this year in order to identify where investment should be focused in the future. A local Community Anchor organisation has been assisting the Council in this review. This has not only ensured external challenge but has drawn on the organisation's understanding of the local VCS as well as their learning from the different perspectives from working directly with communities, the providers of services and the investors in communities. The findings will help inform proposals in 2023/24 for any changes to the Specialist Grants in the future.
- 4.6.2 Of the nine Specialist Grant organisations awarded funding since April this year, one grantee has gone into administration and therefore only half of the grant was awarded. Another grantee has been in financial difficulty and has been in negotiations with senior officers within the council for financial support. Their grant has not been claimed in 2022/23 whilst this process continues and provision for a grant is being included in this report for 2023/24. These organisations are outlined in [Appendix 1](#).
- 4.6.3 As we pivot the 2023/24 Grants Programme to have an increased focus on CoLC, Specialist Grants are also being considered in this context. Through the relational ways that the Council's Grants Team work with partners they will be exploring on a case-by-case basis how each organisation is responding to the CoLC. These organisations have been funded at the current rate for a number of years, which effectively means that their grant has decreased in value quite significantly. It is proposed therefore given the rising costs for VCS organisations that they should receive a 10% inflationary uplift.

5. Details of alternative options considered and rejected

- 5.1 Given the budgetary pressures facing the Council the future of the VCS Grants Programme is regularly reviewed. However consideration has been given to the reductions in public spending through welfare cuts and reduced grants to local government which can lead to increased demands upon the VCS. The unique position of the VCS to respond to the needs of the most vulnerable and disadvantaged residents as well as its ability to deliver added value e.g. through inward investment and volunteering necessitates a grant programme that ensures that the sector can continue to thrive and build resilience to mitigate the impacts of the pandemic and in the face of further budget reductions.
- 5.2 Whilst commissioning helps to support the VCS, the investment through the Council's grants programme helps to maintain a thriving third sector and a wide range of suppliers. Funding the sector through grants ensures that it can identify new needs and new ideas and innovate and test new solutions. It enables added value activity that complements direct or procured service delivery and can fund open universal activity. The sector is also able to use grant funding to respond to specific challenges in regards to community

cohesion by providing grassroots community based activity that builds cohesion and community action and the support that is needed by our most disadvantaged and vulnerable residents.

6. Background

6.1 Policy Context

6.1.1 The VCS is well placed in its ability to reach and work with some of the most disadvantaged and vulnerable residents of the borough and is therefore often best placed to provide a service or to ensure that other services are accessed. Funding for the sector is best deployed to fully realise the sector's potential and play to these strengths. The priorities of the grants programme supports the wider agenda of the Council and our partners with a focus upon intervention and prevention and building resilience within communities.

6.2 Equality Impact Assessment

6.2.1 The Council's support for the VCS is a major expression of Hackney's commitment to making social inclusion and community cohesion a reality. This is demonstrated by the wide diversity of organisations recommended for funding and the requirement for each application to demonstrate its contribution to meeting at least one of the grant priorities and equality aims.

6.2.2 In recognition of the potential barriers facing applicants a number of interventions are put in place to ensure that the grant investment is planned and delivered to positively benefit as wide a range of equality groups as possible and to mitigate negative impacts. The programme is advertised widely across the VCS in Hackney using the VCS networks, Hackney Today, the Council's website and social media. Workshops and one to one surgeries on the applications process are also run by Hackney CVS. Officers from the Policy Team attend workshops to share information about where to find published evidence and advice about collecting additional evidence locally.

6.2.3 The increase in funding for advice services will be having a positive impact on residents who are financially disadvantaged and experiencing poverty which is often the result of inequalities such as structural racism. However the overall envelope of the grants programme remains the same so there is a reduction in the open elements of the grants programme. The recent application process has led to a gap in provision in the north of the borough with no dedicated provision to serve the Orthodox Jewish and the South Asian Muslim community. A budget has therefore been set aside within the advice grant envelope to work with communities to address this gap.

6.2.4 The local community infrastructure organisation grants will also benefit residents experiencing multiple disadvantage as the funding aims to ensure that local community organisations are more responsive to their needs. In particular the grants aim to recognise the role of black-led organisations and

those with particular expertise and cultural competency and which have reach within communities that are furthest from statutory services.

6.2.5 The increase in funding for advice services and the additional allocation of budget for community infrastructure means less funding directed to the project based grants. The reduction could potentially impact upon those equality groups that benefit from initiatives and projects which have been identified as needed by the sector. These often reach communities furthest from our services or below access thresholds and complement Council and commissioned activity. However the physical activity and Children and Young People activity grants will go some way to remediate this.

6.2.6 Across the Main and Small Grants since 2016 (excluding crisis funding during the pandemic) the main beneficiaries have been young people under 25 as both recipients of services and as volunteers. Some mitigation for this is presented through the proposal to grant fund organisations using Young Hackney's Lot 2 budget. The Orthodox Jewish Community submits a significant proportion of applications for project based grants the majority of which are for children and young people. The Lot 2 funding that will be used to allocate grants of up to £20,000 will help to ensure that this part of the community continues to benefit from support through the grants programme. This method has been successfully tested in the current 2022/23 programme.

6.3 Sustainability

6.3.1 The Council will continue to administer the programme electronically through the use of the Blackbaud Grants Management software, which eliminates the need for paper applications, thus contributing to the Council's commitment to reducing carbon. Additionally, all grant agreements are now completed electronically which has resulted in no longer using any paper or postage to undertake this process.

6.3.2 The VCS in Hackney plays an important role in the local economy, supporting both individuals and groups and makes a significant contribution to the community and civil life. Continuing to nurture and support the sector is fundamental to achieving sustainable communities in the borough

6.4 Consultations

6.4.1 Extensive engagement was undertaken to inform the VCS Strategy 2019 including a day-long workshop attended by a range of local VCS organisations followed by four open invites focus groups. A series of discussion papers were then developed based on the findings and a series of five further workshops including one focussed upon Council investment in the sector were used to test and develop the papers. The findings were then used to develop the discussion papers into key themes within the strategy.

- 6.4.2 The strategy sets out the shift needed in the way that we invest in the sector that encourages more collaboration, shared learning and enables the sector to be more person centred and responsive to residents. It recognises that the current way that the grant programme funds organisations pushes them into narrower more transactional relationships, creates siloed working and is not funding an approach that fully enables a more preventative approach within communities.
- 6.4.3 The introduction of community infrastructure grants also acknowledged the unique ways in which the sector works which was a key message in the consultation and has continued to be a central theme in feedback from the sector. The funding stream supports organisations whose role extends beyond the service that they deliver and reflect the strategy’s focus upon a different approach to investing that funds purpose and longer term outcomes.
- 6.4.4 Whilst all of the above was set out in the VCS Strategy the feedback from VCS organisations on their experience of Covid and working with the Council suggests that the way that they were funded enabled them to be more effective. By changing the relationships and the ways in which we managed and monitored grants, organisations felt empowered to use their expertise and reach within their communities along with the person-centred ways of working that they could adapt to meet the presenting needs of residents.
- 6.4.5 Further engagement with the sector is planned to reflect on delivery over the past few years and build upon the VCS Strategy e.g. through a shared Theory of Change. A communications and engagement plan has been developed by the grants team to better understand the experience of applicants and to ensure that the Policy and Strategic Delivery Team continue to have a good understanding of the most effective ways of investing in grants.

7. Comments of the Group Director of Finance and Corporate Resources.

- 7.1 This report seeks approval of the Voluntary Sector Grants Programme and timetable. In summary the programme recommended for approval is as follows:

Grant Programme	Core Budget	Other funding	Total
Project Grants (including general, Community Chest, Children and Young People and Physical Activity)	£216,000	£340,000	£556,000
Advice Services (total budget including Public Health contribution and funding to fill gaps through development work)	£1,000,326	£120,000	£1,120,326

Community Infrastructure (new and continued funding including development budget)	£520,000		£520,000
Specialist Grants	£719,066		£719,066
Financial Intervention Support Grants	£200,000		£200,000
Total Grants Programme	£2,655,392	£460,000	£3,115,392

- 7.2 In addition to the grants programme funded by the grants core budget, additional funding has been secured to enhance the Children’s and Young People programmes, £200k, the public health physical activity programme. £140K (£280K over two years) and a £120k contribution from the Public Health budget to fund additional advice services.
- 7.3 The report also recommends approval of the contribution to the London Borough’s Grant scheme estimated at £208,093.
- 7.4 There is a budget available to fund the recommendations arising from this report and the Council retains all of the unspent budget from previous years to ensure that the approved budget for the VCS grants programme is fully used to support our local VCS organisations. An allocation of the underspend from 2022/23 is included in the programme for 2023/24 as set out in para 4.2.7 and included in the table above. Whilst the Council’s Budget for 2023/24 has not yet been approved there are no proposals within the Budget report to make savings from the budget that supports the Voluntary Sector Grants Programme. However, it should be noted that due the impact of the cost of living crisis on Council budget and the outlook for the local finance settlements going forward, the Council will need to make further savings from 2024/25 onwards which may impact the budgets supporting this programme.

8. VAT implications on land and property transactions

N/A

9. Comments of the Director of Legal, Democratic and Electoral Services

- 9.1 The recommendations in this Report concern the Council’s Voluntary and Community Sector Grants Programme for 2023/24. Agreeing the award of grant aid from the voluntary sector grants programme is reserved to the Mayor and Cabinet under the Mayor’s Scheme of Delegation (January 2017) so the awards in this Report will need to be approved by Cabinet.
- 9.2 The award of a grant is a discretionary function. The grant programmes in this Report are for various grant programmes as set out in paragraph 3.

9.3 Paragraph 2.2 i) of the Cabinet Procedure Rules states that “if the Elected Mayor delegates functions to the Cabinet, unless they direct otherwise, then the Cabinet may delegate further toan officer.....”. Therefore, subject to the approval of Cabinet, the Head of Policy and Strategic Delivery is permitted to award the Grants in this Report.

Appendices

☰ Appendix One - Cabinet Report January 2023

☰ Appendix Two Advice Cabinet January 2023

Background documents

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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Appendix One

Specialist Grants - Second Tier Support and Heritage and Amenity

Organisation	Description	Grant Amount
Shakespeare Walk Adventure Playground	Provide children (aged 5-15) in the N16 area with freely chosen play opportunities, after school and during holidays. Children will benefit from being able to access activities that support physical development, healthier lifestyle and social cohesion in a mixed area of low income/council estates and private homes. Aims to provide quality opportunities to improve children's wellbeing and life chances, particularly for disadvantaged children via a range of play choices including cooking, gardening, construction, music, drama and all kinds of art and crafts.	£64,900
Pearson Street Playground	VCS provider onsite providing a range of after school, weeknd and holiday play activities.	£52,066
Evergreen Play Association Ltd Playground	To provide a free, supervised, inclusive playground with over 30 years experience of providing varied, challenging, child-led activities all year round. The programmes are designed with the co-operation of user groups through the children's committee.	£64,900
Homerton Grove Adventure Playground	An inclusive, creative and free open play provision for age groups 6 years to fifteen years old, resident in the local community. Homerton Grove covers a large catchment area due to the lack of other play facilities nearby, due to high density housing.	£64,900
Hackney Play Association	Providing capacity building, financial and business support to Hackney Play Providers.	£41,800
Volunteer Centre Hackney	The go-to place for volunteering. We will pro-actively engage diverse communities, provide best practice support to community organisations, break down barriers to volunteering and create an engaging database of opportunities.	£60,500
The Interlink Foundation	Project to strengthen Charedi Community's Voluntary Sector in Hackney and develop partnerships internally and externally	£38,500
Chats Palace Ltd	Chats Palace Arts Centre Infrastructure Support	£38,500

Organisation	Description	Grant Amount
HCVS	Fairer Hackney	£165,000
Hackney Foodbank	To provide emergency food parcels (for immediate relief in moments of crisis) and connect people with local organisations who can help them to address the root causes and wider effects of poverty in their lives.	£33,000
London Community Credit Union	Support package (in collaboration with Tower Hamlets and Newham) to ensure the continuation of London Community Credit Union.	£40,000
Abney Park Trust	The grant funding enables The Trust to maintain its core objectives and activities as set out above. It is a major contribution to the ongoing role of the Trust in fulfilling its charitable objectives.	£22,000
Hackney City Farm	Providing the organisational capacity to nurture a community hub on a working farm in the heart of the city.	£33,000
Total		£719,066

Community Infrastructure Grants

Name	Grant Amount
African Community School	£19,800
Ananda Marga Universal Relief Team (AMURT) UK	£19,800
Badu Community CIC	£19,800
Clapton Commons	£19,800
Connecting All Communities CIC	£19,800
Derman - For The Well-being Of The Kurdish And Turkish Communities	£19,800
East London Advanced Technology Training	£19,800
Groundwork London	£19,800
H.O.P.E.	£19,800
Hackney Playbus	£19,800
Idia's Community Kitchen	£4,950
Immediate Theatre	£19,800

Name	Grant Amount
Ivy Street Family Centre Trust	£19,800
London Gypsies and Travellers	£19,800
New Future Collective Ltd	£19,800
Shepherdfold Ministry	£19,800
Skyway Charity	£19,800
The Boiler House Community Space	£19,800
The Mobile Repair Service	£19,800
Woodberry Aid	£19,800
Total	£381,150

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Appendix Two

Person Centred Advice Grant

Recommended for funding

Organisation	Description	Recommended Award
Age UK East London	Provides a universal offer available to any Hackney resident aged 18+, working closely with a range of agencies to ensure their communities are aware of our service and how to access it.	£70,000
Breakthrough (Deaf-Hearing Integration)	Providing social welfare advice to deaf and visually impaired residents.	£53,000
City and Hackney Carers Centre	Providing generalist advice to carers living in, or taking care of someone living in Hackney.	£23,000
Day-Mer	Providing social welfare advice to Turkish, Kurdish, Turkish Cypriot and Alevi communities	£30,000
Derman	Providing social welfare advice specifically for residents from the Kurdish, Turkish, Cypriot Turkish, and EU Turkish communities in Hackney since 1991	£20,000
East End Citizens' Advice Bureaux	Providing free, impartial and independent social welfare advice in Hackney since 1969.	£260,000
Fair Money Advice	Providing qualified expert financial assessment, benefit calculations and debt advice.	£40,000
Family Action	Providing social welfare advice to young adults and their networks (family and friends) experience debt and benefit challenges.	£23,000
Hackney Chinese Community Services Association	Providing social welfare advice to residents from the East and South East Asian community.	£26,000
Hackney Community Law Centre	Providing specialist qualified legal advice and other legal services.	£148,000
Mind In The City, Hackney And Waltham	Providing social welfare advice to residents with disabilities or experiencing mental ill health and	£66,000

Organisation	Description	Recommended Award
Forest Ltd	their families and friends.	
Praxis Community Projects	Providing specialist qualified support to residents at risk who have migrated to the UK or have family migration histories.	£47,000
Refugee Women's Association	Providing social welfare advice and guidance to refugee, migrant and asylum seeking women since 1993.	£27,000
Royal Society for Blind Children	Providing social welfare advice	£12,000
Shelter	Providing specialist and legal advice on housing concerns and preventing homelessness issues.	£60,000
The Shoreditch Trust	Providing social welfare advice in the Shoreditch area.	£17,500
Total Recommended Funding		£922,500

Not recommended for funding

IMECE Women's Centre	Women-only space providing services and advice that supports and empowers Turkish, Kurdish and Cypriot Turkish women and Black, Asian, Minority Ethnic And Refugee (BAMER) women to improve the quality of their lives.
Kanlungan Filipino Consortium	Providing social welfare advice and support to Filipino and Southeast and East Asian communities.
London Gypsies and Travellers	Providing accommodation and tenancy support to Gypsies and Traveller communities.
Middle Eastern Women and Society Organisation	Defending and protecting women from violence both at home and in the wider community, helping them rebuild their lives through tailored advice, guidance and support, and campaigning for their equality and human rights
Positive East	Providing information, advice and support around HIV related issues including welfare benefit advice, basic housing issues, nutrition, immigration, and employment.

Public Health funding

Organisation	Description	Recommended Award
Age UK East London	Providing person centred advice in health settings.	£60,000
Derman	Providing universal social welfare advice in health settings.	£15,000
East End Citizens' Advice Bureaux	Providing free, impartial and independent social welfare advice in health settings..	£15,000
Hackney Marsh Partnership	Providing social welfare advice in partnership with health settings	£15,000
The Hoxton Trust	Providing social welfare advice and legal support in health settings.	£15,000
Total Public Health Funding		£120,000

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Title of Report	Children and Families Service Full and Mid Year Update Report to Members 2021-22 (updated September 2022)
Key Decision No	Non Key Decision
For Consideration By	Cabinet
Meeting Date	23 January 2023
Cabinet Member	Councillor Anntoinette Bramble, Deputy Mayor and Cabinet Member for Education, Young People and Children’s Social Care
Classification	Open
Ward(s) Affected	All Wards
Key Decision & Reason	No
Implementation Date if Not Called In	N/A
Group Director	Jacquie Burke, Group Director of Children and Education

1. Cabinet Member's introduction

- 1.1. I have requested this report from the Group Director for Children and Education. My role as Lead Member for Children’s Services requires me to ensure that the Local Authority fulfils its legal responsibility for safeguarding and promoting the welfare of children and young people in Hackney. As such, I wish to ensure that services with the important mandate of protecting Hackney’s children and young people from risk of harm are understood across all areas of the Council.
- 1.2. This has been another challenging year as we have continued our recovery from both the pandemic and the cyber attack in 2022. We have hit a key milestone in our recovery from the cyber attack with the successful reintroduction of our case recording system Mosaic in April 2022, and I know that this has come as a very welcome return for our practitioners. We still have lots of work to do with the development of our system and our reporting capability, so this marks the beginning of that development, and I do not underestimate the significant efforts that colleagues across the Service have made to get us to this position.

- 1.3. Our entire community was shocked to learn of the experiences of Child Q. This has led us to redouble our focus on anti-racism. I was very proud to be part of our first Anti Racist Praxis Conference in May 2022, focusing on the process of unmasking, repairing and preventing the hidden wounds of racial trauma, in attempts to address racialised trauma experienced within services by our Black and Global Majority children and families. The conference was followed by a week of learning for our staff with a series of keynote speakers and several workshops across four days, aiming to equip staff with vital knowledge and skills to begin to understand and unpick the trauma of racial oppression.
- 1.4. Our improvement progress was recognised during a positive focused visit by Ofsted in September 2022, who came to look at the experiences of arrangements for 'front door' services, including decision-making and thresholds for referrals about children, child protection enquiries, decisions to step up or down from early help, and emergency action out of hours. I am delighted with the recognition of our strong practice in this area and will be working with leaders to drive our improvement actions even further to address the recommendations made during the visit. These recommendations included the need to strengthen our supervision arrangements, and to ensure caseloads are manageable so that cases can be transferred in a timely way to the correct team. We welcome this feedback, the advice on where to strengthen our practice and the recognition that we are on a positive journey of improvement. We know that we have further work to do to achieve consistently good practice to meet our aspiration to provide good and outstanding services for our children and families in Hackney.

2. **Group Director's introduction**

- 2.1. Children's services in Hackney work in partnership to protect children and keep them safe from harm and help them thrive. The Children and Families' Service is the key service designed to protect children by working with families to support safe and effective parenting where children are at risk of significant harm. Where it is not possible for children to be safely cared for within their family network, the local authority will look after those children. This report provides Members with oversight of activities within the Children and Families' Service including performance updates and information about key service developments and information about vulnerable adolescents and adoption. The report also includes information on Young Hackney, the Council's early help, prevention and diversion service for children and young people aged 6-19 years old and up to 25 years if the young person has a special education need or disability. Information on the Service's work with children and young people through Hackney of Tomorrow (Hackney's Children in Care Council) is included in the report.

3. **Recommendations**

- 3.1. **Cabinet is recommended to note the content of the Children and Families Annual Report 2021/2022 (Appendix 1), endorse the report and recommend it to Full Council.**

4. **Reason(s) for decision**

- 4.1. The report is for information and endorsement only

5. **Details of alternative options considered and rejected**

- 5.1. Not applicable

6. **Background**

Policy Context

- 6.1. This report summarises progress against key areas for the service.

Equality impact assessment

- 6.2. There are no new decisions within the report that require an Equality Impact Assessment.

Sustainability and climate change

- 6.3. There are no issues within the report that impact on the physical and social environment.

Consultations

- 6.4. The report does not contain any issues or decisions that require consultation.

Risk assessment

- 6.5. There are no proposals for action that require a risk assessment.

7. **Comments of the Group Director of Finance and Corporate Resources.**

- 7.1. This annual report covers the period 2021-22. The outturn for 2021/22 for the Children and Families Service on a net budget of £61.6m was an overspend of £2.4m after use of grants and reserves of £11.8m including a drawdown on the commissioning reserve of £3.97m and £6.3m of Social Care Grant funding. The overspend of £2.4m includes £1.2m of Covid-19 related

expenditure incurred by the service. There has been a requirement to draw down from the commissioning reserve since 2012/13 due to the increase in complexity and the number of children in care.

- 7.2. The financial position for 2022/23 is a net budget of £64.2m for the Children and Families Service, and the service is forecasting to overspend by £1.6m (as at October 2022) after use of reserves and drawdown of grants totalling £13.1m (including full use of the commissioning activity reserve of £4.6m and £8.5m of Social Care Grant funding). Within the current forecast, cost reduction proposals have been agreed by the service to reduce the overspend within the year, and these are tracked on a monthly basis.
- 7.3. The Children and Families Service has continued to make contributions to the efficiency agenda of the Council. Over the previous nine years the service has delivered £11.9m savings with a further £650k targeted to be delivered in 2022/23. The increase in commissioning costs has been driven by an increase in complexity and the number of looked after children since 2011/12. There is a continuation of a large proportion of children being placed with independent fostering agencies (IFAs) due to a lack of suitable in-house foster carers. The cost of an IFA placement is significantly greater than that of an in-house placement. The service continues to be proactive in recruiting in-house foster carers to meet demands across the service.
- 7.4. Hackney has also seen an increase in residential placements since 2015 adding considerable budget pressures with an average annual unit cost of £263k. There have been some improvements more recently in the number of residential placements, and the service is working proactively to reduce the level of placements. We are also seeing a rise in the number of under 18s in high-cost semi-independent placements. Where young people 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. These pressures have been recognised by the Group Director of Finance & Corporate Resources with a growth of £11.2m in total included in the budget across a number of financial years.

8. **VAT implications on land and property transactions**

- 8.1. There are no VAT implications in this report.

9. **Comments of the Director of Legal, Democratic and Electoral Services**

- 9.1. In line with Article 5.2 of the Council's Constitution, Cabinet will carry out all of the Council's Local Authority functions which are not the responsibility of any other part of the Council. The Elected Mayor may choose to delegate functions to be carried out by the Cabinet collectively that set priorities that

contribute to the life and development of the Borough and those that improve the economic, social and environmental well being of Hackney and its inhabitants. As outlined in section 3 of this report, Cabinet is recommended to note the report and recommend it to Full Council which has the authority to agree the strategic direction of the Council.

9.2. There are no immediate legal implications arising from this report.

Appendices

Appendix 1 - The Children and Families Service 2021/22 Full Year Report to Members.

Background documents

None.

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**CHILDREN
& FAMILIES**

Annual Report

Page 125
2021/22



Working for every **child**

 **Hackney**

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Contents



Foreword by Cllr Bramble	5	Children supported through Child Protection Plans	26
Priorities for the year ahead	7	Public Law Outline (PLO) and court proceedings	28
Ofsted focused visit	9	Clinical Support	29
Key data about the Children and Families Service	10	Participation and direct work with children and families	30
The Experiences and Progress of Children Who Need Help and Protection	12	Identifying and responding to all types of abuse recognising the vulnerability of specific groups of children	32
Early Help	13	Safeguarding children during adolescence	32
Early Help Review	13	Neglect	34
Young Hackney	15	Disabled Children's Service	36
Youth Justice	16	Private Fostering	38
Domestic Abuse Intervention Service	17	Children missing education	39
Identifying and responding to children's needs and appropriate thresholds	19	The Experiences and Progress of Children in Care and Care Leavers	40
Contacts, referrals and assessments	19	Making good decisions for children	41
Local Area Designated Officer	22	Information about our looked after children	41
Making good decisions and providing effective help	23	Fostering Service	45
Strategy Discussions	23		
Children supported on Child in Need Plans	25		



Participation and direct work with children in care and care leavers	48
Helping and protecting looked after children	50
Independent Chairs and Looked After Child Reviews	50
Health of looked after children	52
Learning	55
Stability and permanence	57
Care arrangement stability	57
Adoption	58
Care Leavers and transitions	59



The Impact of Leaders on Social Work Practice with Children and Families 62

Strategic Leadership	63
Cyber attack	63
Driving improvement	63
Changes to Hackney model of social work	65
Anti-Racism	66
Workforce and caseloads	69
Staff wellbeing	69
Workforce data	70
Recruitment and Retention	71
Learning culture	72
Continuing to strengthen our approach to Quality Assurance	72
Financial Update	75



Foreword

I am pleased to introduce the Children and Families Service annual report for 2021/22.

This has been another challenging year as we have continued our recovery from both the pandemic and the cyber attack in 2022. We have hit a key milestone in our recovery from the cyber attack with the successful reintroduction of our case recording system Mosaic in April 2022, and I know that this has come as a very welcome return for our practitioners. We still have lots of work to do with the development of our system and our reporting capability, so this marks the beginning of that development, and I do not underestimate the significant efforts that colleagues across the Service have made to get us to this position.

Our improvement progress was recognised during a positive focused visit by Ofsted in September 2022, who came to look at the experiences of arrangements for 'front door'

services, including decision-making and thresholds for referrals about children, child protection enquiries, decisions to step up or down from early help, and emergency action out of hours. I am delighted with the recognition of our strong practice in this area and will be working with leaders to drive our improvement actions even further to address the recommendations made during the visit. These recommendations included the need to strengthen our supervision arrangements, and to ensure caseloads are manageable so that cases can be transferred in a timely way to the correct team.

Our entire community was shocked to learn of the experiences of Child Q. This has led us to redouble our focus on anti-racism. I was very proud to be part of our first Anti Racist Praxis Conference in May 2022, focusing on the process of unmasking, repairing and preventing the hidden wounds of racial trauma, in attempts to address racialised trauma experienced within

services by our Black and Global Majority children and families. The conference was followed by a week of learning for our staff with a series of keynote speakers and several workshops across four days, aiming to equip staff with vital knowledge and skills to begin to understand and unpick the trauma of racial oppression.

We have opened ourselves up to learning as never before - over the past year we have had a number of peer reviews and good practice visits by experts from the Government to shine a light on our good practice and help us think about improvements we need to make. This has included a peer review by the Local Government Association (LGA) looking at our offer to vulnerable adolescents in February 2022, which found that we have shown incredible resilience and commitment to our families during a very challenging period. The peer review team reviewed 16 of our adolescent cases and were highly

complimentary about our child-focused practice. The LGA also recognised Young Hackney as a fantastic resource. Peer reviewers also highlighted things for us to improve, such as our communication and evidence of our early help offer. The report highlighted the need for our partners to do more work regarding anti-racism and highlighted the work being done on decolonising the curriculum by our Education team and schools. Additionally, there are recommendations for schools and the police to firstly safeguard our children rather than criminalise or exclude. The review also highlighted that we don't currently have a clear practice model, and work has begun on refreshing this.

We also hosted a peer review by the Youth Justice Sector Improvement Partnership in May 2022 looking at our governance of youth justice work which highlighted our engaged

Councillor Anntoinette Bramble

Deputy Mayor and Cabinet Member for Education, Young People and Children's Social Care



political leaders who are keen to learn and make a difference for our most vulnerable young children. Peer reviewers were impressed by our First Time Entrants performance, low reoffending rates and multi-agency working. It was clear to reviewers how highly our children thought of the staff they worked with, and peer reviewers were impressed with our focus on disproportionality. Peer reviewers also highlighted that we need to strengthen the support given to Black and global majority staff members and support Board members to observe the work on the ground. We have already begun work to review the operational and strategic board arrangements and terms of reference to ensure

that we are bringing the lived experience of the children and families we are supporting into the Board. I know that we want to ensure stronger involvement of our children at all levels so that we are making improvements that make a difference to them.

We also hosted a visit by Mark Riddell, the National Implementation Advisor for Care Leavers to look at our offer to care leavers in May 2022, as well as a visit from the Department for Levelling Up, Housing & Communities looking at our housing offer to care leavers the same month. Both visits have supported our work to think about our new Corporate Parenting Strategy which

we are working to have ready for the end of the year. Mark noted that we are ambitious, aspirational and have a passionate leadership management approach when it comes to our care leavers. Mark made a set of recommendations that were also agreed by senior officers and operational staff, and he will be looking at our progress in a follow-up review six months after the visit.

These reviews of our services have enabled us to develop our evidence for change and we are about to embark upon a transformation programme to provide responsive and seamless services for children and their families that is ambitious for our children and underpinned by

anti-racism, systemic and trauma informed practice.

In between all of these peer reviews and visits, I am conscious that work continues as usual for our dedicated practitioners. I want to thank them for their efforts in keeping our children safe, and for their resilience in the face of a very challenging period, which I am under no illusions of having ended. I am optimistic that things will only improve for us with a committed leadership team in place, a solid foundation for recording our work with children and our highly skilled workforce.

Priorities for the year ahead



1. Proud to be Hackney: We will reset the Practice Model for Hackney Children's Services, so it describes a whole system approach to supporting children and families. The refreshed vision of practice will describe our values and principles. It will outline how children and families can expect to be supported from education, early help right through to leaving care or transition to adult services. Every practitioner will employ a systemic approach as a way of understanding the lived experience of our children and families. We will focus on relationships and work collaboratively. We will always recognise that individuals are embedded in their social context and remain curious about this. This practice model will enable us all to understand our roles and responsibilities as part of a wider system supporting Hackney children. It will focus on making a difference for every child.



2. Proud to listen to children and families in the shaping of our services: Our practice will ensure that the voices of children and their loved ones will shape the multi-agency plans of support that are offered to them. We will strengthen our commitment to ensuring that all children and families have the opportunity to share their experiences with us, in order to inform the strategic development of our services.



3. Proud to work with partner agencies to help children and families get the right support at the right time: We will support the ongoing development of a culture within Hackney where we work collaboratively to hear the voices of children and families with the aim of co-creating solutions as a partnership to meet children's needs in order to improve outcomes for children. We will hear and be appreciative of multiple professionals' perspectives and voices about how children's needs can best be met and ensure as a partnership that we are clear on our roles, responsibilities and associated powers.



4. Proud to work with partners to improve safety for adolescents in the community: We will foster trusted relationships with young people within which they will experience safety in the context of their families, peer groups, schools and neighbourhoods. Young people in Hackney will achieve positive outcomes, agency and independence as a result of responsive support and engagement informed by knowledge of adolescent development and contextual safeguarding.



5. Proud to be Anti-Racist: Our leadership and practice will address racism and discrimination leading to disproportionality in the experiences of our children and families and of our staff in the workplace whilst also seeking to influence the broader context of our children and families lives.



6. Proud to promote a learning culture focused on outcomes for children, where great practice can flourish: Our Quality Assurance Framework and Workforce Development Strategy are inextricably linked enabling us to become an organisation that focuses upon learning and development- quality assurance activities are embedded across the service at all levels and drive practice improvement with a strong commitment to feedback mechanisms to support learning, promote consistently good or better practice achieve best outcomes for our children.



7. Proud to support our workforce to do their very best for children in Hackney: We recognise that having a skilled, resilient, stable and engaged workforce, equipped with the tools they need to do their jobs well, is crucial to achieving the best possible outcomes for children. We acknowledge that this requires a relentless focus on the recruitment, development and retention of staff. We want to demonstrate that we are proud of our staff and want them to be proud of working for Hackney's children. We hope to promote Hackney as a great place to build a career working with children and families.

Ofsted focused visit



Ofsted undertook a focused visit in Hackney Children and Families Service in September 2022 looking at our arrangements for ‘front door’ services, including decision-making and thresholds for referrals about children, child protection enquiries, decisions to step up or down from early help, and emergency action out of hours.

Inspectors found that the MASH is making the right decisions to get support for children quickly, with good use of historical information, outlining strengths and areas of concern to inform decision-making. This is supported by strong management oversight arrangements. The early help hub in the MASH is ensuring that children receive the correct level of support quickly - and staff are reporting the difference that early help staff are making. Strategy discussions are working well. Inspectors found that most children receive proportionate responses that meet their needs and that action for children at immediate risk is timely and effective. There has been a significant and impressive decrease in Serious Youth Violence - this has been due to Hackney’s focus on this area, with ongoing commitment to the early help offer. Young Hackney is a strong offer to children and young people in Hackney.

Inspectors thought that assessments are good quality - they are child-focused, well informed by current and historical information with clear analysis. Children’s needs are well assessed including their identity needs. Children’s lived experience came across, with their wishes and views of assessments recorded. Multi-agency partners, parents, children and young people, inform assessments and this information informs ongoing intervention or early help

referrals. Risk to children during adolescence is identified and addressed in consultation with the CiU.

Inspectors think that senior leaders are driving necessary changes to improve practice at a pace that suits the workforce and allows for the ongoing delivery of safe services. Our committed and skilled staff feel supported through the implementation of the new practice framework, with a focus on anti-racist, trauma-informed, and a systemic approach to practice. Staff told inspectors that they feel listened to, valued and supported.

Inspectors also found that caseloads within the Access and Assessment team, and for some newly qualified workers are too high, and recording of supervision is inconsistent. This has meant that some assessments are not in timescale. Inspectors also noted that we need to improve our recording of supervision.

We welcome the recognition of strong practice in our MASH and Assessment teams and we will be working with our staff to ensure practice is strengthened even further in the coming months.

Key data about the Children and Families Service



3,707 referrals were received in 2021/22, a 27% increase from 2,930 received in the previous year. 1,935 referrals have been received between April and September 2022.



405 children were looked after as at 31st March 2022, a 6% decrease from 431 children at the same time the previous year. 404 children were looked after at the end of September 2022.



3,293 social work assessments were completed, a 15% decrease from the 3,858 completed in 2020/21. 2,075 assessments have been completed between April and September 2022.



179 children entered care during 2021/22, a 3% decrease from 185 children in 2020/21. 95 children entered care between April and September 2022.



211 children were supported on Child Protection Plans as at 31st March 2022, a 11% decrease compared to 237 children at the same time in 2021. 186 children are supported on Child Protection Plans at the end of September 2022.



86 young people aged between 14 and 17 entered care in 2021/22, an increase from the 72 young people from this cohort entering care in 2020/21. This represented 53% of the total number of children who entered care in 2021/22, compared to 40% in 2020/21.



An estimated total of 16,676 young people accessed universal services offered through Young Hackney during 2021/22, based on 160,223 named and anonymous attendances. This reflected an increase of 170% of named individuals accessing Young Hackney Universal services from 2020/21, following the pandemic lockdown periods which had a significant impact on the 2020/21 data. Young Hackney delivered targeted support to 1,471 young people in 2021/22.



15.3% of looked after children had three or more care arrangements in 2021/22, compared to 10% in 2020/21. 14% of looked after children had three or more care arrangements as at the end of September 2022.



71.2% of children who have been looked after for more than 2.5 years were in stable care arrangements of more than 2 years in 2021/22, a decrease from 77% in 2020/21. 65% of children were in stable arrangements at the end of September 2022.



279 children and families were referred to the Clinical Service in 2021/22. There were 220 cases allocated for direct work in 2021/22, a 25% decrease from 284 cases in 2020/21. 79% of children and families referred were allocated for direct work In 2021/22, an increase of 10% compared to 2020/21.



387 care leavers aged between 17 and 21 were being supported by the Leaving Care service at 31 March 2022, an increase of 11 from 376 at the same point in 2021. 357 care leavers were supported at the end of September 2022.



The Experiences and Progress of Children Who Need Help and Protection

We are proud of the positive recognition of our strong practice at the ‘front door’ by Ofsted during their focused visit in September 2022. We have improved the timeliness of our assessments as well as clearer management oversight and quicker decision making for children, with an early help hub now established in the MASH. This means that children are more likely to get access to early help quicker, will only be subjects of statutory plans when

necessary and increasingly or the appropriate length of time to ensure their needs are met. There is good work taking place across the service but our focus is on ensuring consistency of support to all of our children and families. There is more work to do to ensure the quality and timeliness of plans and that children’s records are up to date, including records of supervision and visits to children.

Page 136



“We are proud of the positive recognition of our strong practice at the ‘front door’ by Ofsted...”





Early Help

Early Help Review

Our ambition is that every child in Hackney who has additional needs is identified and their needs addressed at the earliest opportunity, providing support to help overcome challenges, build resilience for the future and stop needs escalating to a point where they may need the support of statutory services.

The Council's own Early Help services are part of a wider offer across Hackney; including by schools and settings, the health sector and the community and voluntary sector. We are implementing changes to ensure that our Early Help services are well placed to work effectively as part of that wider system of help. Changes implemented within the Council's Early help services sit within the wider transformation, and the intention to produce an Early Help Partnership Strategy in autumn 2022.

Research, consultation and feedback identified the following key strengths:

- The strength and range of the services delivered, including culturally appropriate opportunities, support, intervention and partnership working.
- The trusted role of Children Centres and Young Hackney Youth Hubs in the community.
- The importance of specialised services with specific expertise.
- The value of taking a multi-agency approach to Early Help interventions and the importance of strong relationships with key partners.

6 key areas have been identified for development:

- Visible, approachable services that are local and trusted.
- Effectively communicated support.
- Support which is able to meet the needs of the whole family, especially parenting capacity.
- Trusting and consistent relationships with practitioners.
- Support which is able to meet the specific needs of children, young people and their families, through specialist and expert interventions, including at key points in a child's, young person's or family's life.
- Interventions led by outcomes, impact and involvement of children and families.

Key activity to date:

- Implementation of a single 'request for support' form across SEND and social care.
- Development of the Early Help Hub within the Multi-agency Agency Safeguarding Hub as a single point of access for practitioners working with children, young people and families.
- Implementation of single assessment form and process across children's centres and council family support teams.
- Application of consistent practice standards including timescales for children being seen, completion of an assessment and a plan developed with the family.

- Formulation of proposals for a deferred prosecution scheme for youth justice and building upon the outcomes achieved through prevention and diversion to scope a deferred exclusions pilot.
- Conversion of some of the Young Hackney commissioning resources to a new grants programme promoting social inclusion, encouraging independence and developing personal resilience.
- Engagement and co-design with partner agencies to begin the development of a family hub model and sites to support the Early Help system and access and relationships with service users.
- Workshops across the partnership to promote use of the early help hub, the new request for support form and the Hackney Wellbeing Framework.
- Development of an Early Help sub group of CHSCP - this is due to meet in September 2022.

Page 138

A new Early Help pathway was introduced in April 2022 and it is too early to yet see the impact of this and flow to/from statutory services. A dip sample of ten Family Support Service case records in June 2022 has shown that the majority of families are being contacted and seen in line with our newly developed practice standards (90 %). Where families have not been seen in line with expected standards there has been evidence of management action.

Insight from the Hackney Supporting Families Programme indicates that 32 % of the total cohort of families identified under the ‘significant and sustained progress’ measure (over 1,600 families) have received intervention with successful outcomes via Early Help provision.

The Early Help Hub screening process has placed particular focus on obtaining explicit consent from parents (and where age appropriate young people), providing families with a clear understanding of what targeted early help services offer, and ensuring that the voice of young people is respected. Services have reported that this has been positive in helping them to develop better working relationships with children and families.

In 2023, Hackney will open children and family hubs. Hubs will offer a universal ‘front door’ for families with children and young people aged 0-19 to access integrated whole-family support services and provide the framework for locality-based delivery of targeted early help.

Next steps:

- Continued development of children and family hub model with partner agencies and residents.
- Ensuring Council services are able to record using the same system.
- Shared performance indicators, including embedding the new Supporting Families outcomes framework.
- Reviewing commissioning to ensure it is evidence based and impactful.
- Creation of Multi-agency Early Help Strategy to deliver on the partnership’s collective responsibility for the early help system.
- Integration of early help and children and adolescent mental health services to a shared single point of access.
- Ongoing delivery of actions identified, to embed anti-racist practice across Early Help services.



Young Hackney is the Council’s integrated early help service for children and young people aged 6-19 years old and up to 25 years if the young person has a special education need or disability. The service works with young people to support their development and transition to adulthood by intervening early to address adolescent risk, develop prosocial behaviours and build resilience. The service incorporates universal youth, play, sports and participation activities and opportunities, targeted early help support for those young people and families who need it, and more specialist substance misuse, health and wellbeing, young carers and crime prevention

and diversion interventions. Young Hackney workers ensure the voice of the young person and ‘think family’ are at the centre of practice, and are considerate of the strengths and needs of parents and carers as individual assessments and plans are developed.

An estimated total of 16,676 young people accessed universal services offered through Young Hackney during 2021/22, based on 160,223 named and anonymous attendances. This reflected an increase of 170 % of named individuals accessing Young Hackney Universal services from 2020/21, following the pandemic lockdown periods which had a significant impact on the 2020/21 data. Young Hackney delivered targeted support to 1,471 young people in 2021/22.

Evidence of Impact

Page 139

Young Hackney Audits

From March 2022 to July 2022, the Young Hackney service has completed 17 audits using their routine audit form.

Findings:

- Overall, audits were rated as 59% *good* and 41% *requires improvement*.
- 94% of children audited were seen in line or partially in line with practice standards.
- Auditors thought that recording needs to be improved in 65% of files.

- In 53% of files, key actions had been followed up on, within agreed timescales, and were seen to be having an impact by auditors.

Recommendations:

- There is a need to improve recording including management oversight recording.
- Some assessments of risk and plans including safety plans need to be reviewed and updated where necessary.
- Significant family members, particularly fathers to be included in plans and intervention.



Youth Justice

The Youth Justice Service works with all young people in Hackney who are arrested or convicted of crimes and undertakes youth justice work including bail and remand supervision and supervising young people who have been given community or custodial sentences. Young people are supported by a multi-agency team including a Forensic Psychologist, the Virtual School, Speech and Language Therapists, the Police, a Nurse, Probation Services, a Substance Misuse Worker and a Dealing Officer.

	2019/20	2020/21	2021/22
No. of first time entrants to Youth Justice system in Hackney	88	79	67

The overall number of young people entering the youth justice system for the first time in Hackney in 2021/22 was 67, a 15 % decrease from 79 young people in 2020-21. This remains below national and statistical neighbour averages.

88 % of the young people referred to the Youth Justice Prevention and Diversion Team via Triage in 2021/22 were successfully diverted from becoming first time entrants to the youth justice system. However, early help for young people at risk of becoming involved in crime is still not effective enough at preventing the most serious youth crime: the small number of young people referred to the Prevention and Diversion Team from Triage who have gone on to enter the youth justice system have in many cases faced extremely serious charges against them.

Evidence of Impact

Youth Justice Service Peer Review - May 2022

The Youth Justice Sector Improvement Partnership undertook a peer review on Governance in the Youth Justice Service at our invitation in May 2022 and found that:

- Board and leaders are strategically willing to try new and creative ways of working e.g. deferred exclusions.
- Engaged political leadership.
- Good improvement in First Time Entrants performance, and low reoffending rates.
- The Out of Court Disposal Panel is multi agency with Speech and Language Therapists and clinicians attending.
- There are good practice level relationships with the courts and Judges, who trust the assessments made by the YJS.
- Young people report that they have a good relationship with their worker.
- Positive to see a focus on addressing disproportionality.

Peer reviewers also made some recommendations for improvement, including the need to:

- Strengthen the support given to Black and global majority staff members.
- Support Board members to observe the work on the ground.
- Review the operational/strategic board arrangements and terms of reference.
- Bring the lived experience of the children and families we are supporting into the Board.
- Stronger involvement of young people at all levels.
- Consider identifying a smaller number of key themes/priorities and evidencing impact rather than working through an extensive action plan.
- Encourage Board members to actively lead on agenda items and improve evidence of links to other strategic plans.



Domestic Abuse Intervention Service

The Domestic Abuse Intervention Service (DAIS) works with anyone experiencing domestic abuse who is living in Hackney, aged 16 or over, of any sex and gender, and of any sexual orientation. The service works with clients and partner agencies to assess and reduce risk and offers an assertive, interventionist, social-work-informed approach to protecting victims from harm, using the Safe and Together model which aims to reduce the necessity for the removal of children into care by holding perpetrators to account for their behaviour and protecting survivors of domestic abuse. The service also intervenes with perpetrators of domestic abuse to reduce the risk they pose. The service leads within the Council and across the partnership on Eliminating Violence Against Women and Girls and on providing and developing Hackney's Multi Agency Risk Assessment Conference (MARAC) for 'high risk' cases and delivers training also to partner agencies.

The average weekly number of referrals into DAIS across 2021/22 was 23, slightly below the weekly pre-Covid rate of 25 cases per week. From April

2022 to September 2022 there has been an average weekly referral rate of 25 cases.

The Domestic Abuse Prevention Programme, working with those who harm others through their behaviour, is a 26 session programme that continues to operate virtually on a rolling basis. Since April 2022 to October 2022, so far 8 people have completed the programme.

The fortnightly virtual MARAC (Multi Agency Risk Assessment Conference) is a multi-agency meeting to discuss and take action on cases of domestic abuse where there is a 'high risk' of death or serious injury. Numbers have continued to rise during and following the Covid restrictions. 2021/22 saw a total of 694 cases discussed at MARAC, an increase of 15% on the 595 cases heard in 2020/21. If the rate from April - September 2021 is maintained across the remainder of this year, there will be 734 cases heard, an increase of 23% on 2020/21. In two years, cases heard at MARAC have risen by over 200, from 492 in 2019/20 to 694 in 2021/22 which is a rise of 41% over 2 years. Around half of all MARAC cases have children living in the household; this has remained consistent over recent years.

Evidence of Impact

Domestic Abuse Intervention Service (DAIS) Audits

The DAIS has completed 59 audits throughout 2021-22, using the DAIS full audit form.

Findings:

- 73% of audits completed rated practice as 'good' or 'outstanding'.
- 95% of cases audited took the client's history and any current vulnerabilities into account.
- 98% of cases audited properly identified and responded to child / adult safeguarding concerns.
- In 79% of cases audited, the client had been provided with effective and comprehensive safety and support planning work.
- In 61% of cases audited, there was evidence of a sensitive response to the cultural and diversity needs of the client.
- In 81% of cases audited, auditors felt that the client had been supported to act for themselves and engage with services.
- In 84% of cases audited, auditors felt there was evidence of robust case management and supervision, ensuring effective recording practice and appropriate support from intake to closure.

- Auditors felt that there had not been active engagement with the perpetrator service and evidence of working together to manage risk in 67% of cases audited.
- Auditors felt that casework and case file recording met best practice in the majority, but noted some gaps in recording.

Recommendations:

- Continue to embed practice around engaging with abusers, and holding abusers to account for their abusive actions.
- Managers to provide oversight around why cases are not discussed at unit meetings and record rationales of why direct contact may not be made.
- All cases that were opened pre-cyber attack and are still open need a summary of intervention pre-cyber attack.
- DAIS management group to consider how to better capture management oversight.
- Consider how to overcome blocks and barriers of professional network, no following up action from MARAC/complex case forum.



Identifying and responding to children’s needs and appropriate thresholds

Contacts, referrals and assessments

Contacts

	Outturn 2019/20	Outturn 2020/21	Outturn 2021/22	Apr - Sept 2022
Number of contacts	16,044	11,473	12,746	7,174
% of contacts progressing to a referral	27 %	26 %	29 %	27 %

There has been an 11 % increase in contacts over the past year, however this has not yet reached pre-pandemic levels. Hackney did not see the immediate rise in contact levels that many local authorities experienced following the pandemic, but we have had a steady increase in contacts over the last year. This is to be expected in the context of increasing demand for children’s social care on a national and local level.

We have also changed the way that contacts are recorded, with information requests now not captured as a contact and referral record which they have been historically. This will potentially account for the volume of contacts being less than expected.

Purposeful work has been undertaken through the revision of the Hackney Child Wellbeing Framework, the shift to a Multi-Agency Safeguarding Hub, Early Help Hub and the introduction of a consultation line. The positive impact of the consultation line will also mean that requests for support that do not meet thresholds are not coming through as contacts. However, there is still some ‘oversharing’ from some agencies, mainly the Police, which is being addressed.

Referrals

	Outturn 2019/20	Outturn 2020/21	Outturn 2021/22	Apr - Sept 2022
Number of Referrals	5,031	2,930	3,707	1,935
Rate of Referrals per 10,000 population	788	459	581	303 (Annual est 616)
Statistical neighbours	581	497	579	n/a
England	535	494	538	n/a

	Outturn 2018/19	Outturn 2019/20	Outturn 2020/21	Outturn 2021/22	Apr - Sept 2022
Percentage of cases which were re-referrals which had been open in the past 12 months	16 %	16 %	18 %	17 %	19 %
Statistical neighbours	17 %	18 %	18 %	18 %	n/a
England	19 %	19 %	19 %	22 %	n/a

There has been a 27 % increase in the number of referrals received. Re-referrals within 12 months at the end of March 2022 were at 17 % and this is in line with statistical neighbours. The rate of referrals for the year 2021-22 was 581, higher than the 2020-21 rate of 459. 29 % of contacts have proceeded to referrals compared with 26 % for 2020-21. This is an anticipated increase given the impact of COVID-19 upon children’s attendance at school and visibility to multi-agency professionals.

Assessments

	Outturn 2019/20	Outturn 2020/21	Outturn 2021/22	Apr - Sept 2022
Number of social work assessments completed	4,923	3,664	3,293	2,075
Rate of assessments per 10,000 population	771	604	516	325 (Annual est 630)
Statistical neighbours	529	477	533	n/a
England	554	518	533	n/a

	Outturn 2019/20	Outturn 2020/21	Outturn 2021/22	Apr-Sept 2022
% of social work assessments completed within 45 working days	64 %	78 %	82 %	61 %
Statistical neighbours	88 %	94 %	90 %	n/a
England	85 %	89 %	84 %	n/a

The rate of completed assessments has reduced by 15 % compared to 2020-21. The rate of assessments completed within 45 working days was 82 % for 2021-22 compared with 78 % for 2020-21. Performance for this measure declined in the early months of 2022, in the context of changing back to Mosaic recording system, some notable staff challenges as a result of staff sickness (including due to COVID-19), staff changes and some performance management concerns, with only 45 % of assessments completed in 45 days as at the end of April 2022. Following the embedding and support of newly appointed staff, and concerted management oversight, performance is beginning to stabilise and we were reassured by the feedback from inspectors during the recent Ofsted focused visit in September 2022.

In 2021-22, 70 % of assessments completed resulted in no further statutory social work action, an increase compared to 66 % in 2020-21. As at the end of September 2022, this rate has now decreased to 51 % of statutory assessments completed resulting in no further statutory social work action- this is a positive development in the context of the introduction of Early Help Assessments within the Family Support Service in April 2022.

“...this is a positive development in the context of the introduction of Early Help Assessments within the Family Support Service in April 2022.”

Evidence of Impact

Assessment leading to no further social work action - June 2022

As a result of high numbers of assessments leading to no further social work action, a dip sample of 45 cases was undertaken.

Findings:

- 89% of referrals met the threshold for statutory assessment (Hackney Child Wellbeing Framework)
- In 98% of audits, the outcome of the assessment was in line with thresholds
- In 87% of audits, the auditor did not think that an alternative course of action could have been taken - for some cases an early help assessment would have been better

- Auditors think a DAIS worker in the MASH would enhance early safety planning for victims of domestic abuse.

Recommendations:

- Identify a DAIS practitioner to be located in MASH to ensure that effective safety plans are created at the earliest opportunities for victims of domestic abuse.
- Delegated authority to be implemented to under 5's MAT services to ensure consistency of threshold application.
- Early Help assessments to be utilised more where children are perceived to be in need of support, rather than at risk of significant harm.

Local Area Designated Officer

Organisations where employees and volunteers work with children (including foster carers and prospective adopters) are required to have clear and accessible policies and procedures to manage occasions when allegations are made against staff or volunteers. As part of that, organisations have to appoint a Designated Safeguarding Lead to whom the allegations are reported, who would then report it to the Local Authority Designated Officer (LADO) who has the responsibility to manage and have oversight of allegations.

The LADO service received 311 contacts during 2021-2022 which is an increase of 137 (44 %) on the previous year (174 contacts). It is therefore evident that the number of contacts have returned to the previous trajectory

of year-on-year increases in the LADO contacts received prior to the Covid-19 pandemic (there were 309 contacts during 2019-20).

The occupations with the highest number of contacts were teachers (29 %), school support staff (23 %) and nursery workers (17 %). This is a slight change to previous years as the norm until this period was school support staff receiving the highest number of contacts. The increase for teachers is noteworthy, given it has risen by 7.4 %. The three occupation groups with the highest number of contacts remain unchanged. Again, the postulation is that these three groups will remain consistent as it is likely attributable to the higher ratio of children to staff given schools and day care provisions have higher numbers of children accessing services compared with health or leisure facilities for example.

Evidence of Impact

LADO audits - July 2022

Practice audits of LADO work are conducted every 6 months by the Service Manager and Practice Development Managers in the Safeguarding and Reviewing Team. The most recent audit in July 2022 looked at 6 LADO cases.

Findings:

- 100% of referrals were rated as good or outstanding.
- 100% of audits found decision making to be good or outstanding.
- 100% of audits found partnership working to be good or outstanding.
- 100% of audits found evidence that there were positive outcomes/positive impacts on the child's plan as a result of LADO intervention, with practice rated as good.



Making good decisions and providing effective help

Strategy Discussions

The CHSCP continues to promote the CHSCP strategy discussion protocol through regular 'Things You Should Know' briefings and animated video guidance for multi-agency professionals. The CHSCP Quality Assurance Sub-Group maintains oversight of the quality of strategy discussions via audit and tracks the progress of multi-agency improvement actions. The most recent audit was commissioned using external auditors in March 2022.

Broad findings in audit rounds demonstrated good timeliness, with evidence of sufficient information sharing, understanding the child's needs, decision making and planning. No cases were escalated as a concern. Good practice was identified in response to cases of serious youth violence (in line with recommendation 9 of the Child C SCR and the identification of trusted adults). Recording, the focus on all household members / significant

others and the consistent use of the CHSCP template remain areas for improvement. The introduction of Mosaic should support practice in this respect.

825 Section 47 investigations began in 2021-22, in line with 836 the previous year. This represents a rate of 129 Section 47 investigations per 10,000, which is less than statistical neighbours (175 in 2020-21) and the England average (164 in 2020-21).

32% of Section 47 investigations progressed to an Initial Child Protection Conference in 2021-22, a decrease from 37% in 2020-21. This is in line with statistical neighbours (32% in 2020-21) and lower than the England average (37% in 2020-21). 24% of completed Section 47 investigations progressed to an Initial Child Protection Conference between April and September 2022.

Evidence of Impact

CHSCP external review by independent auditor: Strategy Discussions followed by ICPC - March 2022.

The City and Hackney Safeguarding Children Partnership (CHSCP) selected a total of 15 Strategy Discussion minutes which were followed by an Initial Child Protection Conference (ICPC) over the preceding months from November 2021 to March 2022 for audit.

Findings:

- The reviewing of partner contributions was reliant on the content of the Hackney child's file only.
- The strategy discussion template and the conference report template have been revised to request/ensure explicit reflection on ethnic/cultural/identity issues. This review found that the templates are not being used consistently.

- In sibling groups with a wide range of ages of children, the risks and needs of each child when discussed together can become diluted and the analysis of parental capacity lost.
- There is clarity around the threshold and rationale from agencies, however category selection and application is less clear.
- Each agency tracks their own report submission and quality and whether the report has been shared with families.

Recommendations:

- Further emphasis is needed in strategy meetings on clearly defined actions to ensure information is sought and shared and pulled through in submissions to conferences.
- Where a family is already open to Hackney, this needs to be made clear and recorded in the strategy discussion minutes as well as any dates of recent strategy meetings relevant to the episode of concern/incident, and that actions and plans to support and safeguard children are clearly recorded with clear timescales and noting the responsible professional/agency. This will be further strengthened with the consistent use of the strategy discussion template.
- Where there are multiple risks identified in a family, these should be separated out in the strategy discussions with clear plans to manage each concern and who/which agency should be responsible.
- Identify a process to record if agencies have submitted reports and when.

Section 47s that do not go to ICPC dip sample - June 2022

Following a high volume of Section 47 investigations that did not go to ICPC (reaching a peak of 85% in March 2022), a dip sample of 30 cases was undertaken.

Findings:

- In 96% of cases, it was appropriate to escalate to S47.
- In 96% of cases, it was appropriate to not go to ICPC.
- Auditors noted that clear disclosures of children being hit with implements led to appropriate escalation
- In 10 of these cases - auditors noted positive engagement with parents, some of whom showed remorse for causing harm to their children, which resulted in children no longer being perceived as at risk of significant harm.

Recommendations:

- Greater clarity around the use of Independent Chair consultations to be shared across the service.
- Develop Practice Guidance on when to initiate an assessment under Section 17 rather than step up to Section 47.
- Think about racism throughout the CFS system decision making points and in supervision.

Children supported on Child in Need Plans

	Jan 2021	July 2021	Sep 2021	July 2022
Snapshot of children supported on Child in Need Plans (within the Children in Need Service)	865	699	619	495

There has been a decrease in the number of children supported on Child in Need Plans, which is linked to increased oversight by managers to ensure that children are on the correct plan according to thresholds, as well as a corresponding drop in referrals and assessments over the same period. We have adjusted our expected practice standard for Children in Need Visits to a minimum of 20 working days to ensure social work activity is purposeful and meaningful for children and to ensure plans progress. Senior management oversight on Child in Need plans at agreed points is occurring and is evidenced on the file and reducing drift.

Evidence of Impact

Page 149

Audit of Progression of Child in Need Plans at 3 months - April 2022:

6 audits were undertaken with 5 cases graded as good and one rated as requires improvement.

Findings:

- Clear evidence that the plan was progressing, with timely visits and reviews that made reference to the plan.
- Good quality visit recording and children were seen on their own. Visits were focused and purposeful.
- All audits had evidence of both timely visits and Child in Need reviews taking place within the practice standards.
- Referrals recommended through the plan were actioned in a timely way.

- Plans were generally of a good standard and thresholds met for Child in Need.

Recommendations:

- Recording needs to be stronger, including consistent recording of management oversight on the file.
- There needs to be clearer contingency planning for children when the plan is not progressing.
- Case Holders need to ensure that identity is captured beyond the assessment for the child.

Service Managers will undertake an audit of Child in Need cases at 6 months to ensure the plan is progressing in the child's timescale.

Children supported through Child Protection Plans

The number of children supported on Child Protection Plans decreased over the course of 2021/22, representing an 11 % decrease. 91 % were reviewed in the required timescales. The number of children starting and ceasing Child Protection Plans has reduced over the last 6-12 months, with 193 children as at the end of June 2022 down from 237 as at 31st March 2021. 35 % have been open for under 3 months and 1 % for over 2 years or more. The number and rate of children supported on a Child Protection Plan continues to reduce.

Number of children supported on Child Protection Plans

	March 2020	March 2021	March 2022	Sept 2022
Page 150	251	237	211	186

Children supported on Child Protection Plans per 10,000 population aged under 18

	March 2020	March 2021	March 2022	Sept 2022
Hackney	38	37	33	29
Statistical Neighbour	39	39	42	n/a
England	41	41	42	n/a

The rate of children supported on Child protection Plans per 10,000 is 29, this is significantly below statistical neighbours and national averages.

This decrease is mostly accounted for by the 14 % decrease in Initial Child Protection Conferences with 267 held in 2021/22 compared to 312 in 2020/21. The duty consultation process between our Safeguarding and Reviewing Team (Child Protection Chairs) and the social work units has better supported appropriate threshold decisions for children.

Duration of closed Child Protection Plan (percentage)

	March 2020	March 2021	March 2022	April to Sept 2022
Under 3 months	24 %	34 %	19 %	19 %
3 - 6 months	17 %	31 %	12 %	12 %
6 - 12 months	40 %	32 %	38 %	39 %
1 - 2 years	16 %	20 %	30 %	27 %
2+ years	3 %	3 %	1 %	3 %

At the end of March 2022, 24 (10 %) children were subject to a Child Protection Plan for a second or subsequent time (based on data restored from 2016). There was a 21 % decrease in children becoming subject to a Child Protection Plan over the last year from 308 children down to 242 children.

There was a 15 % decrease in children ceasing a Child Protection Plan over the last year, from 313 down to 267. This reduction is due to improved management oversight and key interventions being delivered in a more timely manner. Throughout the pandemic our numbers of children supported through Child Protection Plans remained high as a result of plans remaining open for longer than anticipated whilst key interventions for some families remained unavailable. Since the end of lockdown and all services being fully available, these Child Protection Plans have been able to progress and gradually our numbers have decreased.

Evidence of Impact

Child Protection Monitoring Meeting dip samples

A Child Protection Impact and Tracking Meeting is held every 6 weeks consisting of Service Managers and Heads of Service which systematically reviews Child Protection Plans that have been open 9-12 months, 13-15 months, 16 months+, repeat plans, and plans ending at the first review, to ensure appropriate application of thresholds and timely progression of plans.

In May, July and September 2022, Child Protection Monitoring Meeting dip samples were undertaken, with 14 dip samples completed in total. 9 of these plans were 15+ months old, 1 was 3 months old (ending at the first RCPC), and 1 was a repeat Child Protection plan, with the remaining 3 categorised as 'other'.

Findings:

- 57% of audits were rated as good.
- 63% of plans were written in a concise, child friendly way. The remaining 36% partially met this requirement.

- 86% of files had a reasonable 3-5 goals. All of these goals were realistic and linked to what needed to change for the child - 64% fully, and 36% partially.
- Clear, proportionate timescales were noted in 93% of files - 79% fully, 14% partially.
- Chair's oversight was seen in 92% of files - 46% fully, 46% partially.
- In 86% of files, there was evidence of progression of the plan - 50% fully, 36% partially.
- Clear contingency plans for if change was not made were present in 93% of files - fully in 79%, partially in 14%.
- 43% of plans acknowledged and addressed issues of ethnicity, culture and identity - half of these fully, the other half partially. The remaining 57% did not do this.

Child Protection Plans - visits

As at 10th October 2022, 88 % of children supported through Child Protection Plans have visits recorded within 20 working days. Recording of visits is being monitored to ensure all children are seen in a timely way in accordance with their plans. There is urgent escalation to the Head of Service if this is not happening, with identification of alternative

practitioners where there are gaps in staffing. There are a small number of children supported through Child Protection Plans where there are difficulties in gaining entry to the family home within statutory timeframes. Actions to address these delays are monitored at a Head of Service level.



Public Law Outline (PLO) and court proceedings

As of 31st March 2022, there were 16 children in pre-proceedings. As at the end of September 2022 there were 12 children in pre-proceedings.

	2019-20	2020-21	2021-22
Hackney number of care applications	107	78	51
Hackney care applications per 10,000 child population	16.4	11.8	7.6
England care applications per 10,000 child population	10.8	10.5	9.6

As at 30th September 2022, there were a total of 149 children in care proceedings. We have issued care proceedings for 57 children from 1st June

to 30th September 2022. The overall increase in number is as a result of the delays and increasing length of Care Proceedings so children are being subject to proceedings for longer. We have had an increase in the number of Supervision orders, Special Guardianship Orders and Child Assessment Orders.

The time taken to complete care and supervision proceedings was an average of 47 weeks in Hackney in 2021-22, the national average for this period has not been released. This is an increase for Hackney from 38 weeks in 2020-21, and the national average of 41 weeks in 2020-21. This has increased nationally since April 2020 due to the pressures on the court system as a result of the Covid-19 lockdown. The national average target for the length of court proceedings is 26 weeks.

Within the clinical court clinic, 21 cases were discussed in 2021/22, a decrease from 27 cases discussed in 2021/21. The clinical court work completes court work assessments in line with the emerging practice model - privileging a systemic approach, paying attention to social context and is informed with a trauma informed lens. 11 clinical court work assessments were completed in 2021/22 a decrease compared to 17 in 2020/21.

Evidence of Impact

Public Law Outline (PLO) Audits

10 audits of the PLO process were completed in July 2022.

Findings:

- All children had decisions from Legal Planning Meetings (LPM) ratified at Children’s Resource Panel (CRP), where necessary.
- 60% of PLO letters were sent within timescales. These letters were clear about concerns and what needed to happen to improve outcomes for children, however auditors noted that letters could be more concise and use less jargon.
- In 40% of audits, the PLO meeting took place within 15 days of the CRP decision, with auditors noting that delay is often due to a solicitor for parents not being instructed in time for the meeting.
- In all 10 of the files audited, the PLO minutes were noted to be of good quality and were largely placed on the file in a timely way. The introduction of the PLO Unit Coordinator has helped to standardise this.
- In 50% of audits, Family Group Conferences (FGC) took place during the PLO process. This is an improvement in comparison

to practice observed 12 months ago. Auditors note that parents' legal representatives often do not support FGCs.

- Placement Planning Meetings (PPM) were used to support decision making in 90% of the children's files audited, marking an improvement in the use of PPMs in the PLO process.
- For all of the relevant children, proceedings were initiated within the expected timescales.
- For 9 out of 10 children, the auditors felt the PLO process was meaningful and effective.
- 5 of the 10 children had support which was stepped down/due to be stepped down following the PLO process, suggesting the process improved outcomes for these children.

Recommendations:

- A glossary of terms was created, to be sent out with the PLO letters and leaflet, to assist parent understanding.
- Led by PLO practice leads, training around writing concise PLO letters with a focus on language use needs to be delivered, and best practice examples of PLO letters should be shared with practitioners.
- PLO practice leads will share the PLO practice guidance across all service areas.



Clinical Support

Clinical Service

The Clinical Service aims to integrate a mental health and wellbeing offer across the Children and Families Service as we know that children and young people who access children's social care are at greater risk of mental health difficulties. By moving to a 'stepped care' clinical model the service is able to work with a broad range of children and families from early intervention, as well as for our most vulnerable children and young people in care or on the edge of family breakdown, in a responsive, targeted offer. The Clinical Service offers both a direct and indirect offer:

- Indirect Clinical Offer: This is open to all families and individuals open to the Children and Families Service. The main part of this

offer is consultation, but also includes training, supervision and court work. Clinicians complete assessments for court proceedings as part of the Public Law Outline. These range from assessments with parents, individual children or family groups, making use of specialist assessment tools and approaches as applicable.

- Direct Clinical Offer: This is only available to children and families in the Children and Families Service with an allocated social worker, or open to the Youth Offending Team. This includes those in receipt of a Child in Need plan, a Child Protection Plan or Children in Care.

279 children and families were referred to the Clinical Service in 2021/22. There were 220 cases allocated for direct work in 2021/22, a 25% decrease from 284 cases in 2020/21. 79% of children and families referred were allocated for direct work. In 2021/22, an increase of 10% compared to 2020/21. There were 591 consultations completed and 261 Talk Together appointments offered in 2021/22. 11 clinical court work assessments completed in 2021/2022.



Participation and direct work with children and families

Hackney Youth Parliament

Hackney Youth Parliament represents the views of young people in the borough. They aim to advocate on behalf of all their peers and contribute to positive change for all young people. They run campaigns about important issues, and hold regular events and consultations.

There are currently six elected members of the 2021-22 Youth Parliament, who were elected in June 2021. Over the next year Hackney Youth Parliament is set to work on a series of campaigns to improve the lives of young people and the services they receive. This work will aim to tackle inequalities young people face, and will focus on issues such as mental health, work and policing policies.

Hackney Youth Parliament will also increase awareness of positive opportunities available to young people through organising fun events and activities. Hackney Youth Parliament will be launching the new Youth Opportunity Fund in October 2022 so youth projects in the borough can apply for funding to improve the lives of young people after lockdown.

Children's Rights Service

Hackney's Children's Rights Service provides a range of support to children and young people who are supported by, or have been supported by, Hackney Children's Social Care, with priority given to children who are looked after, leaving care or supported on Child Protection Plans. The team provides an independent service that helps young people have their voice heard through advocacy; represents children's wishes and feelings; and provides information to children and young people about their rights and entitlements.

The team also offers an Independent Return Home Interview service to young people who have been reported missing by their parents or carers. This provides a safe space to allow young people to talk in confidence about their experiences and to create safety plans. During 2021/22 there were 1,043 recorded missing episodes, an increase compared to 2019/20 when there were 821 recorded missing episodes. Due to the cyber attack we cannot report accurately on the data for missing episodes during 2020/21.

Unfortunately due to the impact of the cyber attack it is not possible to report on the numbers of Return Home Interviews that have been completed during the year. Following the move back to Mosaic in April 2022, work is underway to improve both the recording by practitioners and the reporting functionality around Return Home Interviews. Children's Rights Officers continue to attend the daily discussion with Hackney Missing Police to actively follow up with children who are or have been missing in the Borough. Children's Rights Officers continue to work with young people from a harm and risk reduction perspective; supporting young people to develop their own safety plans, implementing actions they realistically feel they can take to reduce risks. 'Safety Planning with young people' workshops have been regularly offered to staff during the year, and this will continue.

Since April 2020 we have embedded the automatic offer of advocacy for all children aged over 5 years who have started to be supported by a Child Protection Plan following an Initial Child Protection Conference. During 2021/22, 127 children were opened to the service through the automatic Child Protection Advocacy route. 54 % of children accepted the Child Protection Advocacy Offer and 46 % declined the offer. It is positive that over half the children supported by a Child Protection Plan have assessed independent advocacy but this remains an area we wish to improve.

Evidence of Impact

In December 2021, 9 audits of Children's Rights work were completed which found good practice overall.

Findings:

- Regular visiting/frequent contact, flexible to support the needs of the child (in person and virtual) and good recording noted.
- A strong example of advocacy, seeking and supporting the wishes of the child, including thoughtful and sensitive discussion and recording on the file.
- There needs to be consistent recording around whether children's views were shared with the Chair of the Child Protection Conference where the child is receiving advocacy by the Children's Rights Officer.

Recommendations:

- The need to consider how the service ascertains that feedback has been given to the child about how their voice was shared at their Child Protection Conference and the impact of this.
- Including meaningful discussion about culture/identity in advocacy support.
- Ensure all communication is recorded on children's files so the journey and link between events is clear.

A child made the following comments about her Children's Rights Officer:

“She listened to me and played games with me.”



Identifying and responding to all types of abuse recognising the vulnerability of specific groups of children

Safeguarding children during adolescence

Local Government Association (LGA) peer review - February 2022

In February 2022, the LGA undertook a peer review at Hackney's invitation to look at our work with children during adolescence across the Children and Families Service. The challenge team were appreciative that we were still in the midst of the pandemic and the cyber attack with an interim system. But in spite of this, they found that we have shown incredible resilience and commitment to our families. The LGA found:

- The team reviewed 16 of our children's files and were highly complimentary about our child-focused practice.
- The LGA also recognised Young Hackney as a fantastic resource but they think we need to do more to communicate the offer we provide, evidence outcomes and link better with the wider offer for children during adolescence in the borough.
- Management structures may need to be addressed to benefit communication and reduce silo working - The report highlights the need for our partners to do more work regarding anti-racism and highlights the work being done on decolonising the curriculum by our Education team and schools. Additionally, there are recommendations for schools and the police to firstly safeguard our children rather than criminalise or exclude.
- The review highlighted that we don't currently have a clear practice model, and work has begun on refreshing this.

Key recommendations included:

Strategic approach and partnership working

- a) Ensure greater strategic join-up between education, including schools, social care and other partner agencies to better understand the causes and consequences of exclusions and reduce these from the current high levels.
- b) Ensure there is a whole system approach across the Partnership to working with vulnerable adolescents, based on a shared responsibility for better outcomes underpinned by joined up performance and other information and analysis.
- c) Engage with and support the police to develop greater understanding of the negative impact of some of their interactions with young people and encourage a safeguarding-first approach.

Organisational arrangements and practice

- d) Develop a clear practice model for children's services which is well understood across the service and partners.
- e) Develop an outcomes framework and measures to better evidence the impact of the comprehensive range of resources deployed through Young Hackney and the wider early help offer. Use this information to ensure these resources are well targeted and have the maximum impact.

The offer to children during adolescence

- f) Use the opportunities provided by the planned introduction of Family Hubs and the implementation of the Early Help Strategy to focus on whole family working and associated impact measures.
- g) Develop an edge of care strategy, informed by the analysis that led to the edge of care pilot, to provide support to the wider cohort of children at risk of entering the care system including through earlier intervention.

- h) Re-focus on the risks associated with child sexual exploitation, alongside the wider concerns regarding child criminal exploitation.
- i) Complete work on a communication strategy to young people, parents and professionals, so that professionals working with young people are able to better provide advice to families and children about the wide range of different support services that are available.

Evidence of Impact

Live Learning Audit on Extra-Familial Harm - March 2022

To complement the Local Government Authority Peer Review on vulnerable adolescents that took place in February 2022, a live learning audit around extra familial harm began in March 2022.

The percentage of audits scoring good was 27%, made up of 3 files scored as good, 6 files scored as requires improvement, and 2 files scored as inadequate.

Findings:

- Auditors felt that child focused practice remains a strength. Relationship-based practice and consistent lead professionals acting as 'trusted adults' was a strength which helped to drive change for children and helped to keep them safe.
- Practice by the Context Intervention Unit (CIU) and the Extra Familial Risk Panel (EFRP) was commended across multiple audits, for its helpful intervention in strong risk conceptualisation, direct work, peer mapping and safety planning.
- Strengths were identified where management oversight was delivered from all levels in the service, including around challenging police conduct in relation to strip searching of

children. Audits highlighted a lack of supervision and child summaries on files, alongside general management oversight.

- High staff turnover in CFS has led to multiple social workers working with children, coupled with delay in transfer between service areas led to drift in intervention delivery for some children.
- Auditors felt that there was more scope to challenge police on concerns of criminalisation of children who are being exploited, and adultification of children who need safeguarding.

Recommendations:

- Refocus on safeguarding children at risk of extra-familial harm, particularly sexual exploitation. .
- Tighten management oversight including summaries, supervision and summaries - ensuring files are up to date.
- Managers at all levels to ensure that our Practice Standards and core Practice Guidance is discussed in supervision, management and team meetings and that managers at all levels ensure practitioners are making use of practice guidance.

Neglect

Following the feedback from Ofsted during our 2019 ILACS inspection that a small number of children on Child Protection Plans were experiencing neglectful circumstances for too long, we have undertaken much work to strengthen our management oversight and decision-making for these children. In 2021 the City and Hackney Safeguarding Partnership (CHSCP) initiated discussions with NSPCC to introduce the Graded Care Profile II across the Hackney partnership. A multi-agency steering group was established in

September 2021 to progress the implementation of the GCP2 and support the existing arrangements in place to respond to neglect. This group has met on seven occasions. Capacity challenges in the early stages – alongside the focused requirements of the NSPCC - impacted on the pace of the partnership in getting the project started. We are now in a much stronger position and there has been both recent and significant traction. The NSPCC is content with the latest updates and the range of activity that has taken place to prepare for the eventual launch of the tool. A defined implementation plan is in place with staff 'Training for Trainers' beginning in November 2022.

Evidence of Impact

Live Learning Audit on Neglect - November 2021

In October-November 2021, a Live Learning Audit was undertaken looking at cases where neglect had been identified or suspected. The case list was challenging to develop due to the reporting limitations of the interim social care recording system. 11 audits were completed, with audits scored for overall practice from 1 (inadequate) to 4 (outstanding). 5 cases (45%) were scored as Good and 6 (55%) of cases scored as Requires Improvement. 'Child focused practice' was clearly identified as a strength with 9 out of the 11 audits being scored as Good for this area of practice. 'Management oversight driving change' is the area of focus that scored the lowest with 5 audits identifying this as an area which requires improvement and 2 identifying this as inadequate.

Findings:

- Practitioners have a good understanding of the children and families they work with and form meaningful relationships with them.
- Strong plans were detailed with clear goals and actions in line with the identified concerns, and progress was effectively monitored.

- The child's voice was often visible in the case file and there were good examples of effective direct work.
- Recording, particularly of visits and supervision, was identified as a gap in almost all audits, underlying the ongoing challenge of the interim system.
- Staff changes were noted as an issue in 4 audits. Three auditors noted the disruption that change of a social worker can have for engagement with families and progression of the plan due to the critical need to re-form relationships to effectively drive forward the plan.
- The cyber attack impact continued to be felt, with a lack of history and incomplete chronologies as a result. This means that it is harder for workers to know when to escalate cases, as full analysis of history is not always possible. Analysis of full information and analytical skills in social workers are critical, particularly when identifying neglect.



Recommendations:

- This audit highlighted the need to improve our multi agency working with Adult Services, this would mean stronger joint planning for young people approaching 18 and prevent delay.
- There is a need to progress to using a consistent approach to understanding and evidencing the impact of long term neglect through the Graded Care Profile.
- Continue to promote the inclusion of fathers and male caregivers in planning for children.
- There is a need to strengthen the way in which Family Group Conferences are offered to families, ensuring they are presented as an intervention families are entitled to before other interventions or legal action may be considered.



Disabled Children's Service

We continue to focus on driving improvements in the Disabled Children's Service through a strategic action plan.

All new referrals for an assessment from the service are made through the Multi Agency Safeguarding Hub (MASH) and all children of school age should have an Education, Health and Care Plan in place.

At the end of March 2021, the service was working with 374 children and young people. Of these, 258 were male and 116 were female. This is a 7% decrease compared to 2019/20, when the service was working with 402 children and young people.

Age breakdown of children open to Disabled Children's Service

Page 160

Age	Number of Children
5 or under	42
6 - 8	76
9 - 11	87
12 - 14	79
15+	90
Total	374



Short breaks are defined as any service or activity outside of school hours which gives the family of a disabled child or young person a break from their caring responsibilities, and gives the disabled child or young person an

enjoyable experience. As at the end of September 2022, there were 1,776 children accessing short breaks provision, 266 of whom also access a care package.

	Mar 2019	Mar 2020	Mar 2021	Mar 2022	Sept 2022
Number of young people accessing short breaks	1,400	1,599	1,388	1,542	1,776

Since April 2021, children receiving care packages who are also on Child in Need Plans in relation to safeguarding concerns have transferred to the Disabled Children's Service. This minimises transitions, provides more consistency and ensures that processes are clearer for families. As at the end of September 2022, there were 23 children on Child in Need Plans, 2 children on Child Protection Plans and 1 looked after child receiving support from the Disabled Children's Service.

The care packages for all children have been reviewed in the last year or are currently in the process of being reviewed - this is a significant improvement from 2019 when CFS took over the service, at which point there were numerous care packages which had not been reviewed in three years. Since April 2021, assessments for 630 children have been completed by the Disabled Children's Service.

Prior to 2022, the Disabled Children's Service support was delivered by 5 commissioned providers and 12 spot-purchased providers. In 2022, the Disabled Children's Service completed a commissioning cycle and have now commissioned 33 providers to deliver the service.

Evidence of Impact

Disabled Children's Service audits - throughout the quarter

Between April-June 2022, 4 audits of the Disabled Children's Service were completed using the C&F assessment generic audit form.

Findings:

- The auditor highlighted child-focused and well written assessments as strengths.
- 50% of children were seen within 5 days of allocation. In the 50% that were not, there was a rationale for this recorded on the file.
- 100% of the children were seen at least every 20 days since the first visit.
- 75% of the children were spoken to alone, and the one child who was not spoken to alone had a rationale recorded on file for this.
- The voice of the child was evident on all files, but only partially in one of these.
- For 50% of the children, the child(ren)'s ethnicity and identity was considered as part of and used to inform the assessment, and the other 50% partially evidenced this.
- Children's fathers were only included in 50% of the assessments, and there was no rationale about this on one file.

- Recording was of good quality in 75% of the files audited.
- The auditor felt that all assessments were proportionate in terms of depth and timeliness of activity in relation to level of need.
- There was sufficient evidence of management oversight in 75% of files.

Recommendations:

- The diversity and identity section needs to be completed meaningfully on assessments.
- In some cases, management oversight needs to be strengthened to ensure it is in line with assessment standards, such as the requirement to put oversight on file within 20 days of assessments being initiated and where children/families are not seen or contacted within timescales.
- Work will be undertaken with Disabled Children's Services CSWs around prompt allocation of assessments and timely contact with families, even where safeguarding concerns are not identified.



Private Fostering

A child under the age of 16 (under 18, if disabled) who is cared for, or proposed to be cared for, and provided with accommodation by someone other than a parent, person with parental responsibility or close relative for 28 days or more is described as being privately fostered. Local authorities do not approve private foster carers, but are required to assess a private fostering arrangement to ensure that the welfare of privately fostered children is being safeguarded and promoted. As at 9th September 2022, 11 private fostering arrangements were open to Hackney. All private fostering children's records are audited regularly.



Evidence of Impact

Private Fostering Audits

In August 2022, all 11 of the privately fostered children's files open to Hackney CFS were audited.

Findings:

- 11 audits with 36% rated as Good, compared to 100% rated as Good or Outstanding in October 2021
- Practice was rated as RI for 3 children (27%), and Inadequate for 4 children (36%).
- 36% of households had up to date DBS checks for all adults
- 50% of PF arrangements had been reviewed annually and presented to Care Planning Panel
- In 27% of cases, parents had not been involved in the most recent assessment of the PF arrangement

Recommendations:

- Additional management oversight has been put in place via a Consultant Social Worker tasked to monitor practice with this cohort.
- Any identified immediate actions have been shared with case holders and progress against these are being monitored.
- A Private Fostering improvement action tracker has been created.
- A briefing has been presented to all staff as a reminder of the criteria for Private Fostering and relevant staff will be suitably trained so they are familiar with private fostering notification timescales and are able to recognise private fostering arrangements at the earliest opportunity.

Children missing education

As of August 2022, there were 213 children electively home educated (EHE) by their parents. Numbers increased in Autumn 2020 in response to the Covid-19 pandemic however numbers have steadily fallen back over time but remain above pre-pandemic levels. A new EHE policy and assessment framework was introduced in June 2020 and is now embedded into practice. New referrals receive a suitability assessment within 12 weeks of referral and an annual assessment. 95% of our current cohort were seen within 12 weeks.

Locally, the majority of children missing education (CME) are from the Orthodox Jewish community, with these children attending unregistered education settings (UES) on a full time basis, where we are unable to assess the suitability of their education. As of August 2022, there are 808 registered children missing education, with 754 from the Orthodox Jewish community. Processes are in place for tracking CME in and out of the borough and steps are taken to visit the known Orthodox Jewish families to check on children's wellbeing, though impact here is more limited.

For many years, we have been lobbying for the Government to legislate to regulate the settings children attend, which the government is proposing to do in the current Schools Bill. Locally an unregistered education settings protocol coordinates a multi-agency response to new settings or incidents involving a known setting. Strengthening our relationship with the Orthodox Jewish communities in respect of UES and the children who attend them remains a focus for our work.

Since the last Ofsted inspection in 2019 work around EHE and CME has undergone extensive improvements with new policies, procedures and practice now embedded.





The Experiences and Progress of Children in Care and Care Leavers

Our practice for looked after children and care leavers continues to strengthen, with changes to decision-making panels for children at the edge of care and in care ensuring that only those who cannot safely live at home are coming into care and we hope to strengthen our work for our adolescents on the edge of care further over the coming year. We have work

to do to improve health checks, particularly dental checks, for our children and are focusing on ensuring we provide good transitions for our care leavers, with improvement in pathway plan completion rates a key area of focus. There is good work taking place across the service but our focus is on ensuring consistently high standards of practice for all of our children.

Page 164

... Our practice for looked after children and care leavers continues to strengthen ...





Making good decisions for children

Information about our looked after children

As of end September 2022, there were 404 Looked after children, down from a peak of 470 in November 2020. We believe numbers of looked after children increased as a result of family stressors related to lockdown, with them coming down again and stabilising with a renewed focus across the service on ensuring right children come into care at the right time.

Number of children in care

	2019/20	2020/21	2021/22	End of Sept 2022
Number of children in care at snapshot date	432	426	406	404
Children entering care	228	182	163	95 (April-Sept)
Children leaving care	208	181	187	98 (April-Sept)

Rate of children in care

	2018/19	2019/20	2020/21	End of Sept 2022
Rate of children in care per 10,000	68	67	64	63
Statistical neighbours	60	63	n/a	n/a
England	65	67	n/a	n/a

Rates of looked after children per 10,000 in Hackney are now similar to our statistical neighbours. 31 (8%) of these children are unaccompanied minors, with the number of unaccompanied minors remaining below pre-pandemic levels.

Age breakdown of looked after children at 31 March

Age	2020		2021		2022	
	Eng	Hackney	Eng	Hackney	Eng	Hackney
Under 1	5 %	20 (5 %)	5 %	18 (4 %)	N/A	15 (4 %)
1 - 4	14 %	35 (8 %)	14 %	47 (11 %)	N/A	49 (12 %)
5 - 9	18 %	55 (13 %)	19 %	57 (13 %)	N/A	49 (12 %)
10 - 15	39 %	173 (40 %)	39 %	157 (37 %)	N/A	155 (38 %)
16+	24 %	149 (34 %)	23 %	147 (34 %)	N/A	137 (34 %)

Age of children entering care

Age	2020		2021		2022	
	Eng	Hackney	Eng	Hackney	Eng	Hackney
Under 1	19 %	22(10 %)	20 %	23 (13 %)	N/A	23 (14 %)
1 - 4	17 %	28 (12 %)	18 %	19 (10 %)	N/A	15 (9 %)
5 - 9	16 %	26 (11 %)	17 %	20 (11 %)	N/A	19 (12 %)
10 - 15	27 %	71 (31 %)	26 %	49 (27 %)	N/A	40 (24.5 %)
16+	20 %	81 (36 %)	20 %	71 (39 %)	N/A	66 (40.5 %)
Total		229		182	N/A	163

34 % of our looked after children are aged 16 and 17; we continue to have a high proportion of adolescents coming into care. Analysis indicates that these children have a family history of trauma, educational exclusion, extra-familial risk and have significant risk factors for adolescents on the edge of care (with Black Caribbean and African backgrounds strongly over-represented). This analysis is informing the development of our Edge of Care strategy. Levels of children accommodated under Section 20 continue to fall. More work is required through the Edge of Care strategy to try and support children to safely return home to parents or family from care, whether they are in care short or long-term.

There are some indications that a renewed commitment to a foster-first approach is achieving good outcomes for our looked after children and care leavers with 74 % of looked after children in foster care arrangements as at March 2022 - an improvement from 71 % at the end of 2020/21; 34 children (17 %) were living in residential homes as at March 2022, a decrease from 20 % the previous end of year and down from high point of 40 children in 2019/20. As at the end of September 2022, this was down to 29 children. 36 children (8.5 %) aged 16 or 17 were living in semi-independent homes at the end of March 2022, down from a high of 50 in 2019/20. As at the end of September 2022, this number was 36 (9 %). There has been an increase in the use of Staying Put arrangements, with 15 % of

children in these settings at the end of March 2022, an increase from 10 % last year. As at the end of September 2022, there were 54 (15 %) care leavers living in staying put arrangements.

The number of looked after children on remand has increased from 4 % 2020/21 to 8.4 % 2021/2. New practice guidance on reducing criminalisation of looked after children has been developed. A senior management oversight forum to quality assure practice for looked after children open to the Youth Justice Service was introduced in June 2022.

We have had a renewed focus on a foster-first approach to adolescents entering our care in the past year and have been successful in reducing our number of 16 and 17 year olds living in semi-independent accommodation. A new accommodation pathway for supported accommodation began in April 2022. This commissioning contract was developed with input from our care leavers and with a key focus on the importance of providing local high quality homes for our young people. An emphasis on psychologically-informed environments is built into the contract.

Around half of looked after children are on full care orders (218 children or 54 %); this is mostly unchanged from the previous reporting period (2020-2021). 75 % of our looked after children are in foster placements, an increase of 71 % during the previous year.

The destinations for children leaving care in 2021-22 were as follows:

Returned home	54	Custody	1
Special Guardianship Order	16	Other	113
Adoption	3		

Edge of care pilot

The number of children and young people entering into care in Hackney had been increasing steadily over the past 10 years. It was hypothesised that this may be due to a lack of fidelity to the original innovative model 'Reclaiming social care' as well as other external factors (specifically, a rise in poverty rates, and high extrafamilial risks). The Edge of Care pilot was designed as a way to understand whether the number of children entering into care proceedings can be reduced by the use of an intensive, therapeutically informed innovative interdisciplinary approach targeting children at the right time on the care pathway. The new Edge of Care service works with children, families and the wider network offering support at the critical moment when children are on the 'edge of care' with the aim of preventing family breakdown and reducing the number of children entering into care.

Hackney successfully won funding from 'What Works for Social Care' to evaluate the effectiveness of the Edge of Care pilot. This is a mixed methods evaluation design with the goal of understanding the complex factors moving families towards and away from the edge of care or transitioning young people in care back into their families. This evaluation draws on quantitative analysis and qualitative feedback to inform a sustainable Edge of Care service that fits the local Hackney context.

The Edge of Care service works with families who have a child or children on a statutory social care plan or with those who are in the process of receiving a Children and Families assessment. The Edge of Care service provides intensive, relational and intentional support to families where there is a risk of one or more child(ren) entering into care and where the home environment and care given is assessed by the social worker as safe for the child or children to remain. Drawing on a systemic and trauma informed approach, the service tailors interventions according to the families needs while promoting anti-racist practice. Families who are open to the Edge of Care service often have multiple risk factors that include intra/extra familial risk.

Social workers refer families into the Edge of Care via the Children Resource Panel; referrals are discussed at panel and if appropriate the Edge of Care service seeks to offer follow up within the week.

Evidence of Impact

Missing Looked After Children Audit Overview

Between October - December 2021, 10 audits were undertaken on care experienced children and young people who had repeated missing episodes over the past 3 months. The looked after children and young people audited were chosen because they had the most frequent missing episodes over recent months. All were under 18 at the time of audit: 8 were held in the Looked After Children service and two in Leaving Care. Half were male and half were female. 80% were from a Black or global majority background.

Findings:

- 60% were rated as Good or Outstanding.
- In 40% of the audits, the children or young people were visited in line with Practice Standards; 40% partially in line and 20% not in line with expectations.
- In 70% of audits there was evidence of sufficient management oversight.

Recommendations:

- Monthly meeting to be established with Missing Strategic Lead to review practice with frequent missing looked after children.
- To ensure compliance with Practice Standards for visits and case supervision, weekly reports will be monitored by the Corporate Parenting management team.

Anti Racism Parenting Audit - March 2022

Between February and March 2022 a total of 14 audits were undertaken within Corporate Parenting. A selection of looked after children, care leavers and carers' files were audited, and all children and young people whose files were audited were of Black or Global Majority backgrounds and the carers files audited were caring for children from Black or Global Majority backgrounds. Auditors rated 79% of files Good or Outstanding.

Findings:

- 5 out of 8 auditors felt there was evidence of the child's family relationships being sufficiently supported, and a further 3 felt there was partial evidence of this. There were strong examples of carers who are proactively supporting children's identity needs.
- Examples were seen of sensitive work by practitioners to explore children and young people's identity, but there was lack of evidence of practitioners talking to Black and global majority children and young people about racism, and/or encouraging carers to do the same.
- Children looked after and care leavers were mainly seen in line with practice standards, and recordings of these visits were regular and of good quality. Four audits specifically noted that the child or young person was seen far more regularly than practice standards dictate.
- Several audits commented on the high quality of supervision records, and/or case summaries, and/or Look After Child Review documents, with six auditors making specific comments about one or more of these key documents being written in child-focused and engaging language.

Recommendations:

- Auditors recommended that allocated practitioners need to do more to explore directly with children their understanding of their cultural heritage and any questions about this they may have.
- Auditors recommended that practitioners explore explicitly with carers what they could, should and are doing to promote children's sense of pride in their heritage, and talk to them about racism.
- Auditors also recommended that basic ethnicity recording needs to be improved, and progress in promoting more family time needs to be more timely.

Children in care - visits

As at 10th October 2022, 54 % of looked after children were visited within 30 working days (6 weeks), 29 % of looked after children were visited within 60 2 weeks. Looked after children who are in settled care arrangements will usually have agreements have been made with their Independent Reviewing Officers that they need to be seen at a minimum of 12 weekly.



Fostering Service

As of August 2022, Hackney Fostering Service had 174 supported Fostering households. 53 % of Hackney carers live in the borough. This is positive in terms of supporting Hackney's looked after children to remain close to home, wherever possible and safe, which minimises disruption, for example, in their education provision and key personal and professional relationships. The continuation of the Mockingbird Model has been embedded, with a focus in 2022/23 to embed the two newest Constellations and, towards the end of the year, we hope to be in a position to launch the fourth Constellation. Long-term, our vision is that all Hackney foster carers will be part of a Mockingbird Constellation.

Fostering recruitment and retention continues to perform well, with an ongoing increase in fostering households year on year. There has been an increase over the past few months of children coming into care and being placed in temporarily approved connected carers. Whilst this is a positive outcome for most, the number of unregulated connected carers remains too high: delays in court proceedings, often due to difficulties in court

time-tabling, has been a barrier to the positive progress of plans for Special Guardians for many children.

The Fostering Service has maintained a strong recruitment record over recent years, despite a very challenging national context. We remain ambitious for the year ahead, with a target of recruiting 15 more new fostering households.

Form F	2019/20	2020/21	2021/22
Enquiries	327	272	222
Approvals	8	15	14

Hackney has engaged a diverse audience interested in becoming foster carers, through a mixed media approach and a flexible way of working. In order to maintain a competitive fostering offer with other local authorities, over the following year we are hoping to secure agreement for Council tax exemption for Hackney carers and to progress ideas for other benefits, such as discounts on local leisure activities.

The service is aware of the challenging role of a foster carer, and has a range of support systems in place in addition to the individual statutory support and supervision received from allocated fostering social workers. The vacancy rate for foster carers has fallen to 7% at the end of September 2022, down from 37% since the introduction of the Consultant Matching Officer in April 2018. Foster carers are able to attend a peer support group led by an Assistant Psychologist and a senior Social Worker. In addition, foster carers can access clinical support in relation to the young people they are caring for - often this will also involve an exploration of their journey to fostering and how this has shaped their approach to parenting, and some foster carers find this beneficial in managing their own emotional wellbeing.

In March 2022, the first Annual Foster Carers Survey was launched. 43 carers (25% of the 170 fostering households) responded, indicating a sense of

what should be prioritised in the year ahead, and how they felt the needs of children and young people were being met by the networks around them. We are committed to learning from our foster carers about what we are doing well and what we can do better. This year, for every foster carer that is deregistered, the Fostering Service Manager will offer a formal exit interview, as an opportunity to gather feedback in order to support the ongoing development of our service. In the year 2021/22, there were 17 resignations, compared to 13 in the year 2020/21.

Hackney's Supported Lodging Scheme launched in 2018 as an additional option for young people preparing to leave care, to offer young people aged 16+ the opportunity to live in the home of an approved person who will help them prepare for independent living. This provides the young person with a safe and supportive environment to develop the practical skills and emotional maturity needed to move on and cope with living independently. As of March 2022, Hackney had 7 young people living in supported lodgings arrangements. The target for the forthcoming year is to recruit a minimum of a further 3 Supported Lodgings hosts and continue to promote this as an alternative to supported accommodation, where appropriate.



Evidence of Impact

Foster carer survey 2022

The Fostering Service undertook an annual survey of foster carers and in 2022, 43 foster carers completed the survey.

The survey findings indicate that overall, foster carers feel well supported by the Fostering Service. There are areas for further development, both in relation to the support carers receive from the Fostering Service and in relation to the needs of children in their care being met. In particular, foster carers were not confident that the mental health needs of children in their care are well met, nor that professionals would challenge racism and discrimination if this was experienced by children in their care. The results of this survey will contribute to the development of the Fostering Recruitment and retention strategy 2022/23.

Findings:

- 79.1% of carers agreed or strongly agreed they were happy with the level of support they received from the fostering service.
- 81.4% of carers agreed or strongly agreed that supervision helps them understand the child's Care Plan and their role in helping to achieve this.

- 81.4% of carers felt the training offer for foster carers is relevant and supports them to do their job better.
- 81.4% of carers agreed they are well supported to understand and respond to the complex needs of children or young people in their care.

Carers were asked what they feel the fostering services priorities should be for the forthcoming year for our ongoing service development. They were given 7 options (including 'other') and asked to choose their top 3 priorities.

- Champion the voice of foster carers in professional networks (81.4%)
- Develop the training offer for foster carers (53.5%)
- Improve the support offer for foster carers out of office hours (53.5%).

Quotes from foster carers:

“ I feel very well supported in all areas. ”
“ I feel I'm valued in my role as a foster carer. ”



Participation and direct work with children in care and care leavers

Hackney of Tomorrow (HoT) - Children in Care Council

Hackney of Tomorrow have continued their involvement with recruitment, foster carer training and attendance at the Corporate Parenting Board. Over the past year, Hackney of Tomorrow has delivered a series of successful participation projects, which have enabled children in care and care leavers to shape and influence multiple aspects of Hackney's Corporate Parenting service, including:

Page 172

- In April 2021, HoT undertook a youth inspection of the Looked After Child Review process. Some of the key findings of the inspection were that young people felt as if their Reviews were overcrowded with professionals and other adults who were not initially known to them. In addition to this, Junior HoT members found that young people often feel as if their Reviews don't focus enough on their thoughts and feelings. As a result of this inspection, the head of the Safeguarding and Reviewing team initiated several actions which aim to improve young people's experiences of LAC Reviews - including the provision of a pre-meeting option sheet, through which young people can state who they would like to attend and where they would like their meeting to be held.
- HoT have been working alongside the Placement Management Unit in the re-tendering of contracts for the semi-independent accommodation providers as full members of the commissioning board.
- Following their involvement in the commissioning process for the Ferncliff Centre in 2020, members of Junior HoT carried out a Youth Inspection of the renewed service in June 2021. This inspection took place during an in-person visit to the centre, during which Junior

HoT members reviewed changes that have been made in line with the renewed service specification, which had been updated during the commissioning process the previous year. Whilst performing the inspection, young people also interviewed several members of staff, asking questions relating to improvements and the recommendations that HoT members had made following the award of the contract in 2020.

- In April 2022, Senior HoT members took part in a co-production workshop for the development of a website dedicated to providing housing advice to care leavers from Hackney.
- In September 2021, members of Junior and Senior HoT took part in a consultation led by the Director of Children and Families, the Head of Corporate Parenting and the Director for Hackney Education. During this consultation, young people discussed how being in care had affected their experience of education. The findings from this consultation were used to inform strategy for Hackney Education and the Virtual School.
- From May to November 2021, young people from HoT engaged in an extended consultation, led by the Clinical Service. Young people were asked to speak about the struggles of transitioning from 'being in care' to becoming a 'care leaver'. Young people made recommendations which ranged from supporting young people to access advice about entering the private rental market, to developing an in-house life skills programme developed and delivered by Hackney's Corporate Parenting Service. These recommendations have been incorporated into Hackney's Corporate Parenting Action Plan and Sufficiency Strategy which will be launched in January 2023.

Evidence of Impact

Feedback from children and young people in care - annual survey 2022

Each year, the Corporate Parenting Service carries out a survey of our care experienced children and young people to gather their feedback, in order to inform our plans for service development. This year, we have based the survey on the Hackney Promise to looked after children and care leavers, as we were keen to hear how they feel we are doing well and where we need to do better in respect to our promises to them.

105 responses were received and the headline findings against key promises were as follows:

- **We promise that you** will be at the centre of all meetings about you, even if you choose not to attend. Where you do come, you will be supported to take part in a way that feels comfortable for you - 78% of children and young people felt that this promise is being kept.
- **We promise that if** you need to move home, we will share as much information as we can, as early as we can, about why and

where you may be moving to - only 48% of children and young people felt that this promise is being kept. This suggests there is more work to do in this area.

- **We promise to help you** to find the right school, college, course or job for you - 72% of respondents felt this promise was being kept.
- **We promise that when** you are struggling with your emotional well-being we will talk to you about this and try to get you the support you need - 73% of respondents felt this promise was being kept.
- **We promise that we** will let you know all the options that are available to you at important crossroads in your life, to help you make decisions that are right for you - only 56% of children and young people felt that this promise is being kept, clearly indicating an area for focused improvement work.

We plan to use what our children and young people tell us to help inform our priorities for the next 3 year

Corporate Parenting Strategy and Sufficiency Strategy, 2023-2025.

We plan to repeat this survey annually, which will allow the results to be compared with previous years.



Helping and protecting looked after children

Independent Chairs and Looked After Child Reviews

518 looked after children received a review between 1 April 2021 and 31 March 2022, and 1,068 Looked After Reviews took place during that period. Due to the cyber attack we are unable to compare the number of reviews taking place in this year compared to last. However, we are aware that we were able to increase the number of reviews taking place in timescale to 97% which is an improvement on previous years. Where reviews are not held in timescale the Service Manager will make a note of the reasons for this on the child's Mosaic record. Requests to change the planned date of a Review, if within 6 weeks of the meeting, needs to be agreed by the respective Heads of Service. Depending on the needs of the child the Chair may meet or speak with the child in the interim.

As at March 2022, 56 % of minutes from Looked After Reviews were completed within the timeframe of 15 working days, which was down from 71 % in January 2022. From January - March 2022, 76 % of Looked After Child Reviews were held face to face or in a 'blended' way. Of those reviews which were expected to be held in person (excluding those 6 month paper based reviews for children who have annual review meetings) only 9 Reviews were held virtually to enable the best participation possible at the request of the child.

Following the disruption of COVID-19 to in person meetings, we have moved back to a model of ensuring children are seen in person as part of their review meeting. At times some older children continue to prefer virtual attendance but the Independent Chair will always try to meet with them separately and see their care arrangement. Some children's homes have continued to limit the number of visitors able to attend, to try and limit the

possible infection risks. In these circumstances children are asked which person they would wish to have in person at the meeting.

During 2021/22 93 % of looked after children aged over 4 years participated in their Looked After Reviews in some way whether directly, through an advocate, or another method. 15 % of children were under 4 years old at the time of their review and so there is no expectation of a formal contribution from them, and 6 % of children did not attend or convey their views to the review. This is a slight decrease from previous years. The data continues to show that participation in reviews is good.

Reporting on Independent Chair oversight and escalation has been disrupted by the cyber attack and use of the interim system. The information available to 460 looked after children who had a review in this periods shows that in;

- 64.8 % of reviews - No escalation required prior to review
- 11.3 % of reviews - Escalation made prior to review and issue resolved
- 4.8 % of reviews - Escalation made prior to review and issue unresolved
- 19.1 % of reviews - Escalation required after the review

The vast majority of escalations continue to be resolved before involving Service Manager or Head of Services. There have been no cases which have required escalation to the Director or CAFCASS.

The thematic issues which are being raised through these escalations are fairly consistent over time and include; delay in implementing the Care Plan or specific actions on the Plan, a lack of recording of visits on file, difficulties in relation to family time arrangements, escalations to partner agencies where they had not implemented actions.

Given the national context in the past year in relation to the challenge of finding suitable care arrangements for children, there has been an increase in Independent Chair's concerns in relation to delay in finding appropriate care arrangements for children, when a move had been agreed. Independent Chairs have been mindful that a formal escalation won't change the national care picture, but have utilised the process to review how to support children in their current care arrangements, and consider approaches to searching for alternative care arrangements.

Last year also saw some challenges in relation to staff stability and the impact upon progressing plans for children in the context of staff turnover. Whilst managers were well aware of the challenges within their service area, Independent Chairs continued to highlight the need for reports to be available within statutory timescales prior to meetings, and for there to be staff attendance with knowledge of the child, family and their circumstances.

Evidence of Impact

Feedback from children who had a review during 2021-22:

‘Most of the time I’m confused why it still happens.
It doesn’t always feel like we stick
to a plan in the meeting.’

‘I was able to reflect on the things that I was doing
that could possibly cause mental harm to myself later on.
I was given a choice of multiple options on how to
deal with my mental health in the future.’

‘I get to make a plan that I can stick to - it makes
things feel less confusing.’

‘I like the fact that I received a warning about
the fact that my review was coming up.
It gave me time to think about what I wanted
to talk about.’

‘I get to at least tell them all what I want and
I think they listen to that.’



Health of looked after children

Physical health of looked after children

Further work is required to improve LAC health indicators, particular immunisation levels, SDQ compliance and dental checks. A new workstep is being developed in Mosaic, to use in collaboration with the Looked After Child Health team, to improve real time reporting and help drive up performance.

Percentage of looked after children whose health checks were in time during a 12 month period

	2019/20	2020/21	2021/22
Hackney	96 %	91 %	95 %
England	90 %	91 %	n/a

The number of children with an up to date health assessment has maintained a comparable performance to the England average.

Percentage of looked after children whose immunisations are up to date

	2019/20	2020/21	2021/22
Hackney	57 %	59 %	56 %
England	88 %	86 %	n/a

The number of children with up to date immunisations is low, and work is underway with the Council's Public Health Service to understand and address this across the City of London and Hackney.

Percentage of looked after children who have an up to date dental check

	2019/20	2020/21	2021/22
Hackney	81 %	64 %	71 %
England	86 %	40 %	n/a

The number of children with up to date dental checks has improved from the previous year, and is significantly higher than the England average of 40 % in 2020/21, reflecting a dramatic decline in the availability of dental appointments during the pandemic.





Mental health of looked after children

The mental health of looked after children is at greater risk than other children due to their experiences before and during care. Attention is paid to the mental health of our looked after children annually and pre-transition (aged 17.5 years).

The Clinical service has partnered with Corporate Parenting to attend to the mental health needs of looked after children who are out of the borough. This has involved the piloting of a hybrid, then largely online service providing stability to children who are often de-stabilised when changes to their care arrangement occur.

The Clinical service are currently undertaking (as at July 2022) a review of all therapeutic care arrangements to ensure accommodation for our most vulnerable looked after children is attending to their emotional wellbeing and mental health. Securing CCG funding to support this and reduce the burden of high cost care arrangements is also a key element of this work.

There has been an increase in the proportion of Strengths and Difficulties Questionnaire indicates 'cause for concern' for our looked after children. This is in line with national reports of increasing concerns about child and adolescent mental health, but is work underway to review how the mental health needs of our looked after children are being met and the CFS clinical contribution to this.

Strengths and difficulties questionnaire	2019-20	2020-21	2021-22	England 2020-21	SN 2020-21
Children looked after for at least 12 months aged 4 to 16 with an SDQ score	77.0%	72.6%	82.8%	80%	86%
Average score per child	13.4	11.8	13.8	14	12



... The mental health of looked after children is at greater risk than other children due to their experiences before and during care. ...



Annual SDQ scores are completed with all children who are looked after by Hackney. A score over the evidence based threshold results in a clinical consultation with an in-house clinician to undertake joint thinking about the mental health needs of each child, followed by a Talk Together Appointment (TTA) - a session with the child, social worker and clinician.

At each child's 17.5 year review, special attention is paid to their mental health here to ensure young people are supported in their transition to adult mental health services where needed. Screens at this point include the SDQ,

PHQ-9 and GAD-7. If thresholds are met, an ongoing clinical consultation is offered to support the social worker and young person to access adult mental health services where needed.

Corporate parenting and the clinical service have undergone a service wide review to analyse data around children who are looked after by us, access to mental health support, unmet need and gaps within the offer to guide a comprehensive offer to address the mental health of looked after children.

● ● ● At each child's 17.5 year review, special attention is paid to their mental health here to ensure young people are supported in their transition ● ● ●





Learning

The Virtual School

The Virtual School team provides additional educational support for children looked after, from early years all the way through to post-16 education and training opportunities, which provides continuity for children and young people in care. The Virtual School is well-resourced and includes a variety of roles including social pedagogues, learning mentors, an occupational therapist and speech and language therapists.

Key Stage 4

The progress for pupils in Key Stage 4 is monitored throughout the year and where necessary individual targeted support is offered. Where it is felt appropriate, 1 to 1 tuition is offered. All Year 11 pupils receive support to identify appropriate pathways once statutory schooling has ended, and when necessary, are accompanied to college open days and interviews by a member of the Virtual School staff.

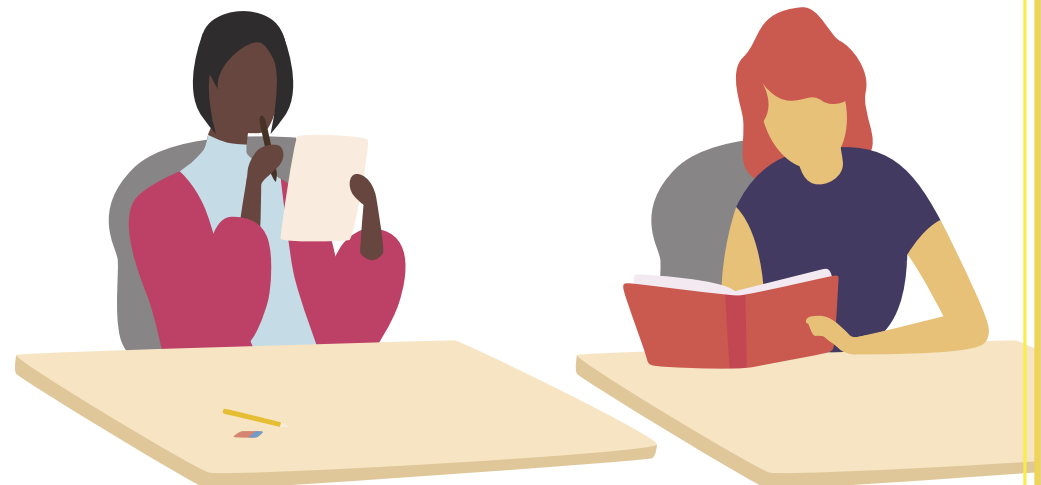
Key Stage 4 Attainment in 2021

Due to the Covid 19 pandemic children and young people did not complete GCSE examinations in 2020 and 2021. All grades were based on teacher assessments which will not be reported nationally. The teacher assessments below are based on all the young people in the cohort, and not as is usually reported, those pupils that have been in care for 1 year and more. This means that the results can be expected to be lower than in previous years. Given the fact that there is a large cohort in year 11 and includes a large number of pupils that it wouldn't usually, the assessments are fairly positive.

Percentage of children achieving Grade 4 at Key Stage 4

	Grade 4 and above
English Language	30 %
English Literature	27 %
Maths	22 %

There are no national comparable measures available for this year.



Key Stage 2

Pupils in year 6 are closely monitored and additional support is provided if it is necessary. All pupils are offered support for the transition to secondary school, and links are made with designated teachers before children transition to their new school.

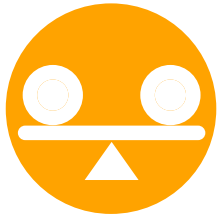
Due to the Covid 19 pandemic children and young people did not complete SATs tests in 2020 and 2021. Children were teacher-assessed against the national standard. The teacher assessments below are based on all the young people in the cohort, and not as is usually reported, those pupils that have been in care for 1 year and more.

Percentage of children working at the required standard at Key Stage 2

	Working at the required standard
Reading	47 %
Writing	42 %
Maths	53 %

There are no national comparable measures available this year.





Stability and permanence

Care arrangement stability

The Focused Visit in February 2019 raised questions about the strength of our planning for children and particularly raised a question about whether there are some children in Hackney that are living in situations where their needs are not being appropriately met for too long. A spotlight on the PLO pre-proceedings process queried whether this was being used enough to support timely decision making for children and parallel planning. Since then, we have introduced systems to ensure senior management oversight at key points for children subject to Child in Need and Child Protection Plans, to help make sure the right decisions are being made for children, at the right time. More attention has been paid to parallel, and triple, planning for children in the PLO process and to ensure this legal framework is being used effectively, early enough, to support long-term planning for children, avoiding the use of care proceedings where appropriate. Over time, our numbers of children in PLO have risen, from 9 children in PLO in July 2021, to 16 children at the end of March 2022.

Percentage of looked after children with three or more care arrangements in one year

	2019/20	2020/21	2021/22	Sept 2022
Hackney	12 %	10 %	15 %	14 %
Statistical neighbours	10 %	9 %	n/a	n/a
England	11 %	9 %	n/a	n/a

The percentage of children aged under 16 who have been looked after for more than 2.5 years, who have lived in the same home for over 2 years

	2019/20	2020/21	2021/22	Sept 2022
Hackney	66 %	77 %	71 %	65 %
Statistical neighbours	71 %	70 %	n/a	n/a
England	68 %	71 %	n/a	n/a

There has been an increase in the number of children experiencing three or more care arrangements over the course of a year - the 2021/22 outturn was 15 % which is higher than the statistical neighbour and national averages of 9 %. There has been a decrease in the proportion of children aged under 16 who have been looked after for more than 2.5 years, who have lived in the same home for over 2 years (71 % in 2021/22 compared to 77 % in 2020/21). Hackney's performance against this indicator is in line with the statistical neighbour and England averages in 2020/21. 2020/21 stability figures were particularly good, believed to be influenced by the context of lockdown in the pandemic. However, further analysis is underway on the cohort of children with 3+ care arrangements and those who have left long term homes to think about what we need to do to address this.

We have also taken steps to improve the process of oversight for planning for children once they enter a legal framework and beyond the conclusion of any legal proceedings, again to help ensure that the right decisions are

made for children, at the right time. For example through our Permanency Planning Meetings, which are overseen by senior managers, and ensure parallel planning is in place to consider alternative routes to permanency for long-term looked after children.

Care arrangement types as at 31 March 2022

Care arrangement type	Number of looked after children
Foster care arrangements	305 (75 %)
Placed for adoption	7 (1.7 %)
Care arrangements with parents	14 (3.5 %)
Secure units, children's homes and semi-independent living accommodation	79 (19.5 %)
Total	405 (100 %)

Page 182

Care arrangements for looked after children by location at 31 March 2022

Care arrangements location	Number of children
Hackney	120 (26 %)
Under 20 miles from Hackney	227 (50 %)
Over 20 miles from Hackney	71 (17 %)

(Note - distance for unaccompanied asylum seeking children is not captured within this performance measure)

Adoption

Three children were adopted in 2021-22, with ten children adopted in the first six months of 2022-23 alone, all aged under 5 years old. Adoption levels were low in 2020/21, due primarily to court delays related to the pandemic (trend seen across Adopt London North). A significant number of adoption proceedings are expected to conclude in 2022/3.

There have been 16 Special Guardianship Orders (SGO's) in 2021-22, with a further 7 granted in the first six months of 2022-23. Greater attention has been placed over the past year on the prospect of progressing alternative routes to permanency through adoption or SGO for children in long-term care, with a small but significant number of positive outcomes to this approach.





Care Leavers and transitions

Care Leaver information

387 care leavers aged between 17 and 21 were being supported by the Leaving Care service at 31 March 2022, an increase of 11 (3 %) from 376 at the same point in 2021. 357 care leavers were supported at the end of September 2022. There were 63 care leavers aged 22 and older being supported as at 31st March 2022, lower than the 79 supported as at March 2021. This has decreased to 55 care leavers being supported as at 30th September 2022.

69 % of Hackney care leavers aged 19 or 20 were in education, employment or training in 2021/22. This is higher than statistical neighbours (55 %) and last year's performance in Hackney at 56 %.

The percentage of care leavers aged 19-21 who were in suitable accommodation in 2021/22 was 88 %, an increase from 87 % last year. Housing is a challenge both locally and nationally but the Service will continue efforts to improve the number of care leavers in suitable accommodation in partnership with the Council's Housing Needs Service.

There has been an increase in the percentage of care leavers who were in higher education in Hackney - from 11 % 2020/21 to 16 % in 2021/22, much higher than the national average of 6 %.

Page 183

	2019-20	2020-21	2021-22	SN 2020-21	England 2020-21
% of care leavers aged 19-21 who were in education, employment or training	65 %	56 %	69 %	55 %	53 %
% of care leavers aged 19-21 who were in suitable accommodation	86 %	87 %	88 %	86 %	85 %
% of care leavers aged 19-21 who were in higher education	10 %	11 %	16 %	8 %	6 %

Pathway plans

Review Pathway Plan data performance has plateaued at around 60 % throughout 2021/22 to end September 2022. The Pathway Plan Panel chaired by the Practice Development Manager has addressed the most overdue Pathway Plans by setting deadlines and providing oversight of the 3 Leaving Care Units, which have large units with allocations between 121-132 care leavers. The length of time between Pathway Plan reviews has reduced significantly.

Updated care leaver local offer

Recent Corporate Parenting priorities for developing the Hackney care leavers local offer have included: housing pathways, employment support and apprenticeship opportunities, virtual and physical spaces for care leavers, subject access requests, access to discounted leisure activities, and council tax exemption for care leavers.

Evidence of Impact

Findings from National Implementation Adviser for Care Leavers visit - May 2022

On 24th and 25th May 2022, Hackney's Care Leaver Service undertook a visit from the National Implementation Adviser for Care Leavers, Mark Riddell. The service was credited for its ambitious, aspirational and passionate leadership management approach. The journey of continuous improvement against the backdrop of the pandemic and lockdowns were noted. A set of recommendations were also given and agreed by senior officers and operational staff, to form part of the follow-up review six months after the visit. These recommendations included: developing the 'Champion Model Approach' and introducing themed Boards, to strengthen the membership of the Corporate Parenting Board, to review the existing Housing Joint Protocol and DWP Protocol, to develop a clear set of pathways to adult and mental health services and for discussions around complexity to begin in care planning when children in care are approaching 14 years. **Five specific recommendations were also suggested as funding priorities:**

- To increase the number of ring fenced jobs and apprenticeships by looking at vacancies across the whole council.
- To review the current Council Tax Exemption in relation to following care leavers nationally.
- To review current caseloads and to consider whether a more multi-agency approach could be developed.
- To develop a health offer 18yrs to 25yrs which could include an offer of dental prostheses and/or glasses, etc. Alongside this to develop an offer to care leavers from the Clinical Service.
- To consider the development of a space for care leavers.

Visit by Department for Levelling Up, Housing & Communities - May 2022

On 25th May 2022, Hackney was visited by Kim Davis, Senior Youth Adviser in the Homelessness Advice and Support Team. During the visit, key strengths were identified in Hackney, including:

- Committed officers services who are open and motivated to prevent homelessness and improve outcomes for young people.
- Homeless and Rough Sleeping Strategy includes a clear focus on young people and care leavers.
- Homelessness Partnership Board in place.
- Housing Need leadership attendance at Corporate Parenting Board.
- Newly commissioned young person accommodation pathway April 22 with plans to increase provision in 2022.
- Edge of Care Service gives quick access to therapeutic and practical support to strengthen relationships to keep families together.
- Trauma and Psychologically informed approach - training for officers and embedded in commissioning.

Five recommendations were made to improve practice for young people, including the need to:

1. Review practice and assessment arrangements for homeless applicants to ensure compliance with legislation and the DfE/ DLUHC Joint Guidance Provision of accommodation for 16 and 17 year olds who may be homeless.

2. Update websites to provide user friendly advice and information for vulnerable groups, including care leavers and 16/17-year-olds.
3. Ensure Duty to Refer awareness across Children Services is improved, embedded in delivery, practice and recorded accurately.
4. Design a program of training and briefings across Housing Needs, Children's Services, and the wider community, to update and improve awareness of your youth homelessness practice, protocols, joint working, and support services available
5. Review current practice on accommodation and transition planning for care leavers, to start earlier, so care leavers are better informed, skilled and prepared for independent living and do not have to go via the homelessness route to access accommodation.

A 16/17 Year Old Homelessness Protocol is near completion and there is a plan to roll out with briefings to all relevant staff.

From this point on all young people presenting as homeless will receive an improved service. The service is also developing a Google site for our Care Leaver Offer. 16/17 year olds will form a part of a wider piece of work on the Children and Education web presence. Ongoing work on care leavers housing includes exploring a wide range of options and initiatives to improve pathways, including a joint contract with housing for post-tenancy support from Settle, a voluntary organisation.

Preparing for independence audit in June 2022

14 audits were undertaken of looked after children aged 17/18 or carers of children that age, across Looked after Children, Care Leavers and Fostering, with 38% of audits rated as Good or Outstanding. Good practice included strong relationships between practitioners and children; strong Pathway Plans, which were written to the child in an engaging and accessible style; strong planning in place around the child or young person's accommodation options, both pre and post 18 and the quality and consistency of supervision records was praised specifically in 6 audits.

Areas for improvement included the need for more detailed exploration about specific independence skills; Pathway Plan recording needing to be up to date and in timescale; in some cases, there was a need for more frequent, consistent and persistent attempts to engage care leavers who have recently transitioned to adulthood, particularly those who have enhanced support needs; more attention could be given to the support needed by children transitioning to adulthood around family relationships; fostering recording, of visits and/or supervision and Independent Chair escalations -needing sufficient evidence on the child/carers file that the issue had been fully responded to and addressed.



The Impact of Leaders on Social Work Practice with Children and Families

Following a significant number of changes to our practice model in 2021, work continues to fully embed these changes and ensure that staff at all levels fully understand the expectations of their roles. Good progress is being made in terms of our focus on anti-racist practice and leaders are appropriately refining the approach to quality assurance to evidence the quality of practice and impact of changes. The complex work to develop

a comprehensive case recording system for the Children and Families Service has resulted in the successful reintroduction of Mosaic in April 2022, which staff have welcomed. Work continues to develop and mature our corresponding reporting ability now that we have a reliable and safe recording system.

Page 186

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Strategic Leadership

Cyber attack

Hackney Council was victim of a criminal cyber attack in October 2020. This meant that staff were unable to access any historical case file information or reporting data on Mosaic as well as other critical council systems.

Hackney Council immediately created an interim system that enabled us to continue working with families. The immediate recovery programme involved a drive for practitioners to record case summaries for all of their children and young people, whilst working with partners to gather as much information about the children and young people we were working with. The next phase involved working with our service provider to restore information that had been held on Mosaic.

In October 2021 a decision was made to restore Mosaic as our main case management system. A programme team was established and reported to a weekly Board meeting chaired by the Director of Children's Services. The programme was complex and involved migrating records from the interim system, matching historic records, developing cyber security with a new cloud based system and training all of our staff on Mosaic as the recovered system was not identical to the pre-cyber system. Work continues on recovering some historical data that has not yet been restored. There are still some data quality issues relating to data but we now are in a good position to meet statutory and local reporting requirements.

On 4th April 2022 the Children and Families Service returned to Mosaic. The development of live reporting tools (QlikSense) continued and has been live since July 2022. The decision to go live with Mosaic in advance of reporting tools being ready was to enable us to have accurate information to submit for statutory returns. Managers are now able to track progress of work at a level they had not been previously.

Historically Hackney Children's Centres have not been part of our recording system, and as part of our continued development, we plan to introduce all children's centres on Mosaic by December 2022. The impact of the work to restore Mosaic means we have a compliant and safe records system.

Driving improvement

CFS Service Improvement Action Plan

The service developed an improvement plan stemming from Ofsted findings in 2019. A further Ofsted visit in July 2021 showed significant improvement which enabled the service to reflect on which of the previous recommendations required further action, which have been successfully implemented or could be incorporated into 'business as usual' and what we need to consider to develop true ambition for our services for Hackney Children. In late 2021, the Children's Senior Leadership Team (CSLT), devised a refreshed plan and thematic areas agreed are as follows:

1. **Proud to** be Hackney
2. **Proud to** keep children safe and listening to Children and Families in the shaping of our services:
3. **Proud to** work with partner agencies to keep children safe and help children and families get the right support at the right time
4. **Proud to** work with partners to improve safety for children during adolescence in all contexts
5. **Proud to** be Anti Racist
6. **Proud to** promote a learning culture focused on outcomes for children, where great practice can flourish.
7. **Proud to** support our workforce to do their very best for children in Hackney

The full detailed Refreshed Children's Action Plan 2022 was launched in January 2022 and published publicly in February 2022. New governance arrangements have been established to drive and oversee progress and developments with the Children's Action Plan, this has included a new Service Improvement Monitoring Meeting (SIMM) Chaired by the Group Director for Children and Education. The SIMM meets every two months, reporting into the Children's Leadership and Development Board (CLDB), which meets on a bi-monthly basis, co-Chaired by the Chief Executive and Group Director, Children's and Education. An exercise has been underway throughout August and September 2022 to revise and streamline the existing Children's Action Plan which is in the process of being finalised, this process is expected to be completed by the end of September 2022 with a new public facing version published by the end of the calendar year. In addition the leadership team (Director and Head of Services) has met to undertake a weekly activity of 'action sprints' which has progressed work of the Children's Action plan and our Anti- racist action planning.

Progress against the Children's Action Plan continues to be overseen and monitored by a senior Governance Framework which includes a Children's Member Oversight Board (CMOB) and Children's Leadership and Development Board (CLDB). The Mayor and Deputy Mayor of Hackney Co-chair the Children's Member Oversight Board and the Chief Executive and Group Director Co-Chair the Children's Leadership and Development Board.

The action plan is also managed using an Agile approach with weekly 'Sprint' meetings chaired by the Director of Children's Social Care and attended by Strategic Leads with responsibility for overseeing and driving activities in relation to their respective areas of the action plan. These meetings are used to identify challenges and blockages as well as noting successes against the actions stipulated in the plan. This is a dynamic group which provides active scrutiny of developments against the plan and holds leads to account.

Focus on increasing the line of sight of senior leaders and management oversight

A number of changes were introduced in 2021 to increase the line of sight from senior leaders to frontline practice:

- Need to Know Briefings from March 2021 to ensure a clear line of sight up to the statutory Director of Children's Services on practice where there are matters of high risk, including for children and families.
- The regular quality assurance forum for all line managers up to the Director of Children and Families (more information on this is in the Learning Culture section below).
- The realignment of the Practice Development Manager role.

This is a culture change for Hackney and there is more to do:

- Develop a systemic senior leadership programme to ensure that a clear, robust, consistent practice leadership approach is established and embedded.
- Clarify respective roles and responsibilities for all positions in the management structure, particularly with respect to strategic development and service-wide practice improvement.
- Develop of a new Manager Action Learning Set.
- We have updated our Matrix of Responsibility to outline decisions being made at the right level of seniority at the right time in accordance with the child's needs, risk and harm

Supervision

The supervision model changed as a result of the significant changes we made to the Unit model approach in 2021, with children now allocated to individual social workers as opposed to a social work unit. From April 2021, individual Reflective Case Supervision was rolled out, supported by mandatory training. There is a focus on management oversight to ensure

that supervision is consistent with practice standards. Following the re-introduction of Mosaic, we are now able to track supervision timeliness across the Service and forward plan for future supervision so that managers have oversight of the progress we are making to support children and their families.

The Monthly Performance Oversight Board tracks performance including in respect of visits to children and supervision to drive forward improvements in practice. There have been some staffing and performance concerns contributing to the timeliness of supervision completion and uploading to files. A new supervision template is currently being trialled in the Child in Need Service to identify ways to streamline the process which currently requires practitioners to complete part of the form in advance. Fortnightly tracking meetings have been set up within the Child in Need Service as of September 2022

In line with the development of Hackney's practice model, Heads of Service have been developing the Hackney group supervision model which will draw on Systemic, trauma-informed and anti-racist practices, allowing us to embed and uphold the techniques that sit within these methods. The group supervision model is currently at its concept stage, where it is being co-produced by Practice Development Managers across the service. This is in addition to individual supervision and it is to enhance worker development.

Changes to the Hackney model of social work

As services integrate under one Hackney Children and Education Directorate, we will develop a practice model that underpins our approach in children's social care, education and health. We aim for the principles of this whole-system approach to be clearly embedded in how and why all professionals in Children and Education work with children and families living in the borough. A central drive for this change is that more can be done in Hackney to support children and families to facilitate change, support resilience and improve the life chances of all children living in Hackney.

A relational approach will inform the way we think about children and families. This approach will be led by three key methods used by Children and Families, Education and Health to underpin this Relational Approach which are:

1. Systemic Theory (used widely in CSC)
2. Attachment and trauma informed practice (used widely in Education)
3. Anti-racist practice (developed and used across CSC, Education and health)

These 3 approaches are threads that are currently being weaved together under the relational approach and vision for Hackney Children's Services. We aim for our Practice Model to provide clear techniques for practitioners across the service to work with children and families. As of July 2022, a Practice Model Working Group has been established which consists of multi-agency representatives to create a clear articulation of the developing model. This stage involves co-production with reference groups in each service area, ensuring the narrative is co-developed with front line staff, partners and families.

Alongside the development of a clear narrative, Heads of Service and the Systemic Lead are completing a strategy and workforce development plan to ensure the practice model is implemented and embedded clearly and coherently across the Children and Families Service. This includes:

- Training across the workforce to understand and embed the practice model approach .
- Development and implementation of the group supervision model.
- A systemic senior leadership programme to ensure that a clear, robust, consistent practice leadership approach is established and embedded.

A director and project team are in the process of being appointed to lead this work across the group directorate to align SEND, Early Help, CAMHS

and social care. This will enable children to receive more holistic and timely support to meet their needs. It is anticipated this work will take 12 months to bring about the shape of the services we need and the workforce and development to embed and flourish.



Anti-Racism

Our ambition is for leadership and practice with children and families take a pro-active stance to address racism, discrimination and inequality and are in the early stages of the following:

Research through a lens of disproportionality is beginning to allow us to understand and identify common factors and tailor effective interventions earlier. Deep dive and case study analysis has been a useful tool to take a birds eye view across the system and support in the identifying of common patterns and allocation of resources in a cost effective manner. In line with our Anti-racist approach, the first of these took place when designing the Edge of Care service where over 80% of referrals were from children (largely boys) from Black African and Caribbean backgrounds. We will be closely monitoring the impact of this service through 2022 with a view to seeing a reduction in the number of boys from Black African and Caribbean backgrounds becoming and remaining Looked After in late adolescence

We have CFS statutory complaints process to ensure it is restorative and trauma informed in responding to all complaints, including those about racism and discrimination- our most recent responses to complaints about racism now evidence our acknowledgement of the impact of systemic racism upon children and families and the action that we are seeking to address

We have developed and launched our Anti-racist Practice Standards in April 2022 - over the course of the next 6 months we will expect to see practice change to become anti-racist in accordance with our Practice standards- we will then undertake an audit to measure the extent to which this is embedded across the whole of CFS late 2022- early 2023. We have also developed an Anti-racist Corporate Parenting Commitment that will be embedded over the course of the next 6 months and audited in the autumn 2022 to measure impact for our children in care.

We are engaging statutory partners and local areas that use Stratford Youth Court to adopt a deferred prosecution scheme to address the significant disproportionality in the rates of conviction and remand of Black boys- we hope that this will be implemented by June 2022

We are providing constructive feedback to partner agencies where we have concerns about racism or microaggressions on behalf of our children and families- this will be evidenced on children's files and is starting to be captured on an anti-racism log

We will be engaging children, families and communities in co-producing an anti-racist principles, values and our strategy and action plan through 2022 and 2023

Our action plan is in its early stages of implementation so the measurement of impact is limited. Staff have told us in surveys that there is more visibility and openness in discussions about racism which is the first key step. Analysis of the feedback from our Anti-Racist Praxis Conference that took place in May 2022 has shown an increase in understanding across the staff base in knowledge and skills around the topics covered, but the impact for children and families as a result of improved practice will be a longer term outcome to be seen.

Evidence of Impact

Anti-Racist Praxis Conference - May 2022

Across the week of 9-12 May 2022, staff in the Children and Education Directorate were invited to attend an Anti Racist Praxis Conference, focusing on the process of unmasking, repairing and preventing the hidden wounds of racial trauma, in attempts to address racialised trauma experienced within services by our Black and Global Majority children and families.

The conference followed a hybrid in-person and virtual framework to deliver a series of keynote speakers and several workshops across the four days, aiming to equip staff with vital knowledge and skills to begin to understand and unpick the trauma of racial oppression. Learning objectives were set for the conference participants were set as follows:

1. Have an increased understanding of the impact of systemic racism and white supremacy in relation to racial trauma - and how our practice and some educational approaches can contribute to this problem.
2. Identify strategies to counter and support racial trauma i.e a trauma-informed approach to improve and enhance practice.
3. To begin to apply our systemic principles in practice in relation to racialised trauma in order to provide maximum care and support for our children and families who are Black or from Global Majority ethnic communities.
4. Developing anti racist practice in schools and by professionals.

The conference has been evaluated to better understand the learning, impact and outcomes which can be applied to further better practice. So far the conference has been widely viewed as positive, engaging, and a pivotal moment in shaping and giving directive to our CFS anti-racist objectives to make change. 16 Recommendations are given in the briefing paper split into three core themes - 'People and Community', 'Developing the Workforce' and 'Practice and Policies'.

Feedback was collated from attendees across the week, and the evaluation of this feedback shows notable improvements in knowledge of the subject matter - with the average self-assessed ratings of knowledge on a 1-5 scale moving from a 3 (42.2%) at the start of the conference, to 5 (54.7%) at the end. Presentations were also deemed as clear and interesting, as well as meeting the learning objectives set for the conference. Some of the overall evaluation points and ongoing commitments according to attendee feedback are captured below:

There is a need for Hackney Council to better understand, acknowledge, and work against structural and institutional racism, with the Conference acting as a catalyst to understand the consequences of racial trauma and seek accountability, responsibility, ownership and commitment across the system. Going forward, the plan is to utilise the full conference briefing paper as a reference document to support activity to develop and deliver the outputs and actions from this conference and embedding thereof.

Child Q

Child Q was referred to our LADO service in 2020 following the notification by health professionals of her experiencing a strip search in school. LADO enquiries were initiated alongside a Child and Family Assessment, which has led to longer term support through early help and our CAMHS services. The Local Authority notified the City and Hackney Safeguarding Partnership who made a collective agreement to undertake a Child Safeguarding Practice Review with notification to the National Panel.

In March 2022, the Child Safeguarding Practice Review for Child Q was published following consultation and engagement with Child Q and her parents. A multi-agency action plan is in place in response to the findings within the CSPR for Child Q to create change in addressing structural racism and adultification. In June 2021, training for multi-agency staff on Adultification was initiated by the CHSCP. Our staff have a good awareness of the risk of adultification of Black children so are mindful to ensure that they are thinking safeguarding and child first when supporting older Black children and have also escalated concerns about potential adultification by partner agencies to ensure a safeguarding first and child focused approach.



Workforce and caseloads

Staff wellbeing

The Children and Education leadership team continue to hold regular all staff drop ins on issues that affect the entire service. Other spaces to generate staff feedback and act as safe spaces have included peer support sessions, and Brave Space to Talk About Racism - led by the Director of Children and Families for all staff in the service. The senior leadership team recognised that the publication of the CSPR for Child Q was triggering for staff, particularly from Black and Global majority backgrounds in the context of the racialised trauma. In response to this the Children and Education Directorate set up a series of peer support sessions for staff, including some exclusively for Black and Global majority staff to respond to racialised trauma.

A survey in respect of staff experiences of racism was undertaken by our Promoting Racial Equality Leadership Group in May 2021. This survey highlighted the need for support to staff who have experienced and continue to experience racialised trauma within the workplace, within their communities, in the wider context of society and internationally. Peer Support Groups in response to racialised trauma were piloted from October to December 2021 and an evaluation shared with the Chief Executive and senior leadership team in February 2022. Scoping is underway to develop a longer term strategy to support staff who experience racialised trauma.

Staff Reference Group

The Staff Reference Group, is chaired by the Director of Children's Social Care, has continued to meet on a 6 weekly basis. The group is open to all staff members with takeup from four out of five service areas currently represented. The group's role is to act as a critical friend and sounding board, supplying an additional line of communication to and from the director and staff. The staff reference group has met to discuss topics such as Child Q reflections amongst staff, and the service improvement Children's Action Plan.

Reflective practice groups

Group-based reflective practice spaces are offered by the Clinical Service to staff within the Children and Families Service. Debriefing and practice reflection sessions are also offered following adverse incidents.



Workforce data

Children and their families need to get the right help at the right time. We need to ensure work flows effectively through the service and that proportionate responses are offered in accordance with the needs or risk of harm to children - this should appropriately manage demand and create capacity in the service. We need effective challenge and leadership of the Early Help system and implementation of the recommendations from the Early Help review / Early Help implementation board is required- e.g. consistent use of Early Help Assessments and acceptance of delegated authority across targeted early help provision. We have recruited 2 additional Early Help Practitioners which will free up social work capacity in MASH and offer a more tailored approach to families requiring Early Help.

Increasing robustness at the front door - increasing use of Early Help Hub, Consultation Line and 'Senior' social workers to provide capacity and assistance with this.

Transfers and step downs must progress in a timely way if not be expedited to free up capacity - we should have delays for children due to capacity issues once ongoing plans are identified. Managers will regularly meet to ensure this is reviewed and troubleshoot and avoid and plan for potential delays.

Percentage of agency social workers

	2019	2020	2021	2022
Hackney	28.1 %	32 %	22 %	27.4 % *
Statistical Neighbour	23.1 %	22 %	21 %	n/a
England	15.8 %	15.4 %	15.5 %	n/a

*Draft figure which may be subject to change

Vacancy rate for permanent social workers

	2019	2020	2021	2022
Hackney	24 %	23 %	23 %	28.8 % *
Statistical Neighbour	22 %	21 %	22 %	n/a
England	16 %	16 %	17 %	n/a

*Draft figure which may be subject to change

Percentage rate of social worker turnover

	2019	2020	2021	2022
Hackney	8.3 %	15.9 %	11.7 %	19.2 % *
Statistical Neighbour	16.8 %	16 %	19 %	n/a
England	15.1 %	13.5 %	15 %	n/a

*Draft figure which may be subject to change

Cases (children) per social worker (based on FTE equivalents)

	2019	2020	2021	2022
Hackney	18	16.4	14	14.3*
Statistical Neighbour	15	14.0	15	n/a
England	17	16.3	16	n/a

*Figure for quarter 1 2022. Annual figure for not yet available

Recruitment and Retention

There has been an increase in staff turnover over the past year, and challenges in recruiting and retaining social workers. This is reflective of a national issue and we know from speaking to other local authorities that they are experiencing the same issue. Where we have recruited staff, they may be less experienced, and require increased support from managers to ensure high-quality practice.

As at 31 March 2022:

- There were 171.5 FTE permanent social workers
- There were 63 agency social workers, representing 27 % of our social work (increase from 22 % in 2021)

In December 2021 we reviewed our approach to recruitment and retention and identified short term actions that could be taken to recruit and retain permanent staff. This paper included an analysis of exit interviews for permanent staff including their reasons for leaving. Further to this, a business case for a market supplement is in development and the potential to offer agency workers longer term or permanent roles has been confirmed. We have focused on rolling recruitment of permanent social workers as well as filling vacancies with agency workers - there has been a drive to ensure we have a balance of experience in our staff group. We have adjusted our pay rates accordingly.

From 1 June 2022 until 31st May 2024, the London Pledge has been introduced across all London Councils. This is a pan-London commitment by Children's Services system leaders to work cooperatively and transparently to manage the agency market, improve the quality of agency staff and regulate pay rates within Children's Social Work. This London Pledge is designed to address challenges related to the workforce of Children's Social Work Professionals with focus on the supply and quality of agency workers through evidenced protocols and a commitment to transparent and co-operative working. The Boroughs agree that they will:

- Pay agency social worker staff at set rates
- Work proactively to convert agency workers to permanent roles within 6 months.
- Adopt a common referencing standard
- Not employ any qualified social worker leaving a permanent contract to take up an agency contract with another authority within London for a minimum of 6 months after leaving the permanent post
- Commit to a 3-week notice period both in candidates joining and leaving placements, committing to adopting a reciprocal offer between agency workers and councils to minimise immediate or quick departures and the associated impact on children and the permanent workforce.



Learning culture

Continuing to strengthen our approach to Quality Assurance

The Hackney Children and Families Services Quality Assurance Framework provides insight into the quality of practice and the degree to which this is having a positive effect on children and their families in Hackney. Key to this is measuring impact - it is critical to understand what difference Hackney Children and Families Service and our partners are making for children. Following the restructure of the Safeguarding and Learning Team to the Quality Assurance and Improvement Team last year, work has been underway to convert our Quality Assurance Framework into a Learning Framework and this should be ready for September 2022. Work will then continue into 2023 to fully embed this. This will ensure that the focus of our quality assurance activity across all of the Children and Families Service is on learning - about the quality of our practice with children, and about what is effective in improving this. Services will routinely implement dedicated learning slots at service and team meetings in order to reflect on learning from Quality Assurance.

In audit activity - we have refocused our efforts to embed moderation of all full Live Learning audits, using a moderation tool to capture moderators findings. This model is being extended across all routine service area audits. We have improved audit follow up - with full audits that have scored 'inadequate' or 'requires improvement' followed up after 3 months to ensure that practice has improved for those children. The most recent follow up in March 2022 found that practice had improved in 64 % of cases. The next follow up is taking place in June-July 2022. Quarterly audit reporting across the whole of the Children and Families Service has been re-introduced

and these reports are shared with the Group Director as well as the whole service.

Independent Chairs

We have introduced a mid-point monitoring between Looked After Reviews and Child Protection Conferences and engaged Independent Chairs in our audit programme. The consistency of the Midway's being completed was impacted due to the move back into the Mosaic system but this is now a workflow within the system and monitoring of the completion of these will be reintroduced. When Midway Oversight were last audited in August 2021 in 74 % of audits they demonstrated good monitoring of the plan and action being taken where any drift or delay was identified. This will be further supported by the creation of an escalation workflow in Mosaic to better track escalations, responses, and how this resolves the issue identified.

Learning from Independent Chairs is shared at the Children and Families Service regular quality assurance forum DQIP (further information about this meeting is below). This includes information about the volume of Child Protection Conferences and Looked After Child Reviews that have been held, and whether reporting timescales are being met by professionals.

Improving Outcomes for Children Forum

The Service has recently reviewed our current arrangements for the scrutiny of practice and performance which is currently held across two separate systems and meetings - a monthly CFS Performance Board and bi-monthly Driving Quality, Improvement and Performance (DQIP) forum. A revised 'Improving Outcomes for Children' forum is to replace the current approach. This new forum will be a central Children and Families Service meeting to

reflect on the quality of practice in the service. The forum will form a key part of the Children and Families Service Quality Assurance Framework. Chaired by the Director of Children’s Social Care, this will have a critical role in the oversight of the Children and Families Service. The Board will scrutinise practice against the Practice Standards that have been set across CFS providing high challenge and high support in respect of the quality of practice and performance indicated through data and learning from quality assurance. Increasing transparency and accountability within the system, ensuring that managers at all levels provide practice leadership and take responsibility for improving outcomes for children. The board ensures that we really know ourselves as an organisation, as well as providing evidence of the impact of quality assurance in driving improvement in practice. This new forum will focus on each cohort of children according to their status and journey through the system, scrutinising practice and highlighting strengths that can be built upon, agreeing purposeful actions to support continuous practice improvement. Cohorts will be as follows:

- A) Children with a potential need for support- Decision making in MASH and the Early Help Hub and Children open for an early help or statutory assessment
- B) Children in Need of Help and Protection - the quality of intervention and support for children through Family Support, Child in Need, Child Protection Plans, pre-proceedings and Disabled Children, children whose parents are supported by DAIS
- C) The Experiences of Children who are in Care, including those are open to Care Proceedings, children who are placed for adoption, Children who have left Care, children who are placed for Adoption and Foster Carers
- D) Children who are supported through pre and post Court youth justice disposals

The forum will take place every month. Each cohort of children will be scrutinised on a quarterly basis for a minimum of 2-3 hours, depending upon the size of the cohort and complexity of issues arising.

Evidence of Impact

Impact of audit activity

To better monitor and evidence the impact of audits on practice and outcomes for children, CFS are undertaking review audits for each child who has had an audit undertaken on a quarterly basis. Practice Development Managers were provided with training and guidance on how to best undertake these dip samples in March 2022 and in June 2022. For June 2022, 35 dip samples were completed of files graded inadequate or requires improvement between April 2021-May 2022.

Areas of good practice

- A third of files improved to be rated ‘good’.

- Actions from the previous audit had been addressed in 80% of files - 29% fully and 51% partially.
- Auditors felt practice had improved in 89% of files - 40% fully, 49% partially.
- The child’s voice was evident in all but 2 files.
- The plan was progressing for children in 88% of files - 55% fully, 33% partially.

Areas for improvement

- 63% of files were graded requiring improvement, and 1 file was

graded inadequate, demonstrating less improvement in practice than the previous round of dip sampling.

- Concerns in these files mirrored that of the findings in the previous round of dip samples, including lack of recording which made it difficult for auditors to evidence progression of plans and risk management for children.

'Inadequate audits' have been highlighted by the auditor to the relevant Head of Service and Service Manager. All audits still rated as 'requires improvement' or 'inadequate' will be escalated to the relevant Service Manager and Head of Service for management oversight to be added to the child's file.



Financial Update

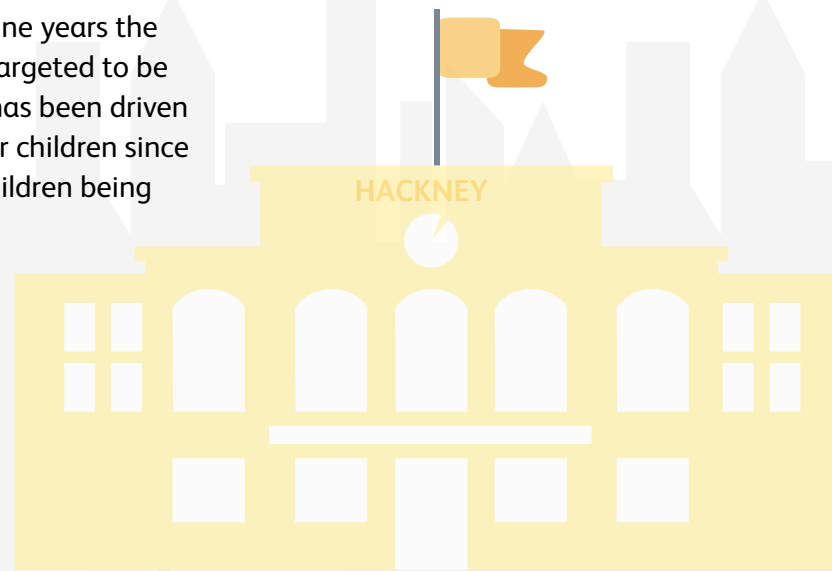
The outturn for 2021/22 for the Children and Families Service on a net budget of £61.6m was an overspend of £2.4m after use of grants and reserves of £11.8m including a drawdown on the commissioning reserve of £3.97m and £6.3m of Social Care Grant funding. The overspend of £2.4m includes £1.2m of Covid-19 related expenditure incurred by the service. There has been a requirement to draw down from the commissioning reserve since 2012/13 due to the increase in complexity and the number of children in care.

The financial position for 2022/23 is a net budget of £64.2m for the Children and Families Service, and the service is forecasting to overspend by £2.6m (as at October 2022) after use of reserves and drawdown of grants totalling £13.1m (including full use of the commissioning activity reserve of £6.6m and £8.5m of Social Care Grant funding). Within the current forecast, cost reduction proposals have been agreed by the service to reduce the overspend within the year, and these are tracked on a monthly basis.

The Children and Families Service has continued to make contributions to the efficiency agenda of the Council. Over the previous nine years the service has delivered £11.9m savings with a further £650k targeted to be delivered in 2022/23. The increase in commissioning costs has been driven by an increase in complexity and the number of looked after children since 2011/12. There is a continuation of a large proportion of children being

placed with independent fostering agencies (IFAs) due to a lack of suitable in-house foster carers. The cost of an IFA placement is significantly greater than that of an in-house placement. The service continues to be proactive in recruiting in-house foster carers to meet demands across the service.

Hackney has also seen an increase in residential placements since 2015 adding considerable budget pressures with an average annual unit cost of £263k. There have been some improvements more recently in the number of residential placements, and the service is working proactively to reduce the level of placements. We are also seeing a rise in the number of under 18s in high-cost semi-independent placements. Where young people 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. These pressures have been recognised by the Group Director of Finance & Corporate Resources with a growth of £11.2m in total included in the budget across a number of financial years.



Front cover photograph by Sean Pollock



Title of Report	Secure Children’s Home for London and Pan-London Commissioning Vehicle		
Key Decision No	CE S155		
For Consideration By	Cabinet		
Meeting Date	23 January 2023		
Cabinet Member	Deputy Mayor Anntoinette Bramble		
Classification	Open		
Ward(s) Affected	All Wards		
Key Decision & Reason	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">Yes</td> <td>Significant in terms of its effects on communities living or working in an area comprising two or more wards</td> </tr> </table>	Yes	Significant in terms of its effects on communities living or working in an area comprising two or more wards
Yes	Significant in terms of its effects on communities living or working in an area comprising two or more wards		
Implementation Date if Not Called In	31 January 2023		
Group Director	Jacque Burke, Group Director of Children and Education		

1. Cabinet Member's introduction

- 1.1. London does not have its own secure children’s home (SCH) and Hackney children who need care in a welfare secure setting often have to travel hundreds of miles to a provision at a point in their life when there are at their most needy and vulnerable. The Association of London Directors of Children's Services (ALDCS) has worked closely with the Department for Education and London Councils to develop a proposal for a Pan London Vehicle (PLV) to commission a SCH for London children. The PLV will be a means to share the risks and benefits associated with developing and running the SCH, with a key benefit being that places at the new provision will be prioritised for the London local authorities who opt-in to join the PLV.
- 1.2. The London Borough of Barnet will lead the work but will be supported by clear legal and governance frameworks across the signatory authorities.
- 1.3. The successful development of this provision will ensure children remain in contact with families and communities, local authorities will be able to better

support and direct the work with children as they are not at great distance and step down plans will be easier to facilitate. This is a far better experience for our children.

2. **Group Director's introduction**

- 2.1. This report seeks approval for Hackney to join a Pan-London Vehicle (PLV) for Commissioning which will develop secure welfare provision in London and will also provide a mechanism for future joint commissioning.
- 2.2. Children with particularly complex needs, including those who are at significant risk of causing harm to themselves or others, including risk to life, can be placed in a secure children's home when no other type of placement would keep them safe. There is a significant shortage of national secure children's home provision as highlighted by OfSTED and London has no provision. The numbers of children placed are small, but the placements are expensive. Further, where places are not available, the alternatives, often requiring multiple ratios of staff for each child, are amongst the costliest placements for children's services. For example, the Association of Directors of Children's Services (ADCS) recently highlighted more than twenty local authorities paying over £20K per week (equivalent to £1 million per year) and one case of £49,680 per week (equivalent to over £2 million per year).

There are few children requiring secure welfare provision and in the last eight months to July 2022, the numbers per local authority in London ranged from zero to three, with further children being referred but unable to be placed as a result of a lack of capacity. There is an opportunity now to develop and establish secure children's home (SCH) provision in London to bring additional capacity to the market, with capital provided by the Department for Education.

It is proposed that a company, owned by London local authorities, should be established to oversee the development and running of the new secure children's home provision. In the long term, it is intended that the PLV's remit will include other key pan-London commissioning arrangements that will improve the lives of London's children and young people. This company is referred to in the rest of this report as a 'Pan-London Vehicle ("PLV")'.

A Pan-London Vehicle (PLV), jointly owned by London local authorities, will initially oversee the build and contribute to the development of the operating model for the new SCH provision, as well as the commissioning arrangements to run the service. The PLV will be a means to share the risks and benefits associated with developing and running the SCH, with a key benefit being that places at the new provision will be prioritised for the London local authorities who opt-in to join the PLV.

The support of London local authorities is required in order to secure the capital funding from the Department for Education, which is estimated at £50+ million. The construction programme budget includes contingency for risks and uncertainty. The project plan and budget are subject to regular reviews and scrutiny by the DfE and experts who have experience of large capital programmes such as this. The reviews with DfE also provide an opportunity for discussion about additional funding and are used as a decision point to stop or continue the project. The likelihood that PLV members will be required to cover capital costs is therefore low.

Commitment is sought for a five-year period, 1 April 2023 to 31 March 2028, with a breakpoint after three years after the refreshed business case has been developed, as well as the service pricing structure, commissioning approach, operating model, practice model and the SCH's location is confirmed. Thereafter, commitment will be sought for ten-year periods, with breakpoints every five-years.

To cover the running costs of the PLV, the financial commitment from each local authority is £20k per year, subject to inflation adjustment and payable only once the provision has launched. This is unless an alternative model for funding the PLV, that does not require an annual subscription, is agreed by members during the development phase.

Commitment is sought to participate in joint commissioning arrangements. It is recommended that the decision to proceed after three years is delegated within the local authority to the Group Director for Children and Education in consultation with the Group Director of Finance and Corporate Resources and the Council's Monitoring Officer.

3. **Recommendations**

- 3.1. Cabinet is recommended to agree that the London Borough of Hackney Becomes a member of a not-for-profit company, limited by guarantee, provisionally to be known as the Pan-London Vehicle, to:
 - a. develop and then oversee the running of London's secure children's home provision for a five-year period from 1st April 2023 to 31st March 2028, with a break-point after three years once the refreshed business case has been developed as well as the service pricing structure, commissioning approach, operating model, practice model and the SCH's location is confirmed. Once the provision has launched, membership will be at a fixed annual cost of £20K (subject to inflation adjustment), unless an alternative model for funding the PLV, that does not require an annual subscription, is agreed by members during the development phase and
 - b. collaborates with other PLV members on future joint commissioning programmes.

- 3.2. Commits in principle to joint oversight and risk/benefit sharing of the secure children's home provision, through the PLV, for a five-year period to 31st March 2028 (with a three-year breakpoint), which includes the build, service development and service commissioning phases, subject to ratification after the provisions of the SCH business case, and renewable on a ten-yearly cycle thereafter, with break-point after five years.
- 3.3. Delegates authority to the London Borough of Hackney Group Director for Children and Education in consultation with the Group Director of Finance and Corporate Resources and the Council's Monitoring Officer to:
 - 3.3.1. finalise the legal documents required to set up, join and run the PLV and
 - 3.3.2. make the final determination on the Council's membership of the PLV, following completion of the revised SCH business case and, if appropriate, enter into all the legal agreements, contracts and other documents on behalf of the Council required to implement and run any aspect of the PLV arrangements.

4. **Reason(s) for decision**

- 4.1. Children placed in SCHs are likely to have experienced a number of placements that have broken down, missed a lot of education, have unmet emotional and physical health needs and have suffered a great deal of trauma in their lives. SCHs provide a safe place where these very vulnerable children can receive the care, education and support that they need. A secure children's home is a locked environment, where their liberty is restricted and they are supported through trauma aware and psychologically informed integrated care, health and educational services.
- 4.2. Across London, a relatively small number of children require a secure welfare placement, which is very high-cost provision and despite their complex needs, these children are often placed the furthest from their home local authorities, an average distance of 192 miles, which impacts detrimentally on children who lose contact with family and the community. Additionally, the loss of local contacts and pathways in education, training and employment has a negative impact on their development post-placement.
- 4.3. Further, there is a national shortage of provision and places are often not available when referrals are made so children are then placed in less suitable but higher cost alternatives. This shortfall in provision is particularly acute in London where there is not any Secure Provision – over three years London referred 295 children to Secure Provision but only 159 received places. The majority of requests (72%) are for children from Black and Minority Ethnic groups, well in excess of the London comparable profile of

41%. The current arrangements are exacerbating poorer outcomes for this group and racial disparities.

- 4.4. Pan-London analysis pre-Covid (eight-month period October 2017 to May 2018) highlighted that an average of 21 London children were in Secure Welfare provision at any one time.
- 4.5. Snapshot data taken at the end of each month, in the period between December 2021 and September 2022 shows that there is, on average, 12 of London's children in a secure welfare placement at the end of each month – this includes 3 children each month who are living in a secure welfare provision in Scotland - over 450 miles away. Although this looks like a fall in numbers compared to pre-Covid, in the same period, the data shows that 29 referrals were made but a placement was not offered. In a September 2022 survey, London local authorities reported that due to the known shortage of provision, they often do not make a formal referral at all. This indicates that the national shortage of provision is impacting even more of London's children than the data suggests.
- 4.6. Of a sample of 50 'alternative to secure' placements reported in a September 2022 survey, 17 related to children with a deprivation of liberty order in place. Instead of being placed in a secure children's home, as required by the court order, these children were placed in settings that are not specifically designed to keep them safe and 10 of these placements were in unregulated settings or in provisions that are not legally registered to operate as a children's home. This means these vulnerable children would be at risk of not receiving the care, education and support that they needed.
- 4.7. Financial data provided by London local authorities in the September 22 survey shows that the average cost of a secure welfare placement has increased; the average being £7K per week in 2019, rising to £10.5K per week in 2022 and some local authorities have paid up to £25K per week for secure welfare placements in that period. In the same period, local authorities have also paid up to £30K per week for placements made as an alternative to secure.
- 4.8. The numbers of children are too small and the investment required too great for any one local authority to run its own provision, but there is potential for a pan-London approach, which would enable the benefits to be shared whilst also jointly managing the risks of developing such provision. A pan-London approach also fits with recent reports from the Competition and Markets Authority (<https://www.gov.uk/government/publications/childrens-social-care-market-study-final-report/final-report>) and the Independent Review of Children's Social Care (<https://childrensocialcare.independent-review.uk/final-report/>) which recommended multi-authority approaches to develop greater understanding of need, engage with the market and stimulate new provision.

4.9. The need for provision was also highlighted through Her Majesty's Chief Inspector's Annual Report to Parliament (2020) which stated –

The national capacity of Secure Children's Homes remains a significant concern, with approximately 20 children awaiting a placement on any given day and the same number are placed in Scottish secure units. This increases pressure to use unregulated provision. Provision is not always in the right place, so that some children are placed a long way from their home and family.

4.10. The Association of London Directors of Children's Services (ALDCS), working with NHS England and the Mayor's Office for Policing and Crime (MOPAC) commissioned a review in 2018 of the use of Secure Children's Homes by London's children and young people. This review provided detailed evidence of the need for provision in London, which has informed this report.

4.11. There is also a shortfall of high-cost low incidence provision in London, estimated at at least 225 places, which drives up costs resulting in overspends across London local authorities which exceed £100 million. The Competition and Markets Authority highlighted the lack of suitable local provision nationally, but particularly in London citing – '*lack of placements of the right kind, in the right place...materially higher prices...and providers carrying very high levels of debt.*'

5. **Details of alternative options considered and rejected**

5.1. The following models were assessed to determine the best approach for risk-sharing, commissioning and oversight of the new provision:

- A lead London local authority
- An existing pan-London entity
- A new pan-London entity
- Joint venture with a third party

5.2. Following analysis and evaluation of the risks and challenges of each option it is recommended that the Pan-London Vehicle is structured as a new legal entity allowing the new provision to be jointly owned and managed by London local authorities as the risk of investment and operating costs is too great for any one local authority. This new Pan-London Vehicle will manage the commissioning and oversight of the new provision, so the benefits and risks are shared across local authorities. It also means that all member local authorities will be on an equal or close to equal footing in decision making.

5.3. The following options have been considered as the legal basis for setting up an running the PLV:

- Company Limited by Shares
- Company Limited by Guarantee
- Limited Liability Partnership
- Charitable Status
- Community Interest Company

- 5.4. Following expert legal analysis of these options, their recommendation is that the PLV should be established as a Company Limited by Guarantee. This enables joint ownership, with limited liability and any profits being held within the Company for future provision.
- 5.5. The PLV will be hosted in a larger organisation as it will comprise a small number of staff. The key options are for it to be hosted in the London Borough of Barnet as the current fund-holding body or to be hosted in the local authority where the new Secure Children's Home is located, which is yet to be finalised. The location of the PLV will be agreed after the location of the Secure Children's Home has been finalised.
- 5.6. Tax implications for the agreed structure will need to be fully understood, so as to avoid unnecessary VAT consequences.
- 5.7. The legal basis, membership and decision-making processes are set out in more detail in Appendix 1.

6. **Background**

- 6.1. The Association of London Directors of Children's Services (ALDCS), London Councils, NHS and London Innovation and Improvement Alliance (LIIA) have expressed unanimous support for the development of secure children's home provision and developed a business case for secure children's home provision in London. This business case, which is available on request, has formed the basis of a successful bid to Department for Education and funding has been allocated to develop the required provision for London children.
- 6.2. As well as ALDCS members, a range of stakeholders were engaged throughout the development of the business case including:
- London Councils' Executive, Leaders' Committee and Lead Members;
 - Society of London Treasurers;
 - Local authorities (children's social care and youth offending teams);
 - Central government (Department for Education, the Mayor's Office for Policing and Crime, OFSTED, Ministry of Justice);
 - Clinical experts and practitioners within the field of children's services and health;
 - Third sector organisations delivering children's services and
 - Children and young people with lived experience of SCH.

- 6.3. The proposed provision will be designed specifically for London, with purpose-built accommodation. This will reduce the risk of beds needing to be held vacant after a high-risk child is placed there in order to maintain a safe environment. The provision is being designed with co-located step-down facilities with wrap-around support, which is an innovative approach to supporting the children post-placement. This will enable a smoother transition and a return to the family or to the most appropriate long-term placement that will meet the child's needs. This will also prevent use of emergency placements following a 72-hour placement in secure, when the local authority may not have enough time to identify best next placement or prepare child and family for safe return home. This can lead to placement breakdowns or return to care, which incur avoidable costs and impact detrimentally on outcomes for the child.
- 6.4. The business case to address the need for Secure Welfare Provision, considered a range of options as listed below –
- Do nothing
 - One small Secure Children's Home (8-12 places)
 - One large Secure Children's Home (20-24 places)
 - Two small Secure Children's Homes (8-12 places each)
 - Enhancing existing resource
 - Specialised community team
 - Step-down facility
 - Specialised open facility
- 6.5. These were evaluated through stakeholder engagement and assessment against the following criteria –
- Impact on early intervention and prevention
 - Accessibility of a secure placement
 - Continuity of care and relationships
 - Care and education in the placement
 - Transition from secure to community
 - Value for money
 - Initial investment
 - Deliverability
- 6.6. This options analysis has led to the recommendation for Secure Welfare Children's Homes provision for London with capacity for 24 placements, alongside facilities for step-down accommodation and support to support the children after placement. The key reasons are summarised below –
- Provision for 24 places would meet the demand in London
 - Step-down provision would enable better exit planning and work to take place to support children and young people within the community, reducing the likelihood of repeat placements in secure welfare
 - Step-down facilities will enable more holistic support to be provided to prevent unnecessary transitions into secure

provision for children and young people on the edge of a secure placement

- 6.7. The following options were rejected for the reasons given:
- Enhancing existing resource - rejected due to the complexity of allocating resource to disparate CAMHS, social care and YOT teams across London and the lack of a joined-up approach across London.
 - Specialised community team - rejected due to the risk of duplicating the role of Community Forensic CAMHS teams and fragmenting care pathways.
- 6.8. In February 2022, DfE confirmed the funding to take a proposal forward for Secure Children's Home provision in London with 24 places, alongside step-down provision. The step-down provision will provide for much improved transition after placement. Over £3 million has been allocated for development, with capital of over £50+ million expected subject to completion of the development phase. The development funding is currently being held by the London Borough of Barnet on behalf of all London local authorities. DfE is reviewing progress against gateway milestones, one of which is the commitment of local authorities in London. This report seeks that commitment.
- 6.9. The DfE development grant will cover the PLV's costs during the development period, therefore local authorities will not be required to make a financial contribution to the running of the PLV until the SCH provision launches. During this development phase, PLV members will work collaboratively to agree how the SCH provision will be run and managed. This includes:
- developing and approving the pricing strategy and revenue model for generating financial income;
 - developing the practice model and operating model including but not limited to:
 - the approach to working with children, young people and their families,
 - safeguarding and risk management arrangements,
 - quality assurance arrangements,
 - the commissioning approach / staffing model,
 - the process for managing referrals and placement allocation.
 - Inputting into and approving a refreshed business case which will
 - revisit and update the 'case for change',
 - provide up to date and well-developed costings, informed by the final model of practice and operating model,
 - identify the benefits that will be delivered by the new model (financial and non-financial),

- consider the most suitable route for appointing a service provider.
- 6.10. During the development period, member local authorities will also explore alternative models for covering the cost of running the PLV that does not require annual subscription.
- 6.11. The development costs (c£3 million) and the capital costs (c£50+ million) will be provided by the Department for Education, subject to completion of agreed project milestones. This is a significant investment in provision for London's most vulnerable children which will be secured for London with the commitment of London local authorities
- 6.12. The total annual cost of placements at Secure Children's Homes that the new provision would replace was estimated in the original business case (2019 figures) as £7.8 million per annum. The new provision overseen by the PLV has an estimated cost of £7.5 million (2019 figures), based on the original business case – note that these costs have not been adjusted for inflation. See Appendix 2 for inflation adjusted financial modelling.
- 6.13. Further, there are additional financial benefits as outlined below –
 - Reduction in staff travel time to out of region Secure Children's Homes
 - Reduction in staff time sourcing placements
 - Reduction in secure transportation costs
 - Reduction in use and cost of unregulated/bespoke provision, often sourced at short notice and at extremely high costs (over £12,000 per week)
 - Potential for the PLV to gain a share of any margin achieved and consequently reduce the cost of membership
 - Potential further savings through other joint commissioning projects
- 6.14. The full business case will be revised and updated following site confirmation and local authority confirmation of participation. In the meanwhile, the costs have been updated using the Consumer Price Index (CPI) and evidence from London local authorities, with summary modelling in Appendix 2.
- 6.15. The financial commitment by each local authority is £20K per year (payable only once the provision has launched) from 1st April 2023 to 31st March 2028 for the operating costs of the PLV, with an opt-out facility after three years, informed by the revised business case, detailed model and confirmed location. Additionally, each participating local authority will share in the risk and benefits of operating the Secure Children's Home provision estimated to be £8 million per year (adjusted from 2019 for inflation). As demand for provision exceeds the capacity of the new London Secure Children's Home provision, the risks are minimal and the benefits across London are significant. A range of scenarios are modelled in Appendix 2, setting out the financial impact in each case.

- 6.16. Provision at Secure Children's Homes costs between £7k and £10.5K per week, based on sample London data. Where Secure Children's Home provision is not available, alternative provision is very costly, typically £12k+. Nationally, the Association of Directors of Children's Services (ADCS) has highlighted more than twenty local authorities paying £20K+ per week (equivalent to £1m per year) and one example of a local authority paying just under £50k per week (equivalent to over £2m per year). Some London local authorities have no children on Secure places currently, but these are very significant costs even if only experienced once every few years.
- 6.17. For this report, the operating costs of the new Secure Children's Home, plus transport costs and the running costs of the PLV are compared for a range of occupancy levels and placement fees. The modelling is conducted for a three-year period as initial commitment is sought from local authorities for five years, two years of which are planned as set-up and three years as the initial operating period. Commitment will then be sought for each subsequent five-year period. Four scenarios for occupancy levels are considered:
- 100% occupancy
 - 90% occupancy
 - 85% occupancy
 - 50% occupancy in Year 1 followed by 85% in Years 2 and 3
- 6.18. Three levels of placement charges are considered based on the sample London data referred to in section 4.6: £8250 per week as the mid-point of current Secure Children's Home Charges; £10,000 per week; and £12,000 per week, with the latter recognising this provision will replace some very costly alternatives.
- 6.19. The modelling also considers via a graph the placement charge for a variety of occupancy levels, enabling implications of the full range of occupancy to be viewed from 100% down to 60%. All modelling allows a 10% margin for the provider, although provider costs would be expected to be determined competitively through procurement.
- 6.20. The modelling demonstrates most scenarios generate a surplus to support future provision. The risk of the lower occupancy scenarios being realised is low as there is a shortfall of provision nationally so places could be taken up from outside London if agreed. It is proposed that provision would be prioritised for the London local authorities which have opted into membership.
- 6.21. Placement costs will be funded by individual local authorities using budgets currently deployed on children's placements and from the modelling are expected to be less than current costs. Placements for London local authorities which opt to be members will be charged at cost, whereas other London local authorities will be charged a higher fee, for example to cover the cost of voids, with all surplus income supporting future provision.

- 6.22. As owner of the provision, the PLV (and thus member local authorities) will have more control over the pricing structure and will be able to reduce the wide variation in charges that can arise within very short timeframes. This will significantly provide more transparency in costs and pricing.
- 6.23. The PLV member local authorities will lead the strategic development of the provision and have scrutiny over the quality of the service delivery through the quality assurance part of the commissioning arrangements. Improved quality of provision will lead to better outcomes for children and reduced future costs from repeat placements and other support.
- 6.24. The PLV will also be developed with the potential for wider joint commissioning in future. This will enable collective action to address significant financial pressures and shortfalls in provision for children, particularly those needing high-cost low incidence provision. Further the PLV will enable joint pan-London market intelligence and market shaping, including developing new private, voluntary, independent and local authority provision.
- 6.25. The business case for new provision has been developed, including evidence of need, by London local authorities, with Health and the Mayor's Office for Policing and Crime (MOPAC).
- 6.26. In response to the business case developed for an SCH in London, the Department for Education has allocated c£3m of development funds, with c£50m+ of capital funding subject to progress against key milestones.
- 6.27. A Secure Children's Home and Community Project Steering Group has been established, comprising London Directors of Children's Services, together with Health, Mayor's Office for Policing and Crime (MOPAC) and the Department for Education. This group is providing oversight until the formation of the proposed Pan-London Vehicle.
- 6.28. A site search has been conducted, based on the statutory criteria for a Secure Children's Home. From a long list of over 400 sites initially considered, two preferred options have been identified, one of which is being taken forward first for more detailed assessment.
- 6.29. A practice model for the provision is being developed by a multi-agency group which will provide an innovative approach to working with children, young people and their families / networks.

Equality impact assessment

- 6.30. These proposals are aimed at improving a range of outcomes for The London Borough of Hackney's most vulnerable children and young people, including health and education. The current arrangements for secure

welfare provision are exacerbating poorer outcomes for this group, particularly those from Black and Global Majority groups who, based on Pan-London analysis, are overrepresented in secure welfare provision.

- 6.31. As well as securing better outcomes for Hackney's global majority children, a new London based SCH provision will help address the racial disparities and issues relating to their overrepresentation in secure welfare provision.
- 6.32. In partnership with other London local authorities, the Council will design the SCH provision, and any other services developed and managed through the PLV, to ensure the specific needs of London Borough of Hackney children are taken into consideration.
- 6.33. As part of the work to develop the new SCH provision and other PLV services, an Equalities Impact Assessment will be undertaken to consider the impact of these services on children and their families, in terms of protected characteristics.
- 6.34. Any consultation responses received as part of the EIA that raise matters related to equalities, diversity and inclusion will be addressed in the final service delivery model and kept under review, this includes any impacts to staff.

Sustainability and climate change

- 6.35. NA

Consultations

- 6.36. There has been wide consultation on the proposals outlined in this report to ensure it accurately reflects the aspirations and priorities of London local authorities. The groups that have been consulted are outlined in paragraphs 6.1 and 6.2.
- 6.37. Consultation with relevant groups will be ongoing throughout the development phase and this will include engagement, consultation and coproduction with children, young people and their families as appropriate.

- 6.38.

Risk assessment

- 6.39. There are clear benefits for London local authorities joining the PLV for commissioning and the joint development of Secure Children's Home provision for London. The key advantages are highlighted below:
- Development of secure provision in London increasing capacity locally and reducing the overall national shortfall in provision
 - Local provision for children with accompanying step-down arrangements will improve outcomes and reduce cost of future provision

- Reduced staff travel time to meetings and visits and reduced transport costs
- Reduced reliance on private care placement market and high-cost provision
- Priority access to the provision
- Access to provision at cost, whereas others will be charged a higher fee, to include cost of voids etc.
- Opportunity to shape the future Secure Children’s Home and step-down provision and be part of ongoing governance
- Opportunity to be part of wider joint commissioning through the PLV in future such as addressing the shortfall in high-cost low incidence provision

6.40. There are risks associated with joining the vehicle and oversight of the London Secure Children’s Home, which are highlighted alongside mitigating actions in the table below.

Risk	Mitigating action
Failure to achieve expected occupancy levels leading to significant revenue loss	The shortfall in provision in London and nationally makes this a very unlikely risk, although it could be experienced temporarily such as in the initial operating period or other scenarios highlighted below. Lower occupancy in the initial operating period has been modelled. Governance, management oversight, and adequate levels of experienced staff will be key to ensuring good occupancy and these are built into current plans. The PLV and London provision will work closely with the central SCH co-ordination unit to proactively sell places to UK local authorities at a cost that will recover the loss / potential loss of revenue.
Unsatisfactory outcome from statutory inspections	Recruitment of experienced Registered Manager and other managers with experience of managing a similar provision. Regular monitoring and quality reviews will reduce this risk. Robust management and swift turnaround would be required if an inspection was less than satisfactory.
Child serious injury or death	Robust risk management policies, procedures and training. Strong practice model, safeguards, rigorous performance reviews and effective oversight, with

	<p>experienced managers and staff who will be in place to minimise this risk.</p>
<p>Temporary closure of the provision or changes to its registration conditions that limit the full use of places – in response to safeguarding or child protection concerns</p>	<p>Ofsted use enforcement powers proportionately and there are a range of options open to them before the closure of a provision. Closure happens only in exceptional circumstances.</p> <p>Mitigation actions include robust safeguarding and child protection arrangements, policies, and training; recruitment of suitably qualified staff and robust quality assurance and monitoring arrangements.</p>
<p>Permanent closure of the provision</p>	<p>Ofsted use enforcement powers proportionately and there are a range of options open to them before the closure of a provision. Closure happens only in exceptional circumstances.</p> <p>Mitigation actions include: robust safeguarding and child protection arrangements, policies, and training; recruitment of suitably qualified staff and robust quality assurance and monitoring arrangements.</p> <p>In the unfortunate and unlikely event that permanent closure happens robust business continuity arrangements will outline the steps to be followed with regards to children placed at the provision.</p> <p>Should the PLV be wound up: PLV members will agree to be liable for the debts of the PLV up to a nominal amount e.g., £1. Prior to the launch of the PLV, members will agree, with legal advice, what will happen to the SCH and other related assets and this will be included in the articles of association,</p>
<p>Adverse publicity/Reputational damage from failure of the centre linked to the above or other factors</p>	<p>Proactive communications, strong practice model, safeguards, rigorous performance reviews and effective oversight,</p>

management and staffing will be implemented to minimise this risk.
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7. **Comments of the Group Director of Finance and Corporate Resources.**

- 7.1. This report seeks approval for Hackney to join a Pan-London Vehicle (PLV) for commissioning which will develop secure welfare provision in London and will also provide a mechanism for future joint commissioning. The Council would become a member of a not-for-profit company, which would help to develop and then oversee the running of London's secure children's home provision for a five-year period from April 2023 to March 2028, with a break-point after three years. Once the provision has launched, membership will be at a fixed annual cost of £20K (subject to inflation adjustments), unless an alternative model for funding the PLV can be developed and is agreed by members during the development phase.
- 7.2. The development costs (c£3 million) and the capital costs (c£50+ million) will be provided by the Department for Education, and this will be subject to completion of agreed project milestones. This is a significant investment in provision for London's most vulnerable children which will be secured for London with the commitment of London local authorities. The operating costs for the Secure Children's Home are estimated to be circa £8million per year.
- 7.3. The new secure children's home (SCH) provision will be jointly owned and managed by member local authorities who will share the financial benefits as well as the risks. The provision will work closely with the central coordination unit to proactively sell places to local authorities if there is under-utilisation of the homes. Financial liabilities and the way in which any financial losses are attributed or apportioned to members will be set out in the final legal documents required to set up and run the Pan-London Vehicle as well as the Business Plan which will be developed and agreed on an annual basis by members. Any financial profits will adhere to a general principle of reinvestment, and details of how any surplus income will be used will be agreed by members and reflected in the annual business plan.
- 7.4. Along with the £20k membership fee, placement costs will be funded by individual local authorities using budgets currently deployed on children's placements. From the modelling completed, these costs are expected to be less than current costs for similar provision. Placements for local authorities which opt to be members will be charged at cost, whereas other local authorities will be charged a higher fee, for example to cover the cost of voids with all surplus income supporting future provision. Based on the estimated running costs of £8m per annum, the unit cost per placement

would be in the region of £6.5k per week which is lower than current benchmarked children's secure home costs. As a guide, Provision at Secure Children's Homes costs on average between £7k and £9.5k per week, based on sample London data. Where Secure Children's Home provision is not available, alternative provision is very costly, typically £12k+. Nationally, the Association of Directors of Children's Services (ADCS) has highlighted more than twenty local authorities paying £20k+ per week (equivalent to £1m per year) and one example of a local authority paying just under £50k per week (equivalent to over £2m per year). Some London local authorities have no children in secure placements currently, however these placements can represent significant costs even if only experienced on an ad hoc basis.

7.5. The member local authorities will lead the strategic development of the provision and have scrutiny over the quality of the service delivery through the quality assurance part of the commissioning arrangements. Improved quality of provision will lead to better outcomes for children and reduced future costs from repeat placements and other support.

7.6. The Pan-London Vehicle will also be developed with the potential for wider joint commissioning in future. This will enable collective action to address significant financial pressures and shortfalls in provision for children, particularly those needing high-cost low incidence provision. Further the PLV will enable joint pan-London market intelligence and market shaping, including developing new private, voluntary, independent and local authority provision.

8. **VAT implications on land and property transactions**

8.1. N/A

9. **Comments of the Director of Legal, Democratic and Electoral Services**

9.1. The approval of the Council's representation on Outside Bodies including companies, trusts and charities (i.e. the principle and nature) where the representation relates to an executive responsibility or function is reserved to the Mayor and Cabinet under the Mayoral Scheme of Delegation, and therefore this Report is being presented to Cabinet for approval.

9.2. Paragraph 2.2 i) of the Cabinet Procedure Rules states that "if the Elected Mayor delegates functions to the Cabinet, unless they direct otherwise, then the Cabinet may delegate further toan officer.....". Therefore, subject to the approval of Cabinet, the Group Director for Children and Education, in consultation with the Group Director of Finance and Resources and the Council's Monitoring Officer, is permitted to agree the matters to be delegated in paragraphs 3.3 of this Report regarding the establishment and operation of the Pan-London Vehicle.

Appendices

Appendix 1 - [PLV legal structure and membership](#)

Appendix 2 - [Financial Modelling for the Secure Children's Home Project and PLV](#)

Exempt

There are no exempt sections or appendices in this report.

Background documents

None

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Appendix 1

PLV legal structure and membership

1. Powers and Duties

There are a number of statutory provisions that local authorities can rely upon when setting up the PLV. The Council's main relevant functions in relation to the setup and operation of a company are:

- i) The General Power of Competence (GPOC) – section 1, Localism Act 2011 (“LA11”);
 - (1) Section 1 The GPOC authorises the Councils to do anything that an individual with full capacity may do. This can include setting up and participating (including borrowing/investment/provision of loans) in a company this would, prima facie, provide the powers for the Councils to do likewise.
 - (2) GPOC can be used even if there is another power that overlaps with it. However, GPOC is limited by any limitations on the powers of the Councils that existed prior to GPOC coming into force and by any new limitations that are stated to apply specifically to GPOC or to all Councils' powers (unless GPOC is specifically excluded).
 - (3) GPOC can be used for commercial purposes.
 - (4) See also the additional restrictions in the Local Government (Best Value Authorities) (Power to Trade) (England) Order 2009/2393 that apply by virtue of the overlap with Section 95, Local Government Act 2003.
 - (5) Section 5 - 7 The use of GPOC can be restricted by the Secretary of State but to date no restrictions relevant to the establishment and operation of the company have been put in place.
- ii) The Incidental Power – Section 111, Local Government Act 1972
 - (1) This authorises the local authorities to “to do anything (whether or not involving the expenditure, borrowing or lending of money or the acquisition or disposal of any property rights) which is calculated to facilitate, or is conducive or incidental to, the discharge of any of their functions”. The Incidental Power combined with the Councils' functions under the Children Act 1989 potentially authorises the establishment of a joint company to facilitate the delivery of those functions. The Council's functions here would be those under Section 25 of the Children Act. Further, Part III of the Children Act 1989, Section 27, supports collaborative approaches between local authorities for the benefit of discharging their responsibilities for children
 - (2) The Councils' functions in relation to placing children in a secure Children's Home
- iii) Further, the use of a company to build, develop and operate the Secure Children's Homes does not amount to trading or acting for commercial purpose because any such company will be focused on providing services and goods to the vehicle's members, especially if a way can be

established for that company to operate principally for the London Boroughs to meet their statutory responsibilities.

2. Legal form of the PLV

2.1 The Pan-London Vehicle (“PLV”) will be a company limited by guarantee (“CLG”) and owned by the London local authorities. The PLV will not be focussed on profit generation and it is intended that any surplus generated by the PLV will be reinvested into its activities.

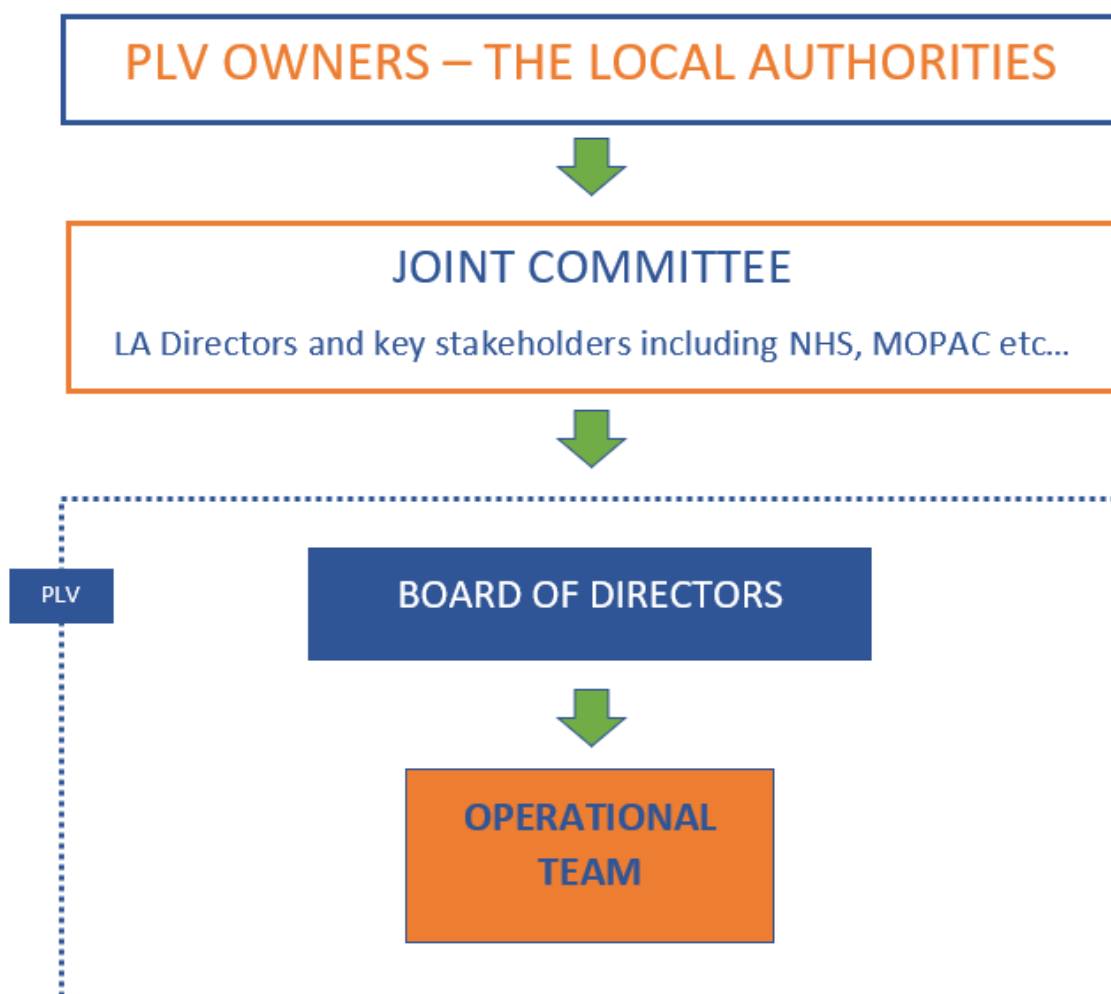
2.2 The CLG structure will –

- a. Enable Teckal compliance and as such will enable the PLV member LAs to contract freely with the PLV for its services without a competitive public procurement process being undertaken;
- b. Provide for London LAs to join and become members of the PLV, and
- c. subsequently leave if they desire. The process for joining and leaving the PLV will be set out in the company’s Articles of Association (“Articles”) and governance agreement to cover issues such as notice periods, the treatment of on-going costs and liabilities etc;
- d. For the first five years of the PLV’s existence, “lock in” the PLV member local authorities (including any local authority who joins the PLV during this period) for a term of five years with a break clause at after three years and at the end of the term, and from year six onwards, “lock in” the PLV members (including any LA who joins the PLV during this period) for a term of ten years with a break clause at the end of the fifth year of the ten-year term (see ‘onboarding and exiting arrangements”);
- e. Provide sufficient flexibility for the PLV to extend to activities provided in other areas related to children and young people, subject to agreement of the local authorities.

2.3 As a CLG, the PLV will be registered at Companies House and will be subject to the Companies Act 2006. The PLV member LAs will be the equivalent of the shareholders of a company limited by shares and as such will in effect ‘own’ the PLV. In turn, the PLV will own its assets (i.e. the SCHs). The PLV member local authorities will only guarantee the PLV’s debts if it is wound up, up to a limit usually of £1 or a similarly nominal amount (this is separate from any specific guarantees on liabilities that may arise for specific arrangements). The PLV member local authorities will appoint the PLV’s directors who will then hold to account the officer team of the PLV, which will have delegated responsibility for the PLV’s day to day operations.

2.4 How the PLV will be governed

2.4.1 An organogram showing the proposed structure is set out below. The rest of this section explains the different components.



2.4.2 The PLV's governance arrangements will be set out in:

2.4.2.1 Bespoke Articles which will be filed at Companies House and as such will be publicly available;

2.4.2.2 An additional, parallel PLV member local authority governance agreement setting out collaboration arrangements between local authorities; and

2.4.2.3 Any other agreement which may be appropriate or necessary for the effective governance of the PLV (Such as a funding agreement, information sharing protocols etc).

- 2.4.3 The PLV members'/governance agreement and any additional agreements will remain confidential to the parties concerned but will be subject to the Freedom of Information Act 2000 and the Environmental Information Reporting Regulations 2004 as any company wholly owned by a local authority is subject to the same regime as applies to the local authority which owns it.
- 2.4.4 The PLV will also be required to operate in accordance with its business plan and operational plan which will be reviewed in accordance with the PLV member LA/governance agreement.
- 2.4.5 The PLV's constitution will seek to ensure that its board directors are provided with sufficient freedom to achieve the PLV's objectives, while providing for the PLV member LAs to have sufficient control over, and involvement in, the PLV, its delivery of the SCHs and commissioning of services provided by a third-party operator.
- 2.4.6 Legal documents to establish the PLV (and not confined to its governance) will include, but are not limited to
- Memorandum of Association and Articles of Association;
 - Governance Agreement;
 - Member Committee and Stakeholders' Board Terms of Reference (see below for discussion);
 - Funding Agreement(s);
 - Support Services Agreement/Service Level Agreements;
 - Access to Information/Information Sharing Agreement (including as pertains to the Freedom of Information Act 2000 and Environmental Information Reporting Regulations 2004
 - Data Protection Act protocol
 - New member joining agreement

2.5 **The Member Local Authorities and their roles**

- 2.5.1 There will be a single class of membership for the PLV, rather than different classes split between initial local authority members and any others subsequently joining. Between them, the PLV member LAs will appoint six "representative" directors to the PLV board of directors (out of a total of eleven PLV directors – see The Board of Directors section below). All these directors will be non-executive directors. A lead officer on the PLV operational team (e.g. the "Senior Lead") will not be appointed as a PLV board director, but may be invited to join with observer status, in order to give the PLV board of directors the space to develop a strong forum for holding the operational team to account.
- 2.5.2 The constitution of the PLV will be drafted to provide for the rotation of the PLV directors. The directors will serve a term of five years. In relation to the six PLV member local authority representative directors, should a director leave their post at their employing LA during the five-year term of their PLV directorship, their incumbent will take on the role of PLV director

for the remainder of the term. At the end of the first five-year term, two directors will stand down, with a further two directors standing down each year thereafter.

2.5.3 Financial contributions to the working capital of the PLV will be provided for in specific funding agreements. Following the initial 5 year year period, the financial contribution required of the PLV member local authorities to the working capital (to ensure cash flow) will be dependent upon the number of member local authorities at any time.

2.6 **On-boarding and exiting arrangements**

2.6.1 The initial PLV member local authorities will have to obtain the requisite internal authority to establish the PLV and contribute financially to its working capital. Those London local authorities which join the PLV subsequently will need to obtain the requisite internal authority to do so and also to incur the ensuing costs of membership (a financial contribution to the working capital).

2.6.2 The PLV Articles and members'/governance agreement will be drafted to provide for non-member London local authorities to subsequently join the PLV by way of written application to the board of directors of the existing members, with no such application being unreasonably refused. Membership will be contingent upon an agreed financial contribution to the working capital, which will recognise previous contributions made by existing member local authorities.

2.6.3 To ensure operational and financial stability for the PLV, during the first five years of the PLV's existence, PLV member local authorities (including any local authority who joins the PLV during this period) will be 'locked in' as financially contributing PLV member local authorities for a term of five years with a break clause at the end of this term. From year six onwards, the PLV member local authorities (including any local authority who joins the PLV during this period) will be 'locked in' for a term of 10 years, with a break clause at the end of the fifth year of the 10-year term.

2.6.4 The Articles and governance agreement will be drafted to provide for a membership 'application window' whereby those non-PLV member LAs wishing to join the PLV are able to apply to do so in the September of each year, with their membership commencing on the 1st April of the following year (if the application is approved) to coincide with the commencement of the local authority financial year. This is assuming the applying LA will have completed its internal decision-making and governance processes prior to applying to join the PLV.

2.6.5 The Articles and governance agreement will also provide for PLV member LAs wishing to terminate their membership of the PLV to serve 18 months' notice, with their membership terminating on the 31st March in a year to coincide with the end of the local authority financial year (subject to the

fixed minimum membership period). This gives the PLV the opportunity to agree a transition plan and adjust its budgets with adequate notice.

2.6.6 The Articles, governance and finance agreement(s) will provide for the PLV member LAs to provide a contribution to the working capital of the PLV to coincide with the local authority financial year.

2.6.7 Exit arrangements will need to provide for settlement of outstanding and/or any on-going financial contributions and liabilities of PLV member LAs which have terminated their membership of the PLV.

2.7 **Decision-making**

2.7.1 The Articles and the governance agreement will be drafted to reserve certain activities and key decisions to the PLV member LAs. Such an arrangement would ensure the PLV member LAs retain control and influence over the PLV. The 'reserved matters' will be limited to:

- Adopting the initial and subsequent business plans and approving any material changes to them, including which decisions are to be reserved decisions
- Appointing and removing directors;
- Borrowing capital outside of the business plan; and
- Approving material changes to the nature of the PLV's business.
- The reserved matters will be subject to a simple majority of all those members who vote (to enable decision-making on an effective basis). The responsibility to vote within the relevant time period for each decision will be with the voting LA. The PLV member LAs, by 75% majority of those that vote, can also direct the board to take, or refrain from taking, a specified action (this is common with a company that is structured to enable "Teckal" treatment). All other non-operational decisions in relation to the PLV will be made by the PLV directors, or if appropriate for certain decisions, the PLV operational team.

2.7.2 The reserved matters will not include decisions which are otherwise covered by company law e.g. amendment of the Articles by special resolution (75% of those voting at a general meeting or entitled to vote if by written resolution).

2.8 **PLV Joint Committee**

2.8.1 The governance arrangements will provide for a joint committee of the PLV member LAs to comprise the Directors of Children's Services or similarly senior and appropriately skilled officers of the members' local authorities. The members of the joint committee will each act as a representative of their respective local authority at "shareholder/owner" level. The joint committee will be involved in approving the PLV's business plan, budget and the other reserved matters to be decided on behalf of the PLV member local authorities as listed in paragraph 2.7.1 (not including matters covered

by company law e.g. amendment of the Articles which requires a special resolution), without the conflicts of interest that board directors can face.

2.8.2 The joint committee will operate under agreed terms of reference. The PLV board's regular reporting to the joint committee will be provided for in the governance agreement, which will also provide for directors or officers of the PLV (e.g. the operational team), in exceptional circumstances, to attend and answer questions at appropriate meetings of the PLV member local authorities, their executive and committees.

2.9 Additional public bodies involved in the project, such as NHS bodies and the Mayor's Office for Policing And Crime, will be able to sit on the joint committee as observers. The observers' role will be subject to the Terms of Reference and governance agreement and the observers will be able to attend and participate in meetings of the joint committee but will not be able to vote. It is intended that the facilitation of the observers in this way will provide for the engagement and involvement in the project of relevant public bodies, while ensuring the PLV has the freedom it needs to achieve its objectives and marking a distinction between the LAs, as owners of the PLV and the legitimate interests of the other stakeholders.

2.10 **The Board of Directors**

2.10.1 The board will be comprised of 11 directors:

2.10.1.1 A chairperson - to provide for political ownership, the board's chairperson will be the London Councils' Lead Executive Member for Schools and Children's Services at any given time. The chairperson will have a casting vote to guard against deadlock in board decisions.

2.10.1.2 Six representative directors, these will comprise senior officers of the PLV member local authorities appointed to bring oversight, experience and particular skills which would be advantageous to the PLV. They would not be full time, not remunerated or employed by the PLV and, as detailed above, will serve a fixed term of up to five years. The directorship shall be automatically terminated upon the cessation of their employment with the PLV member local authority and their incumbent will take on the role of PLV director for the remainder of the five-year term. An officer placed on the board can be provided with an indemnity pursuant to the Local Authorities (Indemnities for Members and Officers) Order 2004 for their actions in the role as long as their actions are taken legally, honestly and in good faith.

2.10.1.3 Three independent directors shall be appointed following a recruitment process. They will not be full-time, not remunerated (beyond reasonable expenses) or employed by the PLV and they will serve for a fixed term for up to five years. The PLV will have to take out indemnity insurance for them; and

2.10.1.4 A director appointed from the members of the London Society of Treasurers. This is to provide for the financial oversight of the board.

2.11 Public Procurement

- 2.11.1 Ordinarily the services that are commissioned in relation to a child might be reasonably categorised as “Social work services with accommodation” (CPV Code 85311000-2) – these are subject to what is known as “the light touch regime” (“LTR”). LTR services benefit from a significantly higher competitive tendering threshold (£663,540) than for other services and greater flexibility in the design and operation of public procurement processes.
- 2.11.2 However, it is worth exploring the establishment of a joint vehicle that will not be subject to the competitive tendering requirements that councils would otherwise be subject to.
- 2.11.3 There are two exceptions in PCR 2015 to the requirement for competitive tendering that enable the commissioning of services directly from either one or more lead authority or a jointly owned vehicle. These are set out in Regulation 12 PCR 2015
- public services co-operation arrangement;
 - a “Teckal” vehicle
- 2.12 It is perfectly possible for the participating councils to establish an administrative arrangement under which one of the authorities undertakes the lead role in delivering the Secure Children’s Homes, using mechanisms under the Local Government Act 1972, section 101 in particular. These would be outside the EU procurement rules as these arrangements are not public contracts that are subject to their competitive tendering requirements.
- 2.13 One arrangement that does allow for councils and other contracting authorities to have delivered to each other services that are subject to the tendering requirements of the EU procurement regime is the public service co-operation arrangement (in large measure now defined in regulation 12(7) PCR 2015). The key test (of the 3) for our purposes is that the contract creates a co-operation between them with the aim of ensuring that the public services they have to perform are provided with a view to achieving objectives that they have in common. In order for such an arrangement to be effective there has to be genuine reciprocity between participating public bodies – however, with 32 London Boroughs potentially participating, a public service co-operation arrangement between them is likely to be unwieldy, with risk and management falling predominantly on the London Borough(s) hosting the new Secure Children’s Home provision, resulting in unnecessarily complex arrangements.
- 2.14 This leaves us with the other option for delivering and sharing services between the Councils without triggering competitive tendering requirements of the EU procurement rules – the “Teckal” vehicle now governed by Regulation 12 PCR 2015 (except Regulation 12(7)). It would accommodate

direct placements by all its member councils but will need to leave open potential adjustment to its structure if the Centralised Commissioning Framework is established and a single national commissioner is in place.

2.15 Participating councils and other public bodies should be able to establish a single vehicle that meets the relevant tests i.e. in particular it is established so that:

- they jointly exercise a decisive influence over the strategic objectives and significant decisions of the vehicle;
- the board of directors comprises representatives of the entity's member authorities; and
- the vehicle does not pursue any interest's contrary to those of the Member authorities.

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Appendix 2

Financial Modelling for the Secure Children’s Home Project and PLV

There is a clear need to create more Secure Children’s Home provision for London. Detailed analysis supports the creation of 24 secure welfare beds.

These beds will allow London children to be placed within London.

The funding commitment from the Department for Education of £50+ million offers London an opportunity to invest significantly in improving outcomes for our most vulnerable children and young people.

Even with this additional funding, the financial, operational, and reputational risk required to take on this project is more than any single LA could manage. The case for creating this provision relies on collaboration between London LAs, and to this end, the establishment of the PLV will allow London LAs to share both the risks and benefits of the project. The PLV is the required infrastructure for the project to succeed.

This financial modelling outlines some predicted costs and estimated benefits for London local authorities. To compile these figures, we have used data submitted by London LAs on their use of secure placements and alternatives to secure, as well as detailed modelling from 2019-20. The figures from 2019-20 have been inflated to 2022 prices using the Consumer Price Index (CPI). *Please note, these figures are used to illustrate different scenarios - they do not represent the final placement prices or actual operating costs for the new provision.*

1. Annual Running Costs for the Secure Children’s Home and Pan-London Vehicle

The costings in the tables below are taken from the NEL business case. These final totals are then updated to 2022 prices using the CPI.

1.1: Secure Children’s Home

The current plan is for the proposed Secure Children’s Home provision to contain 24 beds, in one site. The below table from the business case shows the estimated annual running costs of various sizes of SCH in 2019/20 prices.

Table 1 Accommodation Size	Indicative annual running costs 2019
1 x 12 bed	£3.63m
1 x 18 bed	£5.11m
2 x 12 bed	£7.26m
2 x 18 bed	£10.22m

Shows indicative annual running costs for various sizes of SCHs.

Taking the proposal for 2 x 12 bed homes (24 beds), and updating this figure to 2022 prices, the current annual running cost for the Secure Children’s Home proposed is **£8.06m.**

1.2: Pan-London Vehicle

PLV operational costs	Year 1 – start-up costs	Ongoing costs	
Staff costs	£286,000	£286,000	The assumption is that hosting costs and start-up costs are likely to be lower if a London LA hosts the PLV
Hosting costs	£133,000	£133,000	
Start-up costs	£79,000	-	
Total	£498,000	£419,000	

Shows estimated costs of running the PLV annually and in the first year in 2019/20

Note: figures are rounded to the nearest £1k

PLV operational costs in 2022	Year 1	Ongoing
Total	£553,000	£465,000

1.3: Transport Costs

Current transport costs (with no London SCH) in 2019/20 were estimated in the NEL business case to be £126,000. Updated to 2022 prices, this is £140,000.

The NEL business case suggested that LAs could expect the current transport costs to be halved by the creation of a London SCH. On this basis, transport costs in 2022, with the creation of a Secure Children’s Home in London, would be: **£70,000**.

1.4: Total Indicative Cost to London

	Estimated costs for 2022
Running cost for 24 beds <i>including provider profit margin</i>	8060000
PLV Annual Cost	465000
Secure Transport Cost	70000
Total	£8,595,000

2. Costs and Benefits to Participating Local Authorities

The next section of the report compares a variety of scenarios to suggest estimated surplus or loss for different weekly costs of placement. Three sample costs of placements are used: £8.25k as mid-point of current secure children's home provision; £10k; and £12k, the latter recognising the often very high cost of alternative provision when Secure Children's Home places are not available. The outcomes of each scenario are compared at varying levels of occupancy and the effect of different numbers of local authorities signing up. The scenarios consider occupancy at: 100%; 90%; 85%; and a final scenario (A4, B4, and C4) with occupancy of 50% in year 1 followed by 85% in each of years 2 and 3.

2.1: Scenario A

In these scenarios, the weekly placement cost which the SCH charges the LAs is £8250 across all years (no inflation factored in). *Please note, placements that could be made by other LAs, charged at a higher cost, have not been factored in.*

Scenario A	A1	A2	A3	A4			
				Year 1	Year 2	Year3	Over 3 years
Occupancy Rate	100%	90%	85%	50%	85%	85%	Surplus / Loss
Annual Revenue Raised	£10,296,000	£9266400	£8751600	£5,148,000	£8,751,600	£8,751,600	N/A
Running Cost	£8,595,000	£8,595,000	£8,595,000	£8,683,000	£8,595,000	£8,595,000	N/A
Surplus/Loss	£1,701,000	£671,400	£156,600	£-3,535,000	£156,600	£156,600	£-1,073,930
Surplus/Loss per LA with 33 members	£51,550	£20350	£4,750	£-107,120	£4,750	£4,750	£-32,540
Surplus/Loss per LA with 25 members	£68,040	£26856	£6,264	£-141,400	£6,264	£6,264	£-42,960
Surplus/Loss per LA with 16 members	£106,310	£41960	£9,790	£-220,940	£9,790	£9,790	£-67,120
Surplus/Loss per LA with 8 members	£212,625	£83925	£19,575	£-441,875	£19,575	£19,575	£-134,240

2.2: Scenario B

In this scenario, the weekly placement cost is £10,000 across all years (no inflation factored in). *Please note, placements that could be made by other LAs, charged at a higher cost, have not been factored in.*

Scenario B	B1	B2	B3	B4			
				Year 1	Year 2	Year3	Over 3 years
Occupancy Rate	100%	90%	85%	5%	85%	85%	Surplus / Loss
Annual Revenue Raised	£12,480,000	£11,232,000	£10,608,000	£6,240,000	£10,608,000	£10,608,000	N/A
Running cost	£8,595,000	£8,595,000	£8,595,000	£8,683,000	£8,595,000	£8,595,000	N/A
Surplus/Loss	£3,885,000	£2,637,000	£2,013,000	£-2,443,000	£2,013,000	£2,013,000	£527,670
Surplus/Loss per LA with 33 members	£117,730	£79,910	£61,000	£-74,030	£61,000	£61,000	£15,990
Surplus/Loss per LA with 25 members	£155,400	£105,480	£80,520	£-97720	£80,520	£80,520	£21,110
Surplus/Loss per LA with 16 members	£242,810	£164,810	£125,810	£-152,690	£125,810	£125,810	£32,980
Surplus/Loss per LA with 8 members	£485,625	£329,625	£251,625	£-305,375	£251,625	£251,625	£65,960

2.3: Scenario C

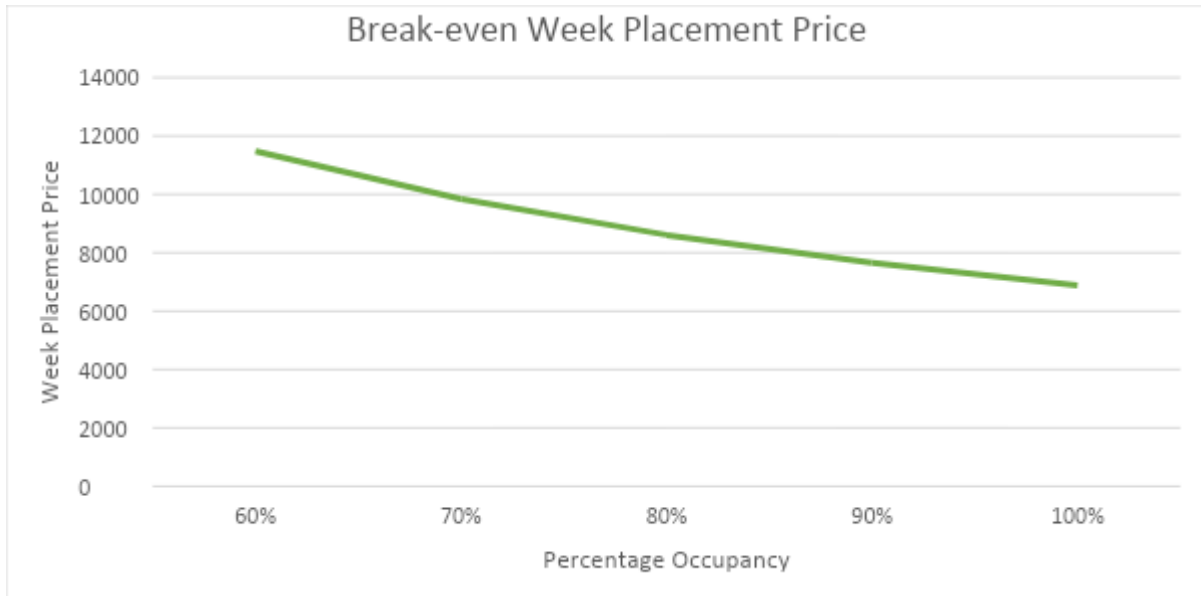
In this scenario, the weekly placement cost is £12,000 across all years (no inflation factored in). *Please note, placements that could be made by other LAs, charged at a higher cost, have not been factored in.*

Scenario C	C1	C2	C3	C4			
				Year 1	Year 2	Year 3	Over 3 years

Occupancy Rate	100%	90%	85%	50%	85%	85%	Surplus / Loss
Annual Revenue Raised	£14,976,000	£13,478,400	£12,729,600	£7,488,000	£12,729,600	£12,729,600	N/A
Running Cost	£8,595,000	£8,595,000	£8,595,000	£8,683,000	£8,595,000	£8,595,000	N/A
Surplus/Loss	£6,381,000	£4,883,400	£4,134,600	£-1,195,000	£4,134,600	£4,134,600	£2,358,070
Surplus/Loss per LA with 33 members	£193,360	£147,980	£125,290	£-36210	£125,290	£125,290	£71,460
Surplus/Loss per LA with 25 members	£255,240	£195,336	£165,384	£-47,800	£165,384	£165,384	£94,320
Surplus/Loss per LA with 16 members	£398,810	£305,210	£258,410	£-74690	£258,410	£258,410	£147,380
Surplus/Loss per LA with 8 members	£797,625	£610,425	£516,825	£-149,375	£516,825	£516,825	£294,760

3. Break Even Costs

The below graph demonstrates the weekly placement price the SCH would have to charge to break even at different levels of occupancy. This includes covering the costs of the PLV and secure transport. We can see that at below roughly 70% occupancy, the cost of a week placement in the secure children's home needed for the home to break even rises above £1000. Of course, the running costs of the SCH will change with the number of children who are housed there, as staffing and food costs will vary. Therefore, we can expect that this model significantly overestimates the week-placement costs needed to break even at lower rates of occupancy.



The exact break-even weekly placement prices are shown in the table below, rounded to the nearest £10.

Occupancy	Break Even Placement Price
10%	£68,870
20%	£34,440
30%	£22,960
40%	£17,220
50%	£13,770
60%	£11,480
70%	£9,840
80%	£8,610
90%	£7,650
100%	£6,890

Cost of PLV

These estimates are taken from the NEL business case. We have included an updated cost for 2022.

Estimated Year 1 PLV Costs

The following Table shows the estimated costs of the PLV in Year 1 of operation based upon the assumption the PLV would be a standalone organisation. These costs have been separated out into set-up (A) and on-going (B) costs.

Expenditure	A: Year 1 set-up	B: Year 1 on-going	C=A+B: Total Year 1 costs

Totals in 2022 (CPI)	£81,187	£433,00	£514,819
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Title of Report	Compact, Partnership Working with Housing Associations
Key Decision No	CHE S145
For Consideration By	Cabinet
Meeting Date	23 January 2023
Cabinet Member	Mayor Philip Glanville and Cllr Sem Moema, Mayoral Adviser for Private Rented Sector and Housing Affordability
Classification	Open
Ward(s) Affected	All
Key Decision & Reason	Yes Affects two or more wards
Implementation Date if Not Called In	30 January 2023
Group Director	Rickardo Hyatt, Group Director, Climate, Homes and Economy

1. Cabinet Member's introduction

- 1.1. In 2018 the Council published its five-year housing strategy, 'Delivering the homes Hackney needs', setting out the steps we would take to address Hackney's housing crisis, from delivering genuinely affordable homes to tackling rogue landlords. As well as identifying the steps the Council needs to take, the strategy identifies a number of opportunities to work with housing associations to tackle the crisis.
- 1.2. For a number of years, the Council has been working collaboratively with Registered Providers to increase the supply of genuinely affordable housing in Hackney, ensure the fire safety of Hackney's housing blocks, improve energy efficiency, minimise the impact of Right-to-Buy sales and maximise the like-for-like replacement homes sold within Hackney.
- 1.3. While I'm proud of the progress we've made to help tackle the housing crisis, there's still much more to do. A number of dramatic changes have meant that the housing crisis and housing related needs are as acute as ever. These changes include but are not limited to: the climate emergency declaration; the post-Grenfell landscape continuing to bring to light building safety issues and amplifying residents' voices more than ever before; the COVID-19 pandemic; and the considerable impact of the cost of living crisis causing inflation and making life harder for many people in the borough.
- 1.4. We want to continue our work making the borough a better place for all our residents. This Compact reflects the strategy and sets out how we will expand on and champion our working partnership with housing associations, which make up a large proportion of landlords in Hackney.
- 1.5. This Compact builds upon a number of housing related topics the Council and Registered Providers are already working on and refocuses them into the present context. This is all a result of cross-departmental input, as well as input from Housing Associations and condenses this into one partnership document. It sets out our commitment to continuing to do everything we can to give as many Hackney residents as possible a good, safe and genuinely affordable home.

2. Group Director's introduction

- 2.1. Housing Associations make up a large proportion of landlords in Hackney and manage a significant number of homes across the borough. Similarly to the Council, they fulfil an important social role by housing and supporting people in housing need. They contribute to helping meet the Mayor's vision that everyone in Hackney has a genuinely affordable, good quality, and stable home, as well as promoting health and wellbeing.

- 2.2. The Compact contributes to best aligning the Council's and Housing Associations' key priorities, principles and objectives which reflect the current climate. It sets out shared good practice principles and joint commitments across a range of housing related areas to foster partnership working between Hackney Council and Housing Associations operating in the borough.
- 2.3. This Compact has had cross-departmental input within Hackney Council but it is not a Council's document or policy. It is a co-produced partnership document written with the active input of Registered Providers who contributed to it with their wealth of knowledge and experience in working with local communities in the borough.

3. Recommendations

- 3.1. Cabinet is recommended to:
 1. Agree the Hackney Council-Housing Associations Compact 2023-2026, attached as Appendix 1 to this report.

4. Reason(s) for decision

- 4.1. Cabinet approval of the Compact between Hackney Council and Registered Providers (RPs) is sought in order to foster partnership working between the Council and housing associations operating in the borough as RPs make up a large proportion of landlords and manage a significant number of homes across Hackney.
- 4.2. As emerged in the Exploring the work of Housing Associations in Hackney Scrutiny Review of the Living in Hackney Scrutiny Commission, it is good practice for the Council to have this type of partnership arrangement in place. A meeting took place in July 2020, as part of the Scrutiny Review, which explored the strengths of formal partnership arrangements.
- 4.3. The Compact is neither a Hackney Council policy nor a contract and cannot be enforced. Although the Compact will not give the Council formal oversight over housing associations (which are regulated by the Regulator of Social Housing), it is a non binding mechanism for partnership working. This partnership can contribute to best aligning the Council's and RPs' key principles and objectives thus maximising housing associations' contribution to achieving Hackney Council's vision for the borough.
- 4.4. One of the aims of the Compact is to reinforce shared values and objectives so RPs can best contribute to the Councils' vision: keep Hackney a place for everyone by ensuring all residents can have safety, security and long-term roots in the borough.

- 4.5. The Compact, together with the Better Homes Partnership Housing (BHP) Forum meetings that will be relaunched once the Compact is introduced, will be a tool for the Council and housing associations operating in the borough to reciprocally share best practice, in a range of areas including but not limited to: development of new homes, carbon management and decarbonisation (e.g. retrofitting of housing stock), dealing with anti-social behaviour, housing management, area based partnership working and place based community development.
- 4.6. The Compact will cover the period 2023-2026 and will be reviewed annually. Key strategic objectives will be monitored via the Better Homes Partnership Housing Forums.

5. Details of alternative options considered and rejected

- 5.1. As having this Council-RPs partnership document is not a statutory requirement, an alternative option would be not to produce the Compact. However, it was decided to produce a Compact because of the benefits that it can offer in terms of the Council working in partnership with the housing associations operating in Hackney and vice-versa. Some of these benefits are set out below:
- It presents the Council's objectives, principles and priorities on a range of housing related topics proposed by both the Councils and housing associations who took part in the project meetings and co-production of the partnership document ("*Why is this important?*" in the Compact).
 - It shows how the Council and housing associations aim to work together to help address the housing and housing-related needs and aspirations of residents in Hackney.
 - It provides a number of joint commitments that can facilitate partnership working ("*How can we work together?*" in the Compact) and can help maximise the quality, and consistency, of services that Hackney RP residents receive from their landlords.
 - It sets out how housing and housing providers can contribute to residents' health and wellbeing, as well as enabling residents to secure training and jobs, and sustain their tenancies, also via a hyper local place based community development approach.

6. Background

Policy Context

- 6.1. Registered Providers are regulated by the Regulator of Social Housing (RSH) which is an executive non-departmental public body, sponsored by

the Department for Levelling Up, Housing and Communities. The role of the RSH is being strengthened to deliver the measures aimed at improving safety, accountability and transparency in social housing, proposed in the 2020 Social Housing White Paper - The Charter for Social Housing Residents.

- 6.2. Although the Council has no formal oversight over housing associations, the Hackney Housing Strategy 2017-22 (and Housing Strategy Position Paper 2023) refers to collaboration and partnership working between the Council and RP partners to achieve the Council's housing vision and the Mayor's of Hackney broader vision for the borough. For example, the Housing Strategy refers to Hackney Council and RPs working collaboratively to: increase the supply of genuinely affordable housing in the borough; minimise the impact of Right to Buy sales and maximise the like-for-like replacement, within the borough, of homes sold; to ensure the fire safety of Hackney's housing blocks; to help improve energy efficiency and reduce fuel poverty. The proposed Compact reinforces and expands on these Housing Strategy actions.
- 6.3. The proposed Compact is articulated around fourteen topics/headlines thus making a contribution not only to the achievement of RPs related Housing Strategy goals, but also other Council's strategies, such as the Community Strategy 2018-2028 and the Inclusive Economy Strategy 2019-25. The themes/headlines of the proposed Compact are as follows: 1) New Homes Development; 2) Nominations and Lettings; 3) Homelessness and Tenancy Sustainment; 4) Adult Safeguarding and Domestic Abuse; 5) Safeguarding Children and Young People; 6) Anti-social Behaviour and Estate Safety; 7) Maintaining Properties in Good Repair; 8) Estates Waste and Recycling; 9) Building and Fire Safety; 10) Carbon Management; 11) Supporting Residents with Health and Wellbeing; 12) Supported Housing; 13) Inclusive Economy: Employment Skills and Adult Learning; and 14) Registered Providers' role in communities.

Equality impact assessment

- 6.4. An EQIA was carried out for the Compact. Overall, the partnership document and its proposals will be highly positive for groups with Protected Characteristics. They are intended to align good practice principles across providers of social housing thus helping improve the housing and housing related services for Hackney residents, particularly those on low incomes.
- 6.5. It is worth noting that, although the Council will monitor high level key principles, the Compact is a partnership document and not a contract; it will not give Hackney Council formal oversight over housing associations. The Compact will contribute to aligning good practice principles and objectives amongst social housing providers, and can help maximise the quality and consistency of the housing related services that residents receive from their social landlords. However, the extent of the positive impacts of the proposals will ultimately depend on each provider and their work.

Sustainability and climate change

- 6.6. There is an entire section of the Compact which covers Carbon Management and encourages Council and RP partners collaboration on decarbonisation, heat networks and how to reduce the capital cost of decarbonisation. This section also includes a commitment about RPs' contribution towards the achievement of the goals set out in the future Hackney's Climate Action Plan.

Consultations

- 6.7. No formal consultations are required as part of this report. However, officers widely engaged with Hackney Council colleagues from a number of teams and directorates to ensure that expert and specialist input fed each section of the Compact.
- 6.8. Officers also widely engaged with housing associations via a number of project meetings where Council officers and RP representatives defined and discussed the topics/headlines that compose the Compact. RP representatives contributed to and co-produced the different sections of this partnership document.

Risk assessment

- 6.9. There may be a reputational risk should the Compact not be agreed considering that the project was co-produced with RPs. RP representatives attended project meetings and actively contributed, with their time and work, to the production of this partnership document.

7. Comments of the Group Director of Finance and Corporate Resources.

- 7.1 There are no specific Finance implications resulting from this report. Any future financial implications linked to the principles in the partnership document will be commented on at the relevant time.

8. Comments of the Director of Legal, Democratic and Electoral Services

- 8.1 There are no legal implications arising from the Cabinet Report.
- 8.2 The proposed Hackney Council-Housing Associations Compact 2023-2026 provides a long term framework for Hackney Council to continue to work towards achieving the Council's housing vision and the Mayor's of Hackney broader vision for the borough.
- 8.3 The Cabinet Report complies with the requirement for the Council to carry out Equality Impact Assessments of its proposals and Hackney Officers & Their

Registered Providers stakeholders have been in regular discussions which has contributed to this Report.

Appendices

Appendix 1 - Hackney Council-Housing Associations Compact 2023-2026

Appendix 2 - Equality Impact Assessment

Exempt

None

Background documents

None

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Appendix 1

Hackney Council-Housing Associations Compact 2023-2026

Contents

Introduction	2
1. New Homes Development	3
2. Nominations and Lettings	4
3. Homelessness and Tenancy Sustainment	6
4. Adult Safeguarding and Domestic Abuse	8
5. Safeguarding Children and Young People	9
6. Anti-social Behaviour and Estate Safety	11
7. Maintaining Properties in Good Repair	12
8. Estates Waste and Recycling	13
9. Building and Fire Safety	15
10. Carbon Management	16
11. Supporting Residents with Health and Wellbeing	17
12. Supported Housing	20
13. Inclusive Economy: Employment Skills and Adult Learning	21
14. Registered Providers' Role in Communities	22

Date: January 2023

Introduction

Housing associations make up a large proportion of landlords in Hackney and manage a significant number of homes across the borough. Over 40% of the housing stock in Hackney is social, either managed by the Council or by housing associations¹. Similarly to the Council, they fulfil an important social role by housing and supporting people in housing needs.

Most housing associations are Registered Providers (RPs) of social housing, registered with and regulated by the Regulator of Social Housing (RSH), an executive non-departmental public body, sponsored by the Department for Levelling Up, Housing and Communities.

Hackney Council recognises and values the role of the RSH, which undertakes economic regulation and sets consumer standards, such as supporting the provision of well managed social housing and encouraging Registered Providers to make a contribution to the social, economic and environmental well-being of the areas in which their housing is situated².

The aim of this Compact is to reinforce shared values and objectives so Registered Provider partners can best contribute to the Council's vision: keep Hackney a place for everyone by ensuring all residents can have safety, security and long-term roots in the borough.

The Compact is developed around fourteen housing related areas including nominations, domestic abuse, maintaining properties in good repair, and supported housing, among others. The fourteen topics were proposed by both Hackney Council and the housing associations who participated in the meetings which led to the co-production of the document. Each topic includes a number of commitments which foster collaboration, partnership working and high standards of service delivery. Sharing services should also be considered where possible to foster efficiency. Key strategic objectives will be monitored via the Better Homes Partnership Housing Forums.

Housing Associations are invited and encouraged to sign the Compact by contacting the Housing Strategy & Policy team at Hackney Council.

¹ Hackney Council, Hackney Housing Strategy 2017-22 ([housing-strategy-2017-22.pdf](#))

² <https://www.gov.uk/government/organisations/regulator-of-social-housing/about#our-role-and-fundamental-objectives>

1. New Homes Development

Why is this important?

Hackney is facing an unprecedented housing crisis. The proportion of families considered to be in high priority for social housing has increased in recent years (from 18% in April 2014 to 35% in July 2020)³. There are 8,500 applicants on the housing waiting list (following the review of the lettings policy)⁴ and over 3,000 homeless households live in temporary accommodation⁵.

While the demand for housing has increased in the last years, the Government has provided no adequate funding to build Council housing. Although some funding is now available from the Mayor of London, it is a fraction of what is needed to build the thousands of genuinely affordable homes that Hackney needs.

Hackney Council is doing everything it can to increase the supply of genuinely affordable housing in the borough by delivering its own new homes and by issuing grants to housing associations to help them fund new developments for social or living rent, thus making schemes more affordable.

The need for more new genuinely affordable housing in Hackney has never been higher, but provision of new housing is not just about numbers. It is also about quality and contributing to sustainable communities.

How can we work together?

1) Hackney Council to keep working with Registered Provider partners to maximise the supply of new genuinely affordable homes in the borough.

Unlock development opportunities in the borough, including: supporting RPs new homes delivery through the Mayor of Hackney's Housing Challenge; providing advice on the development process, including engagement with other Council departments; and considering opportunities for sharing and combining land for development.

2) Hackney Council and Registered Provider partners to meet or exceed design and quality standards for their new homes and ensure all new homes are safe, secure and environmentally sustainable.

This includes keeping the quality of affordable homes as high as possible and delivering genuinely tenure-blind homes that apply the same design rigour to all tenures. Design of new homes should have regard to ongoing costs, namely service charges, to make them financially sustainable for residents and housing management alike over the long term.

3) Hackney Council and Registered Provider partners to ensure that their new housing developments and estate redevelopments contribute to sustainable communities.

This includes ensuring that residents have access to open spaces and community facilities and are able to access employment, apprenticeships and training opportunities created by new housing developments.

³ Hackney Council Benefits and Housing Needs Data

⁴ Ibid

⁵ Ibid

4) Hackney Council to share best practice and information relating to housing and policy that can help Registered Providers deliver new affordable homes, and lobby Government to ensure the Council and Registered Providers are given the tools to build new affordable homes in Hackney.

This includes for the Council to share information on new policies with Registered Provider partners and discuss responses to new policy proposals brought forward by the central government.

It also includes a knowledge share of the development process - using knowledge gathered from Council-led delivery programmes and sharing this with Registered Providers and vice versa.

2. Nominations and Lettings

Why is this important?

44% of Hackney residents live in social housing, provided by either the Council or social landlords such as housing associations⁶. The majority of social rent homes in the borough are offered by Hackney Council to applicants on the Council's housing register, people without a suitable place to live and tenants looking to move because their social rent home no longer meets their needs⁷.

Despite Hackney Council's ambitious housebuilding programme and excellent track record in the delivery of new housing, in recent years the borough has been facing an unprecedented housing crisis and finding an affordable place to live in Hackney has become more and more difficult. As demand for social housing has grown significantly, supply has decreased; fewer and fewer social properties have become available to be let. This is due to a number of factors including the loss of social stock due to Right to Buy and fewer people leaving their tenancies⁸.

To meet increasing housing demand and the needs of people seeking housing in Hackney, housing associations' contribution to providing genuinely affordable, stable and safe homes to the households on the Council's Housing Register is extremely important.

How can we work together?

1) Hackney Council and Registered Provider partners to work together to ensure that the number of RP void properties that are available for nominations by Hackney Council is maximised.

This includes adhering to the nominations agreement (East London Housing Partnership Sub-Regional Nomination Agreement) in place between Hackney Council and Registered Providers, meeting to discuss borough related issues (wider meetings) or specific case issues (ad-hoc liaison meetings), and, for Registered Provider partners, sending void returns to Hackney Council for monitoring purposes.

⁶ Hackney Council, Hackney Housing Strategy 2017-22 ([housing-strategy-2017-22.pdf](#))

⁷ Hackney Council, Social Housing in Hackney: Have your say on how we allocate homes and support people in housing need, 2021 ([Social housing in Hackney](#))

⁸ Ibid

Should Registered Provider partners consider procuring properties in the borough which do not carry nomination rights for Hackney Council, they must consult with the Council before doing so.

Registered Provider partners should ensure there are no properties left empty in their housing stock, so all are used as a place to live, and adhere to the Hackney Council-Registered Provider Sales Protocol should they plan to sell an empty home in the borough.

Finally, Registered Provider partners should share information on and figures of their housing stock, lets and allocations (e.g. number of units per tenure and number of re-lets) with the Council on request.

2) Hackney Council and Registered Provider partners to provide, and maintain up to date, key contacts for communicating and problem solving particularly with regard to nominations and void returns.

This includes providing and maintaining up to date contact details within the Lettings teams to ensure timely communication about:

- Shortlist turnaround time
- Shortlist prioritisation: Where necessary shortlists may be prioritised on a case-by-case basis. For example, the shortlist for a 'ready-to-let' property can be prioritised. Registered Provider partners are encouraged to communicate to the Council the works estimated completion dates for their void properties.

Registered Providers' requests for withdrawing properties advertised via the Choice Based Lettings scheme shall be avoided where possible. Registered Provider partners shall discuss all possible alternatives with the Hackney Council's Lettings team at the earliest possible stage before making the decision to withdraw.

3) Hackney Council and Registered Provider partners to work collaboratively to meet the needs of people on the Council's Housing Register or households in need of an emergency transfer, especially in the case of statutory homeless applicants and domestic abuse or gang violence survivors.

In the case of statutory homeless households, we invite Registered Provider partners to inform applicants of the consequences of refusing a reasonable offer for accommodation, and Hackney Council to communicate to RP partners the timescale of the process to discharge duty in order to manage RPs' time expectations on obtaining a second shortlist of applicants. Hackney Council to offer advisory support and training to Registered Provider partners on this, if necessary.

Hackney Council and Registered Providers to create and adhere to a joint Protocol on Domestic Abuse, that will stand alongside the Compact, defining an agreed housing pathway.

4) Registered Provider partners to provide realistic advice to their residents if approached about housing in order not to raise unrealistic expectations that everyone can access the Housing Register.

Registered Provider partners should in their advice and communications to residents be

realistic and not raise false expectations of social housing that can not be met. Within the context of severe shortage, for many people, obtaining housing via the Housing Register is unfortunately not a realistic option. Registered Provider partners' communications should promote appropriate alternative housing options such as mutual exchanges, Housing Moves or HomeSwapper schemes, or private rental and make use of their wider portfolio of properties across the country.

3. Homelessness and Tenancy Sustainment

Why is this important?

Over recent years, Hackney has seen one of the biggest house price and private rent increases in the country which has made housing in the borough unaffordable for many. This, combined with frozen Local Housing Allowance, benefit cap, and the Government's social housing and welfare reforms, has generated severe housing needs and homelessness levels have increased in recent years in the borough. Challenges have become even more acute as the cost of living increases.

Despite the Council's excellent track record in the delivery of new housing over the past ten years, in recent years the number of social properties becoming available to let has decreased due to a range of factors such as right to buy, demand for social housing - particularly from households with multiple and complex needs - has increased significantly, and an increasing number of Hackney residents are finding themselves homeless or at risk of becoming homeless.

In a context of cost of living crisis, reduced availability of social housing, and increasing number of households in acute need, more of the tenants who obtain social housing via the housing register are likely to have complex needs, need support and be unable to afford or access any other housing type. Tenancy sustainment and preventing tenancy failures and evictions has become paramount to ensure those on the lowest incomes do not become homeless again.

How can we work together?

- 1) Hackney Council and Registered Provider partners to take a collaborative and preventative intervention approach to supporting customers in sustaining their social tenancies in order to avoid evictions and prevent homelessness, engaging as soon as a potential risk of homelessness is identified.**

Registered Provider partners should ensure that support is provided at the earliest possible opportunity to help residents resolve their difficulties and sustain their tenancies. It is essential that good relationships are built between Registered Provider partners and tenants to address tenancy issues rapidly, and that appropriate referrals to money advice, tenancy support and mediation are offered, at the earliest available opportunity.

All public bodies have a duty to refer to the Council any Hackney service users who might be homeless or threatened with becoming homeless. Registered Provider partners should refer to Hackney Council tenants who are at risk of becoming homeless, for instance due to rent arrears or anti-social behaviour, at the earliest possible occasion thus ensuring an early intervention to prevent their homelessness. Referrals can be made by registering at [Duty to Refer](#)⁹.

⁹ <https://live.housingjigsaw.co.uk/alert/duty-to-refer>

Where a RP tenant is at risk of eviction, the Council and the Registered Provider partner should work jointly with the tenant to try to prevent the eviction, ensuring that every route is explored and attempted before the eviction proceeds.

Under the Homeless Reduction Act (2017), everyone at risk of homelessness within 56 days is entitled to comprehensive advice which examines their housing situation with the aim of preventing their homelessness. Where the tenant has rent arrears and is at risk of eviction Hackney will work with both tenant and landlord to try and resolve the cause of the financial difficulties, and prevent the eviction including through benefit maximisation and the use of Discretionary Housing Payments where appropriate. Landlords may also be expected to take reasonable steps such as freezing the collection of rent arrears until tenants' finances are back on track, agreeing sustainable rent repayment plans, writing off some rent arrears, or maintaining a flexible approach to collection of rent arrears as tenants' incomes rise and fall.

Where tenants have more complex needs, Hackney will work with the landlord to identify the tenant's main support needs, and ensure that a holistic support plan is drawn up as part of their Personal Housing Plan. The plan will identify appropriate sources of support available to the tenant from across the Landlord, Council, Statutory Services and Third Sector to help sustain the tenancy while the tenant is in crisis.

2) Registered Provider partners to become familiar with the Hackney Homelessness Strategy and contribute to the achievement of its aims and objectives to reduce and prevent homelessness, and with the Council's work on Poverty Reduction.

This includes Registered Provider partners to place homelessness prevention at the heart of their organisations and culture, and follow industry best practice in tenancy sustainment.

Hackney Council and Registered Provider partners to work in partnership to end rough sleeping in Hackney. Registered Provider partners to ensure that their housing officers and estate staff are aware of [Streetlink](#)¹⁰ and the referral process if they encounter someone sleeping rough. Registered Provider partners are also expected to contribute properties to the Clearing House scheme.

Finally, Registered Provider partners are encouraged to participate in, and contribute to, Poverty Reduction meetings and/or initiatives organised by Hackney Council.

3) Registered Provider partners to operate inclusive lettings policies and take an enabling approach to the pre-tenancy checks they may undertake.

Pre-tenancy checks should be a means for housing associations to understand how to better help new tenants maintain their tenancies and should not become an obstacle for Hackney homeless applicants to get a home. For instance, tenancies should not be refused on the ground of a financial risk and Registered Provider partners should provide - or refer to - financial advice and support to applicants to enable them to meet their eligibility criteria.

¹⁰ <https://www.streetlink.org.uk/>

4. Adult Safeguarding and Domestic Abuse

Why is this important?

The most common forms of adult abuse in City and Hackney are neglect and acts of omission, financial abuse, and physical abuse¹¹, with referrals for intergenerational domestic abuse, self-neglect and hoarding on the rise. In Hackney in 2021-22, self-neglect became the most reported over other areas.

Considering that most abuse occurs in the individual's own home by someone known to them¹², the Covid-19 pandemic lockdowns raised unprecedented challenges for safeguarding and strengthened the importance of protection of adults and children at risk. As evidence, during the first Covid-19 lockdown, referrals to Hackney Council's Domestic Abuse Intervention Service increased by 60 per cent at their peak, passing from approximately 25 cases per week to approximately 40 cases¹³.

Every person has the right to live in safety, free from abuse and neglect. Housing associations manage a significant portion of housing stock in Hackney (over 40% of the housing stock in the borough is social, either managed by the Council or by housing associations¹⁴) so can play a crucial role in identifying safeguarding issues, raising safeguarding concerns, and supporting residents and their families who are at risk of or experiencing abuse or neglect.

How can we work together?

- 1) Registered Provider partners to ensure that their staff are equipped with the knowledge and tools to recognise safeguarding, including domestic abuse, concerns and confidently signpost, refer and support residents at risk.**

This includes attending training to help spot signs of abuse and neglect and make referrals, being equipped with skills to support adults being abused or neglected, nominating a safeguarding lead and domestic abuse champions, and having and circulating to employees clear and up-to-date safeguarding and domestic abuse policies and procedures, and resources¹⁵. Where possible, this also includes working toward obtaining specialist accreditations, and employing and/or collaborating with safeguarding and domestic abuse professionals.

Registered Provider partners are invited to access the free training resources and learning opportunities advertised on the Council's website (City and Hackney Safeguarding Adults Board), including free courses and Safeguarding Adults Reviews. They are invited to join the Safeguarding Adults Board mailing list by contacting chsab@hackney.gov.uk, which provides updates on training and safeguarding news.

¹¹ City and Hackney Safeguarding Adults Board, CHSAB Strategy 2020-2025 ([CHSAB Strategy 2020 – 2025](#))

¹² Ibid

¹³ Hackney Council, Rebuilding a Better Hackney: The impact of coronavirus on Hackney and our priorities in the next phase, 2020 ([Rebuilding a better Hackney.pdf](#))

¹⁴ Hackney Council, Hackney Housing Strategy 2017-22 ([housing-strategy-2017-22.pdf](#))

¹⁵ RPs to also refer to [The Charter for Social Housing Residents Social Housing White Paper - GOV.UK](#)

The Hackney Domestic Abuse Intervention Service (DAIS) delivers training sessions throughout the year on Violence Against Women and Girls (VAWG) related topics. Registered Provider partners are invited to email DAIS at dais@hackney.gov.uk for information on these.

2) Registered Provider partners to provide and maintain up to date key contacts for communicating and problem solving particularly with regard to learning opportunities, referrals and supporting residents experiencing abuse or neglect.

This includes providing and maintaining up to date contact details of safeguarding and domestic abuse leads/champions to facilitate communication on learning activities (e.g. training, dissemination of briefing notes, etc.), networking and referrals as necessary.

3) Hackney Council and Registered Provider partners to work collaboratively to support domestic abuse victims/survivors and make them and their families safer.

This includes for Registered Provider partners to work jointly with DAIS and specialist agencies to carefully assess risk (RPs to participate in MARAC meetings as necessary), install security measures through the Sanctuary Scheme when it is safe and survivors want to continue to live in their home, or facilitate moves considering a range of housing options where necessary and appropriate.

4) Hackney Council to set up and facilitate a Housing Domestic Abuse Champions Network attended by Council officers and RP domestic abuse leads.

The Housing Domestic Abuse Champions Network will create a thriving community of practice that enables effective risk management for domestic abuse survivors and their children, and stronger relationships and links between initiatives and partners across Hackney ensuring a whole system housing approach.

The Domestic Abuse Champion (at least one within each housing association) will: receive full free awareness training on domestic abuse by DAIS/Hackney Council; cascade domestic abuse knowledge and awareness to colleagues, clients or customers; act as first point of contact around Domestic Abuse issues in their organisations; and support colleagues to identify victims and refer them to appropriate services. Registered Provider partners are encouraged to contact DAIS (dais@hackney.gov.uk) for more information.

5. Safeguarding Children and Young People

Why is this important?

The City and Hackney Safeguarding Children Partnership (CHSCP) wants to make sure that everyone who works with children across the City and Hackney has the protection of vulnerable children and young people at the heart of what they do. In practice, this means that children and young people are seen, heard and helped. Registered Providers are well placed to do all three.

In line with our collective approach that safeguarding is everyone's responsibility, Registered Providers are well placed to identify issues of risk in both the family home and in the wider

community, having knowledge about families and local issues, alongside being in a position to access home environments.

How can we work together?

- 1) Registered Provider partners to ensure that their staff are equipped with the knowledge and tools to recognise safeguarding concerns and confidently signpost, refer and support children and young people in need or at risk.**

This includes RP staff attending free CHSCP training¹⁶ to help spot signs of abuse and neglect, handle disclosures and make referrals to Hackney Children and Families Service if required. Training will equip staff with skills to support children being abused or neglected.

It also includes accessing a range of material available on the CHSCP website¹⁷, including advice on how to write an effective safeguarding/child protection policy¹⁸ and a range of other useful information.

- 2) Registered Provider partners to promote learning and improvement through the cascading of key information and sharing lessons from case reviews.**

Case reviews involving housing services often illustrate the unique insight that staff in this sector can have into the lifestyles of their tenants. They receive complaints from neighbours and inspect family homes. Because of this they may be the first to identify concerns about possible abuse or neglect. This could include parental substance abuse, anti-social behaviour, domestic abuse and neglect.

The learning from these reviews highlights that housing services should consider the impact that tenants' lifestyles and behaviour are likely to be having on their children. They should also provide support and advice to young people and families experiencing difficulties to prevent them falling into a recurring pattern of rent arrears, anti-social behaviour and eviction. The NSPCC have published a briefing¹⁹ which summarises the learning from case review reports.

To keep in touch with local news on safeguarding children and young people, all RP staff should sign up to the CHSCP TUSK briefings²⁰.

- 3) Registered Provider partners are expected to comply with the CHSCP's safeguarding assessment framework process and a range of minimum standards.**

Registered Provider partners are expected to use the CHSCP online tool²¹ that enables RPs to self-assess the sufficiency of their organisation's safeguarding arrangements and provides a systematic way of responding to identified actions. Amongst a number of

¹⁶ <https://chscp.org.uk/>

¹⁷ Ibid

¹⁸ CHSCP, Safeguarding and Child Protection Policy Guidance, May 2020 ([SAFEGUARDING & CHILD PROTECTION POLICY GUIDANCE](#))

¹⁹ NSPCC, Housing: Learning from case reviews. Summary of risk factors and learning for improved practice around the housing sector, September 2014 ([Housing services: learning from case reviews](#))

²⁰ <https://chscp.org.uk/chscb-briefings/>

²¹ <https://www.chscp.org.uk/self-assessments-and-peer-reviews/>

expected standards and in line with the CHSCP safeguarding arrangements²², key requirements for all RPs will be to have an up-to-date safeguarding policy and a Designated Safeguarding Lead (DSL) and deputy. DSLs act as the single point of contact in RPs to facilitate communication on learning activities (e.g. training, dissemination of briefing notes, etc.) and lead on referrals as necessary.

6. Anti-Social Behaviour and Estate Safety

Why is this important?

Anti-social behaviour (ASB) has a detrimental effect on good relationships and confidence in the community. It affects the lives of people often leaving them feeling helpless, desperate and with a considerably reduced quality of life²³.

The Council (and this Compact) adopts the same definition of ASB as the police²⁴. It works with Registered Providers to promote and encourage good relationships and positive behaviour amongst all Hackney residents to build safer communities across the borough. It values Registered Providers' contribution to dealing with issues of ASB, firmly and fairly, demonstrating leadership, commitment and accountability with a focus on preventative measures and positive action. The quantitative and qualitative data collected by all agencies and landlords in the borough enables Hackney Council to understand the ASB trends and hotspots, which in turn informs where the Council needs to deploy resources in order to take a target hardening approach. The partnership approach ensures that resources are used effectively to avoid duplication of effort and that a joined up approach is taken to investigate and resolve issues affecting residents regardless of tenure type.

How can we work together?

- 1) Registered Provider partners are recommended to adopt the same definition of ASB as the Council and the police²⁵, and consider adopting the five ASB principles developed by the Anti-social Behaviour Strategic Board chaired by the Home Office²⁶.**

This ensures that all Registered Provider partners in the borough adopt a consistent approach to recognising and addressing ASB in Hackney.

- 2) Hackney Council and Registered Provider partners to be clear about their role and responsibilities in dealing with ASB, promote positive behaviour and an awareness of their residents' rights and responsibilities in relation to ASB.**

Registered Provider partners should be clear about responsibilities and accountability to support residents facing ASB timely and effectively. They should provide accessible routes and contact details for residents to report ASB and investigate all reports of ASB.

²² <https://www.chscp.org.uk/the-partnership/>

²³ <https://hackney.gov.uk/report-crime>

²⁴ <https://www.met.police.uk/advice/advice-and-information/asb/asb/antisocial-behaviour/what-is-antisocial-behaviour/>

²⁵ Ibid

²⁶ <https://www.gov.uk/government/publications/anti-social-behaviour-principles/anti-social-behaviour-principles>

3) Hackney Council and Registered Provider partners to share best practice in dealing with ASB particularly in response to unprecedented circumstances, such as the COVID-19 pandemic, or new policies, such as the 2020 Social Housing White Paper.

To effectively adjust in unprecedented and new situations and to maximise customer's experience, Hackney Council and Registered Provider partners shall share their lessons learnt in response to unexpected and challenging circumstances, such as the COVID-19 pandemic, and to changes in the policy context, such as the 2020 Social Housing White Paper which proposed a range of measures about tenants' satisfaction with ASB handling.

4) Hackney Council and Registered Provider partners to share information relating to ASB and estate safety (particularly in the case of ASB occurring in Hackney Council-RP multi-tenure estates) to map ASB in the borough and ensure that Hackney's communities are safe.

Registered Provider partners are encouraged to share ASB data with Hackney Council for the Council to: map ASB, crime and disorder hotspot areas of the borough to bring these to the attention of the Community Safety Partnership, and periodically report cases to the Home Office as statutorily required. This will allow for resources to be allocated to the problem area.

Registered Provider partners to participate in Community Safety Partnership tasking meetings and ASB Action Panels when necessary or relevant to their estate in order to collaboratively define and implement common action plans. Registered Provider partners should provide, and maintain up to date, Hackney Council with a single point of contact for ASB within their organisation.

7. Maintaining Properties in Good Repair

Why is this important?

Every resident in Hackney, no matter the type of tenure (social or private tenants and leaseholders), should live in their homes safely. No property in the borough should suffer from poor conditions, such as mould and damp, or poor management. All homes should be kept in good condition for the future and repairs to tenants' homes should be carried out by landlords in a timely way and to the highest possible standard.

The 2020 Social Housing White Paper²⁷ emphasised that all social tenants should have a good quality home and a landlord who keeps it safe and in good repair. It proposed a set of tenant satisfaction measures on responsive repairs completed right the first time, satisfaction with the repairs and maintenance service provided by the landlord.

With regard to the private rented sector, where property conditions (especially of Houses in Multiple Occupation) are usually poorest compared with other tenures, Hackney Council has in place three licensing schemes to ensure privately rented properties in the borough meet good standards and do not present risks to residents in relation to poor management, fire safety, and other hazards.

²⁷ [The Charter for Social Housing Residents Social Housing White Paper - GOV.UK](#)

Building stronger relations between the Private Sector Housing team of Hackney Council and Registered Providers operating in the borough is important to minimise, effectively deal with and solve in a timely way any disrepair complaints that RP social tenants, but also private tenants living in RP-managed housing stock (e.g. in flats purchased through the right to acquire and then let out), may raise with the Council.

How can we work together?

- 1) Hackney Council and Registered Provider partners to develop closer contacts, and provide and maintain key contact details for communicating and problem solving particularly with regard to disrepair complaints that the Council may receive from RP residents.**

Hackney Council appointed a Liaison Officer who is the main point of contact for RP partners, and will assess and triage complaints raised by housing association tenants. In this way, the Council can assist specific Registered Provider partners as necessary, and raise their awareness if recurring problems or patterns of issues arise from the complaints the Council receives, thus enhancing customer satisfaction.

Registered Provider partners to provide, and maintain up to date, Hackney Council with a single point of contact within their Repairs Team - someone who can influence decision making (e.g. Repairs Manager) - to ensure timely communication about disrepair complaints that housing association residents may raise with the Council.

- 2) Registered Provider partners to share information with Hackney Council on properties sold under the Right to Acquire scheme and used for private rent to ensure that these, if licensable, are licensed under one of the Council's property licensing schemes thus contributing to making renting in Hackney fairer for everyone.**

Housing association properties sold under the Right to Acquire scheme are sometimes used for private rent and are often licensable under one of Hackney Council's three property licensing schemes. Licensing a property helps better regulate the management and conditions of the properties requiring landlords to provide good and safe homes to their tenants. Failing to licence a property is a criminal offence.

8. Estates Waste and Recycling

Why is this important?

In recent years Hackney has experienced a growth in its population, business and visitors, and as a consequence an increase in the amount of waste produced in the borough. To make Hackney a cleaner and greener borough, waste needs to be reduced, re-used or recycled. This would also contribute to saving money by part-mitigating rising waste disposal costs, and protecting the environment by reducing carbon emissions. The latter is particularly important considering that in 2019 Hackney declared a Climate Emergency.

Residential recycling rates on estates in the borough are currently low. Less than 15% of residential waste on estates is recycled, despite the fact that more than 60% is recyclable. To

achieve a higher recycling rate and contribute to the 31% recycling target to which the Council is committed by 2022/23²⁸, an improvement in estates' recycling performance is required.

Working together (the Council and Registered Providers) will enable higher levels of recycling on our estates, deliver higher quality services for our residents and achieve positive results for all.

How can we work together?

- 1) Registered Provider partners to commit to meeting the Rubbish and Recycling Service Standards for Housing Estates and Blocks of Flats²⁹ in Hackney across all blocks and estates.**

The service standards set out the roles, responsibilities and standards expected for the Council's recycling and waste collection services, highlighting the important contribution from the RP partners.

- 2) Hackney Council and Registered Provider partners to regularly communicate with residents via established channels about waste and recycling services, to ensure that residents are fully aware of the services, how to use them correctly and to increase participation in the recycling collection services provided.**

This includes working with residents in the borough to support them in taking responsibility for their waste and their neighbourhood. This can be achieved utilising existing communication channels, such as RP newsletters and social media.

It also includes for Registered Provider partners to proactively send out recycling communications to householders as a minimum on an annual basis and to all new households. Artwork and other communications materials can be provided by the Council for inclusion in RP publications.

- 3) Registered Provider partners to provide caretakers/cleaners guidance to support in implementing Hackney's Service Standards which will assist the Council and RPs in providing the best services for residents. Registered Provider partners should consider tangible steps for delivering this.**

This includes ensuring that on-site staff are familiar with the service standards, such as ensuring that the bins are accessible, identify and clear dumping issues, report issues, and encourage the correct use of the recycling and waste facilities. Hackney Council to offer advisory support and training to Registered Provider partners on this, if necessary.

- 4) Hackney Council and Registered Provider partners to work together on estate-based project delivery.**

For Registered Provider partners interested in delivering an estate improvement project on one (or some) of their estates and investing resources to improve recycling facilities and capacity, Hackney Council welcomes the delivery of joint projects.

²⁸ <https://data.london.gov.uk/dataset/waste-plans> (Hackney's Plan)

²⁹ <https://hackney.gov.uk/your-recycling/#communal-bins>

9. Building and Fire Safety

Why is this important?

The Grenfell Tower fire re-emphasised the importance for all housing providers to give the highest priority, resource and capacity to the safety of residents. Since the Grenfell fire, Hackney Council launched a comprehensive fire safety review to ensure the safety of residents living in council estates and carried out a large-scale exercise to establish the EWS materials of all privately owned high-risk residential blocks (HRRBs) in the borough. All social housing providers operating in the borough were instructed to investigate the cladding on their properties and establish the EWS materials of all HRRBs within their stockholding.

The cladding crisis continues to create issues for leaseholders who are unable to sell their properties due to the lack of an EWS1 form. This is proving especially challenging for housing associations with large holdings of Shared Ownership stock nationwide, as they seek to not only obtain these forms, but carry out the remedial works where necessary with a limited number of professionals and a price spike in construction materials and labour.

In the context of changing Building Safety Legislation (Fire Safety Act and Building Safety Act), building and fire safety is a priority for Hackney Council. The Council, in partnership with other agencies, is committed to improving building and fire safety in all buildings in the borough, especially high-rise residential buildings and other buildings where people live. Cooperation between the Council and Registered Providers, and their timely communication with leaseholders, tenants and shared owners, is vital to ensuring homes are safe and remediation where required is scheduled and completed in a timely and cost-effective manner.

How can we work together?

1) Hackney Council and Registered Provider partners to prioritise the fire safety of their buildings to ensure the safety of Hackney's residents.

This includes always keeping the safety of residents at the forefront of everything we do and keeping residents aware of any defects and/or remediation timetables, and the Council upon request. This includes ensuring that all staff working in building and fire safety are fully trained for and confident in undertaking their duties and responsibilities.

2) Registered Provider partners to ensure that both their existing and new buildings are compliant with the latest government regulations and legislation on building and fire safety.

This includes consideration for all organisations to sign up to the Building Safety Charter.

3) Hackney Council and Registered Provider partners to share fire and building safety information and best practices to ensure people in Hackney are safe in their homes.

This includes Registered Provider partners sharing information on their housing stock as necessary. For example, Registered Provider partners to share information on all private and social housing stock that falls in scope of being a High-Risk Residential Building (18m+) - as well as any further height that may come into scope in future (e.g. 11m+), any

updates or progress on remediation works to these buildings and any other out of scope buildings that are undertaking fire safety remediation works.

Where the Registered Provider partner is the freeholder, they should provide residents with a realistic timeframe of when and how they will obtain any necessary documents, such as EWS1 forms.

4) Hackney Council and Registered Provider partners to create a safety culture amongst their staff and residents to reduce risk from fire as much as possible.

This includes circulating clear messages and communications to promote a culture where building and fire safety is everyone's responsibility which encourages staff, but also residents, to report incidents or concerns as soon as possible.

It also includes for Registered Provider partners to share their residents' engagement strategies with the Council upon request and how these have been communicated with their residents.

10. Carbon Management

Why is this important?

Hackney Council strives for a greener and environmentally sustainable community which is prepared for the future. Hackney is a leading borough for its environmental work around reducing carbon emissions to respond to the climate emergency³⁰.

The climate and ecological crisis is having a significant negative impact in Hackney and across the world, through increased extreme weather events, such as flooding and extreme heat, that put communities, ecosystems and natural resources at risk. Without drastic reductions in emissions, and adaptation to higher rainfall and warmer temperatures, the impacts of climate change will continue to worsen - affecting our lives and those of future generations. In response, the Council declared a climate emergency in 2019, supported by an ambitious vision to rebuild a greener Hackney in the wake of the coronavirus pandemic.

In 2020 the Council launched a publicly-owned energy services company to deliver its decarbonisation targets. It also adopted the Local Plan 2033 which includes policies seeking to make Hackney a low carbon and carbon resilient area and deliver a reduction in carbon emissions, and a greater use of sustainable construction techniques.

Hackney has made progress in reducing emissions over the last decade. Since 2010, emissions from buildings and road transport in Hackney have fallen by about 27%. Consumption emissions - from the things we all buy and use - have fallen by about 10-15% in the UK overall. Nevertheless, without faster action, driven by ambitious policies and targets, we won't be able to protect communities and ecosystems from the effects of climate change.

The Council has prepared a Borough-wide Climate Action Plan (CAP), the Council's first holistic borough-wide plan to address the climate and ecological crisis. The CAP provides a framework

³⁰ Hackney Council, Rebuilding a Better Hackney: The impact of coronavirus on Hackney and our priorities in the next phase, 2020 ([Rebuilding a better Hackney.pdf](#))

for everyone to take action to reduce emissions and adapt to the climate change that is already occurring, driven by an ambitious vision for a greener Hackney in 2030.

The CAP identifies the ambitious, science-based changes that we can work towards achieving a reduction in carbon emissions by 2030. All of these changes are organised into five themes: Adaptation, Buildings, Transport, Consumption and Environmental Quality. Within each theme, there are a set of ambitious 2030 goals. These goals are ambitious, borough-wide and aligned with the Paris Agreement. Reaching these goals at a local level will need the involvement of a wide range of actors including Registered Providers.

Considering that homes are responsible for almost half of all emissions in the borough³¹, and that housing associations are major landlords in Hackney, Registered Provider partners' collaboration is important to contribute to a greener borough and meet wider climate commitments.

How can we work together?

- 1) Hackney Council and Registered Provider partners will work in partnership by sharing best practice and collaborating on policy issues, decarbonisation, heat networks and how to reduce the capital cost of decarbonisation.**

This includes Hackney Council and Registered Provider partners using their experience and expertise to share lessons learned. It also includes actively working together to help each other bring forward heat networks and other viable forms of decarbonisation, actively sharing new techniques and technologies for mutual benefit.

- 2) Registered Providers to contribute to achieving the goals set out in the CAP as appropriate.**

This includes Registered Provider partners to ensure that they are prepared for and resilient to the impacts of the climate emergency, protecting most vulnerable residents ('Adaptation' in the CAP) and work with their residents

11. Supporting Residents with Health and Wellbeing

Why is this important?

Hackney has been undergoing significant development and growth in recent years, but it is still one of the most deprived areas in England presenting some of the poorer health outcomes linked to health inequalities³². The Covid-19 pandemic has widened existing health inequalities across ages, ethnicities, sexes, pre-existing health conditions and socio-economic conditions³³, and created even more complex health and wellbeing challenges.

In Hackney, 22% of children in reception (age 4-5) and over 41% of children in year 6 (age 10-11) are above a health weight³⁴. Year 6 figures are considerably above the national average. Among

³¹ Hackney Council, Hackney a Place for Everyone: Hackney Local Plan 2033, July 2020 ([appendix-1-LP33-adoption-july-2020.pdf](#))

³² Hackney Joint Health and Wellbeing Strategy 2015-18 ([joint-Health-and-Wellbeing-Strategy.pdf](#))

³³ City & Hackney Public Health Team, Review of population health needs to inform City and Hackney Health and Wellbeing Strategy, 2021 ([Review of Hackney population needs_C&H HWS_May 2021 -for website](#))

³⁴ Obesity Profile - Data - OHID

City and Hackney adult residents with BMI recorded, almost half (over 95,300 people) are above a healthy weight³⁵. Obesity has considerable negative physical and emotional consequences in childhood and adult life; it can generate discrimination and lead to low self-esteem, and is a risk factor for premature mortality, thus reducing life expectancy.

In England, 1 in 4 people experience a mental health problem of some kind each year and 1 in 6 people report experiencing a common mental health problem (e.g. anxiety and depression) in any given week³⁶. It is estimated that, in Hackney, almost 30,000 people have depression³⁷. Organisations operating in the borough reported an increase in young people (aged 11- 25) who require mental health support to deal with bereavement, depression, anxiety/stress, family or relationship breakdown and emotional difficulties.³⁸

By increasing awareness, supporting prevention, and commissioning a range of Public Health services (e.g. stop smoking services, healthy weight support, physical activity, health promotion in schools, community kitchens, mental health awareness training and support service, sexual health services, drug and alcohol services, etc.), Hackney Council works with partners and communities to tackle inequalities, improve the physical, mental and emotional health of its residents, and enhance the wellbeing of local people. As landlords of some of the most vulnerable residents in our borough, Registered Provider partners are encouraged to share the same vision and commitment to help residents enjoy full, healthy and happy lives, and improve health outcomes.

How can we work together?

- 1) Registered Provider partners are encouraged to get staff trained in Making Every Contact Count and have conversations with residents to promote the health support and wellbeing initiatives that are available to them locally.**

Make Every Contact Count (MECC) is an approach to behaviour change that uses the daily interactions that organisations and people have with other people to support them in making positive changes to their physical and mental health and wellbeing. In Hackney, hundreds of staff from the council and the wider system, as well as voluntary sector staff and volunteers have been trained with MECC and are able to support and signpost residents with relevant resources.

Staff working for housing providers may have the opportunity to regularly interact with residents in a way not all services can, and can help identify residents' needs, provide advice (or signposting as appropriate), and promote public health messages and initiatives, such as the Healthy Start Food Voucher Scheme, Smokefree Hackney, and physical activity and healthy weight initiatives.

- 2) When developing new homes or refurbishing existing housing stock, Registered Provider partners are encouraged to meet or exceed quality standards of homes and communal areas which positively contribute to their tenants' physical and mental wellbeing.**

³⁵ Extracted from the local GP register by CEG, Blizard Institute, April 2017

³⁶ [How common are mental health problems? - Mind](#)

³⁷ Hackney Joint Health and Wellbeing Strategy 2015-18 ([joint-Health-and-Wellbeing-Strategy.pdf](#))

³⁸ Ibid

Poor quality homes can have a detrimental effect on people's physical and mental health. Registered Provider partners are encouraged to deliver and maintain high-quality, safe and well-designed (i.e. good levels of daylight, acoustic separation, access to outdoor space) homes and communal areas. Open and green spaces within their estates should be easy to walk or cycle through to facilitate social interactions, contribute to good mental health, and encourage an active life. Registered Providers can promote physical activity by improving access to cycle storage, making it easy for residents to take the stairs inside their buildings, encouraging food growing, and increasing access to safe and well lit green spaces or play areas.

- 3) With regards to mental health³⁹, Registered Provider partners are encouraged to promote discussions around this topic with staff and residents, and promote mental health related training amongst their frontline staff to ensure they are able to spot signs of poor mental health and signpost residents.**

This includes contributing to making mental health 'everyone business' and attending the free training opportunities available, such as courses offered by Future Learn⁴⁰, Thrive LDN, Zero Suicide Alliance⁴¹, and MIND⁴², amongst others. Registered Provider partners are also encouraged to familiarise themselves with the bereavement pack put together by Hackney's Public Health team and attend free training on bereavement to know how to speak to and support somebody who has been bereaved⁴³.

- 4) Registered Provider partners should consider the needs of disabled people, including people with an impairment which is not visible or immediately obvious such as dementia, autism and learning disabilities, and their carers as these people may be more vulnerable and may need more help (e.g. to access services) than other service users.**

Registered Provider partners are encouraged to familiarise themselves with and signpost their residents to the resources available on the Hackney Council website⁴⁴ ⁴⁵ about dementia, autism, and learning disabilities.

- 5) With regards to healthy weight, Registered Provider partners should encourage and promote physical activity programmes through their organisation for their residents and staff in Hackney.**

This could be done through organising a Play Street event⁴⁶, sports day, or delivering an exercise class in community spaces.

- 6) As employers, Registered Providers should encourage their staff in Hackney to lead healthy lives.**

³⁹ <https://hackney.gov.uk/mental-health>

⁴⁰ As an example, <https://www.futurelearn.com/courses/psychological-first-aid-covid-19>

⁴¹ <https://zsa.frank-cdn.uk/scorm/full-training/story.html>

⁴² <https://www.eventbrite.co.uk/o/mind-in-the-city-hackney-and-waltham-forest-18644267655>

⁴³ <https://hackney.gov.uk/bereavement-support>

⁴⁴ <https://hackney.gov.uk/autism>

⁴⁵ <https://hackney.gov.uk/coronavirus-vulnerable/#carers>

⁴⁶ <https://hackney.gov.uk/play-streets>

This includes encouraging their staff to walk to work, leave their desk throughout the day, take steps instead of lifts, and stop smoking (staff can be referred to the Council's smoking cessation programme).

12. Supported Housing

Why is this important?

Supported accommodation plays a crucial role in providing safe and secure housing with support for people to live independently, and stay within and participate in the local community. It improves the quality of life for vulnerable people and has wide reaching social benefits.⁴⁷

Demand for supported housing is estimated to increase nationally by 2030. It is projected that the number of supported housing units needed in Great Britain for older people and younger adults will rise by 51% in the period 2015-2030.⁴⁸

Hackney Council and Registered Providers will work together to make sure that supported housing meets the highest needs in the borough.

How can we work together?

1) Hackney Council and Registered Provider partners to work collaboratively to ensure that supported housing in Hackney meets the highest needs.

This includes delivering supported housing that meets Hackney's highest unmet needs and reviewing whether existing supported housing continues to make the maximum contribution to meeting supported housing needs in the borough.

Registered Provider partners are also encouraged to work with the Council to sustain and develop new models of supported housing, e.g. Housing First.

2) Developing an environment that supports recovery through Trauma Informed Care and Psychologically Informed Environments.

Where Registered Provider partners host supported accommodation, they are encouraged to make every effort to design accommodation that provides a Psychologically Informed Environment (PIE); this is crucial when working with residents who have experienced trauma and present with multiple and complex needs.

3) Hackney Council and Registered Provider partners to strengthen a recovery focused approach.

Those residents who are living in short term supported housing are typically expected to move onto independent accommodation, however sourcing appropriate properties within the borough can be a challenge. Registered Provider partners are encouraged to work with Hackney Council to develop move on options that provide good quality, secure accommodation for people who have completed their support journey.

⁴⁷ London Assembly, Supported Housing in the Balance, 2016 ([Supported Housing in the Balance](#))

⁴⁸ London School of Economics, Projected Demand for Supported Housing in Great Britain 2015-2030 ([PSSRU 2017.pdf](#))

13. Inclusive Economy: Employment Skills and Adult Learning

Why is this important?

Over the last 15 years Hackney has seen a rapid social and economic change which has brought many new economic opportunities for local people, however some local residents have felt excluded from the prosperity growing around them⁴⁹.

Hackney Council is intervening proactively to build a fairer and more inclusive economy for the borough. An economy that everyone can feel part of and is there to support both local residents and local businesses. The Council is committed to ensure that all Hackney's communities can participate to shape the local economy and can benefit from local opportunities⁵⁰.

Challenges have been generated by the Covid-19 pandemic which led to unemployment or underemployment, and made disparities in employment opportunities more evident. However, Hackney Council is even more determined to improve opportunities for everyone in the borough⁵¹.

Registered Provider partners and Hackney Council working together, to create employment, skills development and career progression opportunities for Hackney residents and supporting local businesses is key to developing an inclusive local economy that everyone can feel part of and where the benefits of economic opportunities are accessible and shared across the community.

How can we work together?

1) Hackney Council and Registered Provider partners to lead by example in offering quality employment and creating a diverse workforce.

Registered Provider partners and Hackney Council to offer fair pay and conditions of employment, and to monitor and review recruitment processes to ensure a diverse workforce is attracted and recruited at all levels. Registered Provider partners and the Council to focus on upskilling staff and creating progression routes. Finally, Registered Provider partners and Hackney Council to maximise opportunities through supply chains and the apprenticeship levy.

2) Hackney Council and Registered Provider partners to work collaboratively to create pathways and opportunities to connect residents to quality employment and skills opportunities.

Registered Provider partners and Hackney Council to deliver and promote quality employment, skills opportunities and events. Registered Provider partners are encouraged to promote opportunities through the Hackney's Opportunities webpages⁵² and newsletter. Registered Provider partners are encouraged to promote the Hackney's Opportunities newsletter subscription⁵³ to residents.

⁴⁹ Hackney Council, Hackney's Inclusive Economy Strategy 2019-2025, October 2019 ([Inclusive-Economy-Strategy.pdf](#))

⁵⁰ Ibid

⁵¹ Hackney Council, Rebuilding a Better Hackney: The impact of coronavirus on Hackney and our priorities in the next phase, 2020 ([Rebuilding a better Hackney.pdf](#))

⁵² <https://opportunities.hackney.gov.uk/>

⁵³ <https://hackney.gov.uk/newsletters>

- 3) Hackney Council and Registered Provider partners to share information on vulnerable communities and work collaboratively to maximise opportunities for residents facing labour market disadvantages e.g. young people, over 50s, residents with health conditions, refugees and care leavers.**

This includes carrying out targeted promotion of opportunities to key target groups and developing initiatives that address labour market disadvantages.

14. Registered Providers' Role in Communities

Why is this important?

Building on existing strong partnerships, and making better use of resources, community networks and community assets can be helpful to ensure Hackney residents receive high-quality services and continue to thrive in a challenging financial environment characterised by diminishing funding from the Government, rising costs and demand for services, not only for the Council but also for registered providers and other community organisations⁵⁴.

To improve local prosperity, build resilience and ensure that residents have a meaningful stake in the future of their area, Hackney Council is exploring new ways of working in neighbourhoods, engaging and involving local communities and key anchor organisations. This is a broad approach that focuses, in the main, on the 'hyper local' and embedding community support, development and capacity building into what we do in the longer-term.

This includes an in-depth understanding of local needs, building on existing strengths and assets in the community and a coordinated place focused approach from the organisations with a stake in a local area⁵⁵. The work is being piloted in a number of places and the intention is to develop a targeted approach focusing on neighbourhoods where evidence indicates high levels of need, inequality and a sense of being 'left behind' amongst the rapid change occurring in the surrounding neighbourhood.

Housing associations are important anchor institutions within neighbourhoods, play a key role in communities, and often have a good understanding of the needs of their residents. Many are already undertaking valuable projects and activities with communities creating social value and empowering local people, some in partnership with Hackney Council.

The Council is keen to build local partnerships and work with community anchors such as housing providers to ensure that our communities are able to thrive and shape the future of the borough and their immediate neighbourhood.

How can we work together?

- 1) Registered Provider partners to embrace a hyper local place based community development approach and seek to build local partnerships in estates or neighbourhoods where they own or manage housing stock and community assets.**

⁵⁴ Hackney Council, The Hackney Community Strategy 2018-2028, July 2018 ([hackney-community-strategy-2018-2028.pdf](#))

⁵⁵ Ibid

- 2) Registered Provider partners are encouraged to join the Learning Network⁵⁶ facilitated by Hackney Council that brings together initiatives taking a hyper local community development approach within the borough.**

The learning network creates a thriving community of practice that enables stronger relationships and links between initiatives and partners across Hackney, and a strong collective voice for systems change, not just locally, but borough wide.

⁵⁶ RP partners can join the Learning Network by emailing policyandstrategy@hackney.gov.uk

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Appendix 2

London Borough of Hackney Equality Impact Assessment Form

The Equality Impact Assessment Form is a public document which the Council uses to demonstrate that it has complied with Equality Duty when making and implementing decisions which affect the way the Council works.

The form collates and summarises information which has been used to inform the planning and decision making process.

All the information needed in this form should have already been considered and should be included in the documentation supporting the decision or initiative, e.g. the delegate powers report, saving template, business case etc.

Equality Impact Assessments are public documents: remember to use at least 12 point Arial font and plain English.

The form must be reviewed and agreed by the relevant Director, who is responsible for ensuring it is made publicly available and is in line with guidance. Please note that it is your responsibility to send the completed form to your Director. If you are using the Google Form [here](#) please forward them the link you will receive via email after you press 'Submit'. Amendments can be made to submitted Google forms. Detailed guidance on completing Equality Impact Assessments is available [here](#).

Title of this Equality Impact Assessment:

Compact, Partnership Working with Housing Associations
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Purpose of this Equality Impact Assessment:

To assess the equalities impacts of the introduction of the Hackney Council-Housing Associations Compact 2023-2026
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Officer Responsible: (to be completed by the report author)

Name: Jessica Carr	Ext: 2412
Directorate: Climate, Homes & Economy	Department/Division: Economy, Regeneration & New Homes

Director: James Goddard

Date: 14 December 2022

PLEASE ANSWER THE FOLLOWING QUESTIONS:

In completing this impact assessment, you should where possible, refer to the main documentation related to this decision rather than trying to draft this assessment in isolation. Please also refer to the attached guidance.

STEP 1: DEFINING THE ISSUE

1. Summarise why you are having to make a new decision

Following the Exploring the Work of Housing Associations in Hackney Scrutiny Review of The Living in Hackney Scrutiny Commission, it emerged that it is good practice for the Council to have a partnership agreement in place with registered providers (RPs) who operate in the borough. The Compact between Hackney Council and RPs therefore is sought in order to foster partnership working as RPs make up a large proportion of landlords and manage a significant number of homes across Hackney. This partnership document can contribute to aligning the Council's and RPs' key principles and objectives, thus maximising RPs' contributions to achieving Hackney Council's vision for the borough.

The Compact is expected to have a range of benefits including encouraging collaborative work in the borough to help address housing and housing-related needs and aspirations of residents and setting out how housing and housing providers can contribute to residents' health and wellbeing, as well as enabling residents to secure training and jobs.

2. Who are the main people that will be affected? Consider staff, residents, and other

The main people that would be affected by the introduction of the Compact are residents in Hackney who have a Registered Provider as a landlord.

STEP 2: ANALYSING THE ISSUES

3. What information and consultation have you used to inform your decision making?

The following data sources were used to inform the assessment:

- Census 2021 data from the ONS
- Census 2011 data from ONS
- Other data sources referred to in the table below (page 4-10) and footnotes.

No formal consultations are required as part of this report. However, officers widely engaged with Hackney Council colleagues from a number of teams and directorates to ensure that expert and specialist input fed each section of the Compact.

Officers also widely engaged with RPs via a number of project meetings where Council officers and RP representatives defined and discussed the topics/headlines that compose the Compact. RP representatives contributed to and co-produced the different sections of the partnership document.

Equality Impacts

4. Identifying the impacts

New census 2021 data from the ONS shows Hackney's population is estimated to be 259,200 compared with 246,300 in 2011, which is down from last mid-year estimate for

2020 (released in 2021) of 280,900.¹ The ONS however has recognised that the coronavirus pandemic and lockdown may have affected Census 2021 data in a variety of ways. While the data is accurate for Census Day March 2021, it may not be fully representative of Hackney's population due to many residents across London temporarily being away from their usual residence on Census day. Household estimates in London boroughs therefore may have been undercounted, although the ONS has said that for most of the population, the coronavirus pandemic would not have affected where they considered themselves resident.²

Hackney had a population density of 13,611 residents per sq km and it remains the 3rd most densely populated local authority after Tower Hamlets and Islington. Hackney has 106,100 households compared with 101,690 in 2011. It is estimated that around 52.4% of social housing in Hackney is owned by RPs.³

According to the 2021 Census; 60% of Hackney residents were born in the UK, comparable with the number of Londoners born in the UK (59.4%), but lower than the national figure of 82.6%. The percentage of overseas-born Hackney residents has only risen by 0.6% since 2011 - a much smaller increase than in London and England as a whole. This could be linked to the relatively high cost of housing and other living costs in Hackney. There has also been a significant shift in the population of Hackney by country of birth, with an increase in the proportion of residents born in European, North American and Antipodean countries alongside a decrease in the proportion of those born in African and Caribbean countries. This trend is also reflected in the data on passports held, with holders of Jamaican and Nigerian passports no longer amongst the top ten in Hackney, while the proportion of residents holding European passports has risen⁴.

A breakdown of the impact upon each individual protected characteristic as identified in the equality act 2010 is below:

¹ ONS 2020-2021 - Local Authority Housing Statistics return 31 March 2021

² [London Councils briefing warns that Census may have 'significantly undercounted' capital's population - OnLondon](#)

³ ONS 2020-2021 - Local Authority Housing Statistics return 31 March 2021

⁴ LBH analysis from census 2021 on migration (<https://hackney.gov.uk/population#stat>)

Characteristic	Possible Impact
<p>Age Hackney is a relatively young borough with just under 25% of its population under 20 years. The proportion of residents between 20-29 years has grown in the last ten years and now stands at just under 25%. People aged over 55 make up nearly 15% of the population⁵.</p> <p>Data shows that approximately 33.4% of housing register applicants are aged 26-35. This is the highest represented age group, followed by age group 36-45 (27.4%). The least represented age groups are people over 65, in particular 3.7% of applicants are aged 65-74, 1.8% are aged 75-84, and 1.2% are aged over 85%.⁶</p> <p>At the time of the drafting of the Hackney Homelessness Strategy 2020-22, data showed that 48% of Hackney children are estimated to be living in poverty after housing costs, and in 2018 approximately 10% of the working age population were claiming out of work benefits.⁷</p>	<p>Positive The Compact includes a commitment for RP partners to:</p> <ul style="list-style-type: none"> + ensure that their staff are equipped with the knowledge and tools to recognise safeguarding concerns and confidently signpost, refer and support children, young people and adults who are in need or at risk. + promote learning and improvement through the cascading of key information and sharing lessons from case reviews of safeguarding children and young people. + tackle inequalities, improve the physical, mental and emotional health of its residents, and enhance the wellbeing of local people, given that 22% of children in reception (age 4-5) and over 41% of children in year 6 (age 10-11) are above a healthy weight. Year 6 figures are considerably above the national average⁸. + ensure that supported housing in Hackney meets the highest needs, including for Hackney's older population and young adults. + share information on vulnerable communities and work collaboratively to maximise opportunities for residents facing labour market disadvantages e.g. young people, over 50s, residents with health conditions, refugees and care leavers. + participate in, and contribute to, Poverty Reduction meetings and/or initiatives organised by Hackney Council.
<p>Disability In the 2011 Census, 14.6% of Hackney respondents said they had a long-term illness that</p>	<p>Positive The Compact includes a commitment for RP partners to:</p>

⁵ ONS Mid-Year Population Estimates 2019, published June 2020

⁶ Hackney Council Benefits and Housing Needs Data

⁷ Hackney Homelessness Strategy 2020-2022 **Page 272**

⁸ Obesity Profile - Data - OHID

limited their daily activities in some way, compared with 13.6% for London and 17.9% for England and Wales. Hackney's lower than average rates of disability and long-term illness are likely to be due to its relatively younger population, as disability rates tend to increase with age.

In August 2019, 4,157 people were in receipt of Disability Living Allowance, and 3,273 are in receipt of Attendance allowance. In October 2019 9,760 people were entitled to Personal Independence Payments.⁹

Estimates suggest that 2.4% of adults in City and Hackney have a learning disability (ranging from 2.6% in those aged under 45, to 1.8% in those aged 85+) - this equates to 4,937 people in Hackney¹⁰.

There are an estimated 12,102 disabled children (aged 0-19) in Hackney and the City of London¹¹.

10% of housing register applicants need housing with a type of medical classification, ranging from A-B to F. Within this medical classification range, 1.2% would require a wheelchair standard property, while 3.7% could be housed on any floor and would not require any adaptation to the property.¹²

Analysing data of applicants in Band B of the banding system introduced in October 2021, 4.4% of the Band B applications included a medical need. 23.8% of applicants in Band B need a 1 bedroom flat, out of these applications 5.9% include a medical need. 48.2% of applicants in Band B need a 2 bedroom flat, out of these applications 2.2% include a medical need.

- + work with the Council to reduce health inequalities and help people to be active, independent and healthy.
- + consider the needs of disabled people, including people with an impairment which is not visible or immediately obvious such as dementia, autism and learning disabilities, and their carers as these people may be more vulnerable and may need more help (e.g. to access services) than other service users.
- + familiarise themselves with and signpost their residents to the resources available on the Hackney Council website about dementia, autism, and learning disabilities.
- + promote mental health related training amongst their frontline staff to ensure they are able to spot signs of poor mental health and signpost residents.
- + meet or exceed quality standards of homes and communal areas which positively contribute to their tenants' physical and mental wellbeing.
- + get RP staff trained in Making Every Contact Count and have conversations with residents to promote the health support and wellbeing initiatives that are available to them locally.
- + work collaboratively to ensure that supported housing in Hackney meets the highest needs and review whether existing supported housing continues to make the maximum contribution to meeting supported housing needs in the borough.

Gender Identity & Gender Reassignment
Data on the transgender population is not available at a borough level. The Gender Identity

Positive
+ Considering that LGTBQ+ members are at higher risk of homelessness

⁹ It should be noted that there might be some duplication in the numbers as people transition from receiving Disability Living Allowance to Personal Independence Payments.

¹⁰ LB Hackney, Adult Learning Disability Needs Assessment, 2016

¹¹ LB Hackney, Disabled Children's Needs Assessment of Hackney Borough of Hackney and the City of London, 2017

¹² Hackney Council Benefits and Housing Needs Data

<p>Research and Education Society GIRES, currently estimate there are 650,000 (1% of the population) whose gender identity is incongruent with their assigned gender – this would equate to around 2,700 people in Hackney¹³. According to NHS England, numbers seeking medical support are lower, although they have increased significantly in recent years.¹⁴</p> <p>People who have the protected characteristic of Gender Reassignment may be transgender, nonbinary, genderqueer, gender fluid or may identify in another way.</p> <p>The Practical Androgyny website estimates that around 0.4% of the UK population, 1 in 250 people in the UK is non-binary.¹⁵ This equates to around 1,200 people in Hackney.</p> <p>From our Homelessness Strategy, we know that LGTBQ+ members are at higher risk of homelessness than the Non LGBTQ+ population.¹⁶</p>	<p>than the Non LGBTQ+ population, partnership commitments around homelessness prevention will have a positive impact on this group in particular.</p>
<p><u>Marriage and Civil Partnership</u> Hackney has fewer pensioner households, couples who are married or in a same sex civil partnership and cohabiting couples with children than London and England and Wales.</p> <p>The borough has significantly higher proportions of one person, lone parent and multi-person households.</p> <p>As of January 2020, 328 single parent households in the borough were subject to the benefit cap, which alongside other welfare reform cuts, has contributed to increased homelessness and has increased the pressure on Council and other local support services. RPs are often less willing to accept capped claimants making it more difficult for them to access affordable housing.¹⁷</p>	<p>Positive</p> <ul style="list-style-type: none"> + The Compact includes a commitment for RP partners to contribute to making renting in Hackney fairer for everyone. + Through the compact, Hackney Council and RP partners commit to work collaboratively to meet the needs of people on the Council’s Housing Register. + The Compact includes a commitment for RP partners to operate inclusive lettings policies and take an enabling approach to the pre-tenancy checks they may undertake.
<p><u>Pregnancy and Maternity</u> There were 4,384 live births to women in Hackney in 2018. The fertility rate for Hackney is similar to the London and national average at 1.62 live births per woman compared to 1.63 in London and 1.68 in England¹⁸. However, in some parts of Hackney fertility rates are amongst the highest in</p>	<p>Positive</p> <ul style="list-style-type: none"> + Partnership commitments about supporting residents with health and wellbeing and RPs’ role in communities will have a positive impact. In particular, exploring new ways of working in neighbourhoods,

¹³ Gender Identity Research and Education Society (GIRES) - (<https://www.gires.org.uk/what-we-do/individual-help/>)

¹⁴ GP patient Survey, NHS City and Hackney CCG, 2020

¹⁵ Practical Androgyny (<https://practicalandrogyny.com/2014/12/16/how-many-people-in-the-uk-are-nonbinary/>)

¹⁶ Hackney Homelessness Strategy 2020-2022

¹⁷ Hackney Homelessness Strategy 2020-2022 **Page 274**

¹⁸ ONS, Live Births by Area of Usual Residence, 2018

<p>London, particularly in the north-east of the borough¹⁹.</p>	<p>engaging and involving local communities and key anchor organisations can generate benefits for residents with these protected characteristics.</p>
<p>Race</p> <p>Just over a third (36%) of respondents to the 2011 Census in Hackney described themselves as White British. The remainder is made up of black and minority ethnic groups, with the largest group Other White, 16.3%, followed by Black African, 11.4%. The number of Black Caribbean people fell slightly between 2001 and 2011. They made up 7.8% of Hackney's population in 2011 compared with 10.3% in 2001.</p> <p>Data from the 2021 census shows Hackney is home to a number of smaller national and cultural communities. Hackney has a well established Turkish community with a significantly larger community born in Turkey (3.347%) compared to both London (0.828%) and England (0.280%). Other significant communities in Hackney include residents from Nigeria, Europe (particularly Spanish, French, Irish, Scottish and Polish people), residents from the United States, as well as from Jamaica, Australia, India, Ghana and Bangladesh²⁰.</p> <p>The 2018 Annual Population Survey from the Office of National Statistics estimated Hackney's population by broader ethnic characteristics than the Census. The data showed similar findings in the Census 2011 with 51% of Hackney's population identifying as white, followed by 22% of Hackney's population identifying as black. Hackney has an overall larger black population of 22% compared to 11% in London and 3% in England.</p> <p>Almost one third (32.1%) of the housing register applicants did not provide information on their ethnicity ('not recorded/refused/unknown'). Among those who revealed their ethnicity on the application, 30.6% are White. This is the most represented ethnic group, with the next most significant ethnic group being Black/African/Caribbean/Black British (24.6%). Approximately 5.9% are from an Asian or Asian British background. The least represented group is Mixed/Multiple Ethnic Groups (1.9%). 4.9% are from an 'other ethnic group background'.</p>	<p>Positive</p> <ul style="list-style-type: none"> + Though there are no specific partnership commitments targeted around specific ethnicities, due to the profile of the borough we know that there is a higher proportion of Black and Minority Ethnic Groups in social housing in the borough.²¹ Therefore partnership commitments around the delivery of new social housing, improvements to the existing stock, as well as work around employment skills, health & wellbeing and developing a hyper-local place based community development, will have a more positive impact on these groups.

¹⁹ ONS, Births and Deaths by Ward, 2016

²⁰ LBH Census 2021 Briefing 3 Demography: Migration

²¹ London Borough of Hackney - Strategic Housing Market Assessment. March 2015

<p>Religion or Belief</p> <p>Data from the 2011 census shows that just over a third of Hackney’s residents describe themselves as Christian, although this is a lower percentage than the London and UK average. Hackney has significantly more people of the Jewish and Muslim faiths and a higher proportion of people with no religion.²²</p> <p>The ONS 2018 annual population survey estimated that there had been a 10% increase between 2011 and 2018 in the number of residents in Hackney who have no religion (38.2%). The number of residents declaring themselves to be Christians fell by 7.1%, and the number of residents declaring themselves to be Jewish increased by 3.8% between 2011 and 2018.²³</p>	<p>Positive</p> <ul style="list-style-type: none"> + Though there are no specific partnership commitments targeted around specific religions or beliefs, we know that people from the Orthodox Jewish community in particular experience high levels of overcrowding. Partnership commitments around new supply of housing will have a positive impact upon this group. + More broadly, commitments about exploring new ways of working in neighbourhoods, engaging and involving local communities and key anchor organisations can generate benefits for residents with these protected characteristics.
<p>Sex</p> <p>There are slightly more females than males currently living in the borough. Some 141,000 residents are female, 50.2% of the population, and 140,000 residents are male, 49.8%²⁴</p> <p>Women make up the majority of the housing register applicants in the three high priority bands (70.5%), but 81% of Hackney’s rough sleepers are male.</p> <p>It is worth noting here that data collected since 2018 shows an increase in the number of homelessness approaches from single males in Hackney (37.1% in 2018/19, 47.8% in 2020/21).</p> <p>As the Compact includes a section about Domestic Abuse, it is worth noting that Domestic Abuse is highly gendered. The majority of those experiencing abuse are women.²⁵</p>	<p>Positive</p> <p>The Compact commitments will aim to support residents regardless of sex. However, considering that as the majority of those who suffer from Domestic Abuse are female²⁶, partnership commitments around Domestic Abuse will have positive impacts on women in particular.</p> <ul style="list-style-type: none"> + Creating a joint Protocol on Domestic Abuse, that will stand alongside the Compact, defining an agreed housing pathway, will help in providing support for victims and ensure that we take effective action against perpetrators of Domestic Abuse living in Hackney. + RPs to liaise with Hackney Domestic Abuse Intervention Service including for information on training and support for victims/survivors of domestic abuse. + RP partners to work jointly with DAIS and specialist agencies to carefully assess risk, install security measures through the Sanctuary Scheme when appropriate or facilitate moves.

²² ONS 2011 - Ethnicity, Identity, Language and Religion in Hackney, May 2013

²³ ONS, Religion, 2018

²⁴ ONS Mid-Year Population Estimates 2019, published June 2020

²⁵ Hackney and City of London, Domestic Violence (<https://cityhackneyhealth.org.uk/domestic-violence>)

²⁶ Hackney and City of London, Domestic Violence (<https://cityhackneyhealth.org.uk/domestic-violence>)

	<ul style="list-style-type: none"> + Hackney Council to set up and facilitate a Housing Domestic Abuse Champions Network attended by Council officers and RP partner domestic abuse leads to build stronger relationships partners across Hackney ensuring a whole system housing approach. + In addition, considering that men represent the highest proportion of rough sleepers in the borough, partnership commitments about tenancy sustainment, preventing homeless and ending rough sleeping will have positive impacts on men in particular: + Hackney Council and RP partners to take a collaborative and preventative intervention approach to supporting customers in sustaining their social tenancies in order to avoid evictions and prevent homelessness + RP partners to become familiar with the Hackney Homelessness Strategy and contribute to the achievement of its aims and objectives to reduce and prevent homelessness
<p>Sexual Orientation</p> <p>We do not have official Hackney level data for sexual orientation, but the Sexual Orientation Survey carried out by the Office for National Statistics in 2018 provided the following results for London and England. In England, people in London were most likely to identify as LGB (2.8%), compared to the North East which was least likely (1.8%). The higher proportion of people identifying as LGB in London may be explained by the younger age structure of the population. The median age of the population in London was 35.3 years in 2018, compared with 41.8 years in the North East of England²⁷.</p> <p>The 2020 GP patient survey indicated that, in Hackney there were comparatively high numbers of people who identify as gay or lesbian (5%), bisexual (2%), other (2%), a further 10% preferred not to say. The remaining 81% identify as heterosexual or straight²⁸. These figures may under-represent the size of the non-heterosexual</p>	<p>Positive</p> <p>Considering that LGBTQ+ people are more likely to become homeless, partnership commitments about preventing homeless will have positive impacts on the LGBTQ+ community, in particular:</p> <ul style="list-style-type: none"> + RP partners to become familiar with the Hackney Homelessness Strategy and contribute to the achievement of its aims and objectives to reduce and prevent homelessness. + It also includes an invitation for RPs to liaise with Hackney Domestic Abuse Intervention Service, which recognises the intersecting barriers that groups such as LGBTQ+ communities may face in accessing support services for domestic abuse, as well as to access resources from City and Hackney Safeguarding

²⁷ ONS 2018 - Sexual Orientation Survey

²⁸ GP patient Survey, NHS City and Hackney CCG, 2020

<p>population, given the problems involved in disclosure of sexual orientation.</p> <p>We do know however that in London, LGBTQ+ people are more likely to experience domestic abuse²⁹ and become homeless³⁰ and are among groups that can face specific challenges when attempting to access support services.³¹</p>	<p>which provides guidance on discriminatory abuse.³²</p>
--	--

4 (a) What positive impact could there be overall, on different equality groups, and on cohesion and good relations?

Fostering partnership working between the Council and RPs in the borough will contribute to improved access to decent housing and housing related services for Hackney’s residents.

Improvements through the partnership commitments listed in the themes below such as to the public realm, public safety and hyper-local initiatives, all contribute to generate benefits for local communities (e.g. reduce stress and anxiety for residents) and will in turn improve cohesion and good relations among people with different protected characteristics.

The positive impacts are considered below, under each of the fourteen themes of the Compact:

New Homes Development

Increasing the supply of genuinely affordable social rented homes would have particularly positive impacts for households on the Council’s housing register, and especially homeless households in Temporary Accommodation. Residents who are allocated newly built homes would also benefit from the commitment to meet or exceed design and quality standards for homes, blocks and estates, as these would help address the health needs of residents. They would also help to keep homes fuel efficient and help tackle fuel poverty.

Nominations and Lettings

As above, to meet increasing housing demand and the complex needs of people seeking housing in Hackney, RP partners’ contribution to providing genuinely affordable, stable and safe homes to the households on the Council’s Housing Register is extremely important.

Homelessness and Tenancy Sustainment

81% of Hackney’s rough sleepers are male, and the majority (56%) are aged 36-45. 85% of rough sleepers have support needs relating to alcohol, drugs or mental health.³³ In a context of cost of living crisis, reduced availability of social housing, and increasing number of households in acute need, more of the tenants who obtain social housing via the housing register are likely to have complex needs, need support and be unable to afford or access any other housing type. This section will benefit those with complex needs and males as the majority of the boroughs rough sleepers, because Hackney will work with the RP landlord to identify the tenant’s main support needs, and ensure that a holistic support plan is drawn up as part of their Personal Housing Plan. The plan will identify appropriate sources of support

²⁹ City of London VAWG Strategy 2019-2023
³⁰ Hackney Homelessness Strategy 2020-2022
³¹ Hackney VAWG Strategy 2019-2022
³² London Multi-agency Adult Safeguarding Policy 2019
³³ Hackney Rough Sleeping Strategy 2020-2022

available to the tenant from across external parties while the tenant is in crisis. Homelessness also has an overall impact on people's health and wellbeing, therefore partnership preventive working as set out in this section will benefit any Hackney residents who are at risk of homelessness.

Adult Safeguarding and Domestic Abuse

The commitment for partnership work to safeguard adults will ensure that RP staff are equipped with the knowledge and tools to recognise safeguarding concerns and confidently signpost, refer and support residents at risk. This will benefit any adults in Hackney who are in need or at risk. The commitment to partnership working on supporting domestic abuse victims/survivors in the borough will benefit any resident who is in need of such support. As the majority of those who suffer from Domestic Abuse are female³⁴, this section will benefit women, for instance in the commitment for the Hackney Domestic Abuse Intervention Service (DAIS) to deliver training sessions throughout the year on Violence Against Women and Girls (VAWG) related topics to RPs and Council staff.

Safeguarding Children and Young People

As around 25% of Hackney's population are under 20 years³⁵, this section of the Compact will benefit this group as it encourages RPs to follow the City and Hackney Safeguarding Children Partnership (CHSCP) approach to ensure that everyone who works with children across the City and Hackney has the protection of vulnerable children and young people at the core of their work, ensuring that all children and young people are seen, heard and helped. The section emphasises a collective approach that safeguarding is everyone's responsibility, as RPs are well placed to identify issues of risk in both the family home and in the wider community, having knowledge about families and local issues, alongside being in a position to access home environments. Safeguarding young people and families can also contribute to supporting families in the borough with the prevention of rent-arrears, ASB and eviction.

Anti-social Behaviour and Estate Safety

This section includes a commitment for RPs to promote and encourage good relationships and positive behaviour amongst all Hackney residents to build safer communities across the borough.

Maintaining Properties in Good Repair

RP owned housing stock covers a range of tenures including social tenants, leaseholders, shared owners and can within RP owned/managed blocks there may also be private rental properties. Therefore any improvements to their homes will have a positive impact on the majority of groups in the borough.

Estates Waste and Recycling

Improvements to estates waste and recycling services will benefit the majority of groups in the borough. Improving accessibility to bins could potentially benefit residents with disabilities who struggle to access bin stores for example such as those stored in communal areas.

³⁴ Hackney and City of London, Domestic Violence (<http://hackneyhealth.org.uk/domestic-violence>)

³⁵ ONS population in Hackney data 2021 - Age

Building and Fire Safety

By improving their own housing stock through repairs, retrofit and fire safety works, this will directly benefit those in receipt of benefit payments who make up a significant proportion of RP tenants.

Carbon Management

This section lays out the housing-related commitments for the borough's net zero ambitions and these will benefit the borough as a whole, but especially those who are in social housing who will most benefit from programmes that help to address reduce fuel poverty. Those with health needs will benefit from improvements to local air quality and better insulated homes.

Supporting Residents with Health and Wellbeing

The Compact highlights the links between housing and health and aims to improve services to residents by providing better and earlier support to residents with health needs. By promoting health initiatives with RPs, wherever possible, this will help people remain active, independent and healthy in their homes by providing flexible and affordable support services.

Supported Housing

The commitments in this section, such as working collaboratively to ensure that supported housing in Hackney meets the highest needs, will benefit older people, care leavers and those with health and housing needs.

Inclusive Economy: Employment Skills and Adult Learning

The commitments in this section are intended to support residents to develop their skills and to find good quality and stable local employment. This will help enable residents who are unemployed or in poorly paid, insecure jobs to benefit from the significant economic growth in the borough, and to avoid the worst impacts of welfare reform. Good quality and stable employment also has significant health and wellbeing benefits and contributes to reducing inequality. These measures will have positive impacts for all low income residents in the borough, but particularly for social housing tenants who, as a group, have the lowest income levels and highest levels of unemployment.

Registered Providers' Role in Communities

The commitments in this section focus on RPs embracing development and initiatives on a hyper local scale in Hackney's communities. This will benefit the majority of groups as a hyper local approach allows for more in-depth understanding of local needs, and enables a focus on neighbourhoods where evidence indicates high levels of need and inequality and provides opportunities to empower groups who may be disproportionately disadvantaged.

4 (b) What negative impact could there be overall, on different equality groups, and on cohesion and good relations?

The Compact has potentially no negative impacts for equality groups or for cohesion and good relations. However, it is worth noting that the Compact will not give Hackney Council formal oversight over housing associations so, although the Council will monitor high level key principles in the Compact, the extent of the positive impacts described above will ultimately depend on each social housing provider and their work.

The action plan in section 6 describes the actions that will be taken to maximise positive impacts.

STEP 3: REACHING YOUR DECISION

5. Describe the recommended decision

The recommended decision is to approve the proposed Compact.

As described above, taken together the Compact will be positive for equalities groups. It is intended to align shared principles and objectives across the Council and Registered Providers of Social Housing and can help improve the housing and related services for RP residents in Hackney.

STEP 4 DELIVERY – MAXIMISING BENEFITS AND MANAGING RISKS

6. Equality and Cohesion Action Planning

Please list specific actions which set out how you will address equality and cohesion issues identified by this assessment. For example,

- Steps/ actions you will take to enhance positive impacts identified in section 4 (a)
- Steps/ actions you will take to mitigate against the negative impacts identified in section 4 (b)
- Steps/ actions you will take to improve information and evidence about a specific client group, e.g. at a service level and/or at a Council level by informing the policy team (equalityanddiveristy@hackney.gov.uk).

All actions should have been identified already and should be included in any action plan connected to the supporting documentation, such as the delegate powers report, saving template or business case.

No	Objective	Actions	Outcomes highlighting how these will be monitored	Timescales / Milestones	Lead Officer
1	Maximise positive impacts for RP tenants across RPs.	Hackney Council to monitor high level key principles in the Compact.	Maximise the benefits that the Compact can bring to residents. The Council will review the Hackney Council-Housing Associations Compact 2023-2026 and monitor the high level principles contained in the document.	The Compact is introduced for a 3-year period, 2023-2026. In this period the Compact will be reviewed and high level key principles will be monitored via regular and periodic partnership meetings (triannual, occurring every four months approximately).	Head of Service/Project Manager (Housing Strategy & Policy)

Remember

- Assistant Directors are responsible for ensuring agreed Equality Impact Assessments are published.
- Equality Impact Assessments are public documents: remember to use at least 12 point Arial font and plain English.
- Make sure that no individuals (staff or residents) can be identified from the data



Title of Report	3 year Local Implementation Plan (LIP) delivery plan 22/23 - 24/25	
Key Decision No	CHE S152	
For Consideration By	Cabinet	
Meeting Date	23 January 2023	
Cabinet Member	Cllr Mete Coban (Cleared)	
Classification	Open	
Ward(s) Affected	All	
Key Decision & Reason	Please select and delete the answer not required Yes	Significant in terms of its effects on communities living or working in an area comprising two or more wards
Implementation Date if Not Called In	28 January 2023	
Group Director	Rickardo Hyatt - Group Director, Climate, Homes and Economy	

1. Cabinet Member's introduction

- 1.1. Hackney continues to lead London through in its approach to becoming “an exemplar for sustainable urban living in London”. What was once developing new approaches to protecting children from the negative effects of traffic in residential areas by pioneering School Streets that allow children to walk or cycle to school safely, Hackney has now demonstrated that this approach can be achieved at scale, with 48 school streets now permanent.
- 1.2. Having successfully pushed for the expansion of the ULEZ to cover the whole of the borough, Hackney has also gone further in rolling out 19 LTNs

covering most of the borough, making significant impacts towards a clean air city.

- 1.3. Staying ahead of the curve remains the trajectory for Hackney, with current plans to expand the School Streets programme, create more LTNs where people want them and help decarbonise transport within the borough by installing 3000 EV charge points. Further innovative schemes include expanding shared mobility through cargo bikes, dockless bikes and electrifying car clubs to ensure a just transition to the low carbon and electrified transport network.
- 1.4. However, the rapid pace of change in Hackney; ever more pressure on finances, the climate crisis, the economic and population growth, the shifting demographic, its booming popularity as a visitor destination and rising pressure on local transport infrastructure and services mean that we need to plan ahead, carefully making the best of new technologies in order to continue to be the borough that leads London in sustainable transport.

2. **Group Director's introduction**

- 2.1. The Local Implementation Plan (LIP) is a statutory document prepared under Section 145 of the GLA Act and sets out how the borough proposes to deliver the 2018 Mayor's Transport Strategy (MTS) in its area, transport elements of the draft London Plan, and other relevant Mayoral and local policies. The LIP 3, established to meet the 2018 MTS, sets out long term goals and transport objectives for the London Borough of Hackney for a 20 year period, in line with the MTS, and included delivery proposals for the period 19/20 - 21/22. This report sets out the delivery plan for a subsequent three year period 22/23 - 24/25 which also aligns with the Hackney Transport Strategy and the MTS. Through the rest of the document we will refer to this delivery plan as LIP delivery plan 22/23 - 24/25.
- 2.2. The unreliable nature of TfL funding over the past year has meant that funding was secured at very short notice and for much reduced time periods. TfL published guidance in September 2022 with the first long term secured funding package for boroughs to submit updated delivery plans.
- 2.3. The Hackney Transport Strategy was approved by Cabinet in October 2015, following full public consultation in 2014. The Hackney Transport Strategy document covers the period between 2015 and 2025 and therefore has been drawn from for the development of LIP delivery plan 22/23 - 24/25. Policies stated in Hackney Transport Strategy are evident in this document. It is proposed that the final LIP delivery plan 22/23 - 24/25 will be submitted to TfL by February 2023.

3. **Recommendations**

It is recommended that Cabinet:

- 3.1. **Approves the 22/23 - 24/25 Local Implementation Plan Delivery Plan (LIP delivery plan 22/23 - 24/25) and the projects contained within, as set out in Form A (Appendix 1), to meet the requirements set out by the GLA for LIP funding.**
- 3.2. **Delegates authority to the Head of Streetscene, having consulted the Cabinet member for environment and transport (and subject to certification of the Director, Financial Management, if appropriate), to approve minor amendments to the LIP delivery plan 22/23 - 24/25 following TfL feedback, and prior to final submission by the London Borough of Hackney to TfL (February 2023).**
- 3.3. **Approves the overall programme of investment for 22/23 - 24/25 as set out in the list of schemes (Appendix 2). The projects are summarised below in the list of schemes section as a live document that establishes programmes both funded and unfunded where they aim to deliver existing Hackney policy.**

4. **Reason(s) for decision**

- 4.1. In addition to being a legal requirement to prepare the Local Implementation Plan, the LIP is a key means by which TfL allocates funding to the Council to deliver transport projects and programmes. The LIP delivery plan 22/23 - 24/25 in Form A outlines the programmes and projects the Council proposes to deliver between 22/23 and 24/25. The Annual Spending Submission for 22/23 details the first year's programmes and projects. This was submitted to TfL in November 2021. TfL allocated partial funding up to June 2022 for Corridors and Neighbourhoods.
- 4.2. TfL issued guidance for boroughs to assist them in preparing their LIP delivery plans 22/23 - 24/25 in September 2022. As part of this TfL indicated the timescale for preparing the LIP delivery plan 22/23 - 24/25 as follows:
- 4.3. TfL submission timeline

Borough deadline for draft submissions	28th October
Submit Form A for cabinet approval	12th January
TfL provide informal feedback on draft submissions	9th January
Re-draft LIP and Form A submission	18th January
Internal review	20th January

Lead member approval	1st February
Borough deadline for final submissions	13th February
TfL funding letters to boroughs	13th March

5. **Details of alternative options considered and rejected**

- 5.1. Preparing a LIP delivery plan 22/23 - 24/25 is a requirement set out by TfL to apply for LIP funding.
- 5.2. Other sources of funding are bid for when they become available and are used to supplement the LIP or deliver additional schemes that meet the same outcomes as set out in the list of schemes in this document.

6. **Background**

Policy Context

- 6.1. The Pandemic has changed when, why and where we move around on a day to day basis. The Climate Change emergency means that we need to ensure that how we move around is sustainable and low carbon - that means prioritising walking, cycling, and public transport. This is not a new policy direction for Hackney, but now there is a new urgency.
- 6.2. This report details the Council's short-term transport plans to help deliver Hackney's commitment to tackling the climate crisis and build a borough with cleaner air, healthier lives and better neighbourhoods for all of our residents and businesses.
- 6.3. Meanwhile, the current funding landscape is fragmented and uncertain. In the past, London Boroughs would receive significant transport funding through the Transport for London Local Implementation Plan (TfL LIP) grant mechanism, which involved a consistent three-year funding cycle. Since the pandemic, and with TfL's own uncertain financial position, the funding mechanism for boroughs has also been uncertain, with funding allocated for less than 12 month periods.
- 6.4. Following TfL's recent settlement with the DfT, some funding to boroughs has been reinstated, while other funding is to be confirmed. This report attempts to bring together a programme of works that are funded, awaiting funding outcomes, as well as unfunded aspirations, to provide a more coherent picture.
- 6.5. Streetscene, alongside other Council Services, is currently working on aligning its strategic aims with the Hackney Transport Strategy. This section

of the report outlines how existing and future schemes fit in with the wider goals relating to climate change mitigation and maintain the outcomes originally set out in the Hackney Transport Strategy.

- 6.6. The vision that guides transport policy in the borough was set in the Hackney Transport Strategy 2015 that:
- 6.7. *“By 2025, Hackney’s transport system will be an exemplar for sustainable urban living in London. It will be fair, safe, accessible, equitable, sustainable and responsive to the needs of its residents, visitors and businesses, facilitating the highest quality of life standards for a borough in the Capital and leading London in its approach to tackling its urban transport challenges of the 21st Century.”*
- 6.8. In 2018, TfL published Local Implementation Plan (LIP) guidance alongside the Mayor’s Transport Strategy (MTS). Following this, boroughs produced LIPs including three-year delivery plans, covering the period 2019/20 – 2021/22. As set out in the 2018 guidance and subsequently Guidance on developing LIP three-year delivery plans for 2022/23-2024/25 (October 2021), boroughs were asked to prepare a second three-year delivery plan, covering the period 2022/23 – 2024/25. Due to funding uncertainties and the challenges of planning in the emerging recovery context, TfL agreed with boroughs that this plan should be developed in two stages.
- 6.9. In 2021 boroughs submitted an initial one-year plan for 2022/23. In August 2022 there was a new funding settlement between TfL and the DfT which affected London borough funding. Boroughs were asked to update their LIPs for the remainder of 2022/23 and given further guidance by TfL on developing the LIP with the issuing of ‘Guidance on developing borough Healthy Streets delivery plans 2023/24-24/25’.
- 6.10. This report forms Hackney’s response to TfL’s request for a Healthy Street delivery plan.

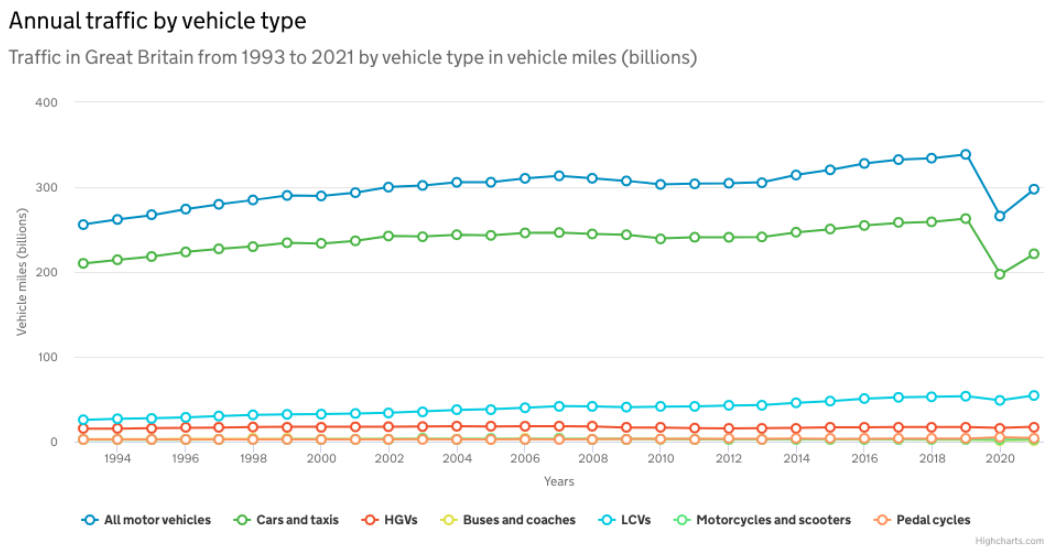
Traffic context

- 6.11. People have changed the way they move around for work and leisure following the pandemic, and the impacts of these changes are still being evaluated. We are also facing an economy that is rapidly electrifying and seeing the beginnings of societal impacts of climate change.
- 6.12. The UK has seen a long term upward trend in motor vehicle use as seen in Figure 1 below. It is clear that the Covid 19 pandemic had a significant impact on overall traffic volumes, but as the DfT report summarises:

“Whilst historically significant, the long term trends can be misleading in most cases due to the extraordinary circumstances observed as a result of the coronavirus pandemic. Vehicle miles travelled in Great Britain have had year-on-year growth in each year between 2011 and 2019. Following a sharp

decline in 2020, traffic levels for 2021 have increased on the previous year but still remain lower than the 2011 levels. Therefore, to say traffic has fallen over the last decade would misconstrue, as the overall decrease is entirely due to the decline in traffic levels observed in the 2020-2021 estimates.”

- 6.13. Figure 1: Annual traffic by vehicle type, Great Britain 1993 to 2021 in vehicle miles (billions)

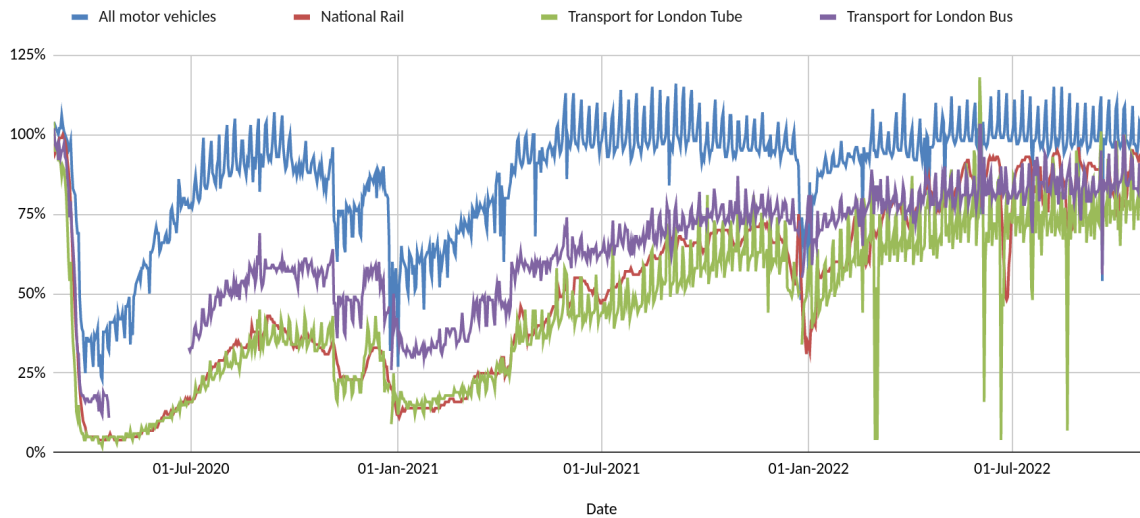


- 6.14. More recent data on the National traffic trends from the DfT Figure 2 since March 2020 shows that general motor traffic has broadly returned to pre pandemic levels. However, public transport has only returned to around 80% of pre-pandemic levels.

- 6.15. Figure 2: Daily usage of transport by mode: Great Britain, since 1 March 2020 as a percentage of the baseline equivalent day or week

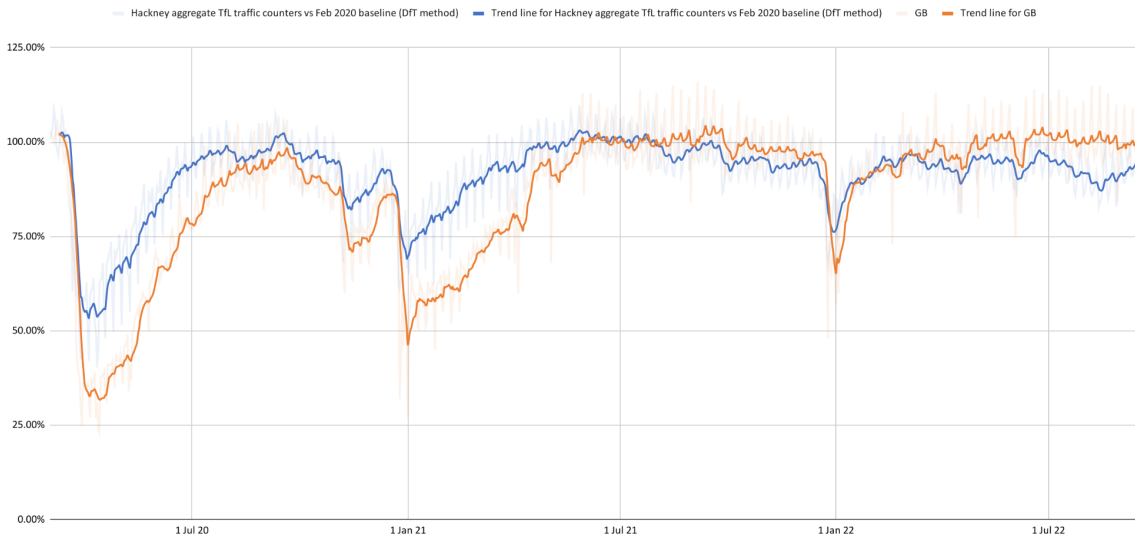
¹ <https://roadtraffic.dft.gov.uk/summary>

Daily usage of transport by mode: Great Britain, since 1 March 2020 as a percentage of the baseline equivalent day or week.



- 6.16. People have changed the way they move around for work and leisure following the pandemic, and the impacts of these changes are still being evaluated. We are also facing an economy that is rapidly electrifying and seeing the beginnings of societal impacts of climate change.
- 6.17. Figure 3 below shows traffic volumes across both Great Britain and locally in Hackney since the beginning of the first lock down period in March 2020. National traffic trends suggest that road traffic has broadly returned to pre pandemic levels by 2022. Data for Hackney main roads suggests that in 2021 Hackney traffic levels had returned to pre pandemic levels, and then proceeded to drop to about 10% below pre pandemic levels in 2022. Other notable observations are that Hackney did not see as significant a reduction in traffic as a result of the first and second down lockdowns (March 2020 & December 2020) as compared to the rest of Great Britain.
- 6.18. Figure 3: GB vs Hackney aggregate TfL counters percentage of February 2020 baseline March 2020 to September 2022.

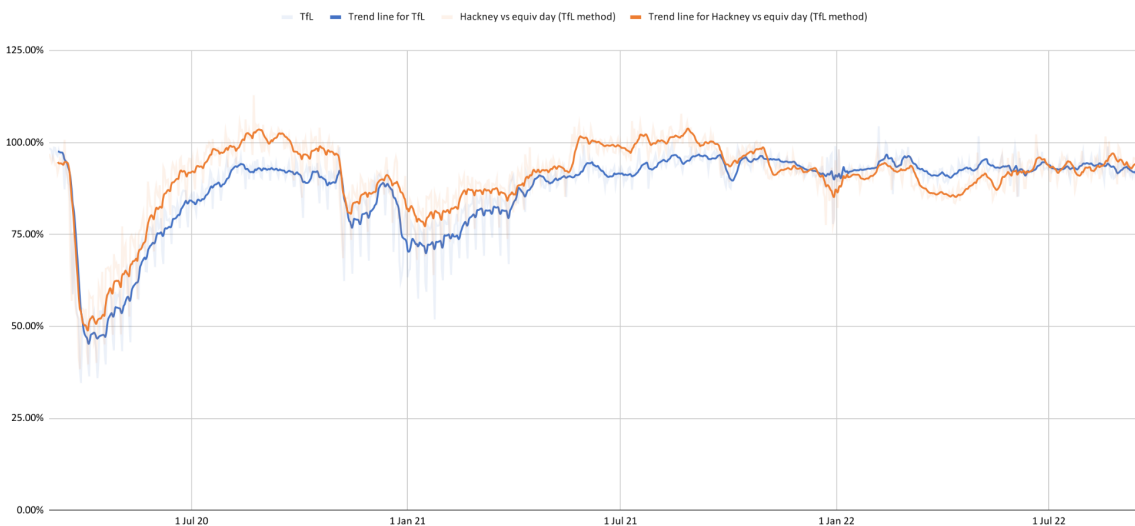
GB vs Hackney aggregate TfL counters percentage of February 2020 base line March 2020 to September 2022



6.19. Figure 4 below shows Hackney traffic levels broadly in line with London trends - a little above it in early 2021 and a little below it in 2022. This is to be expected because at least 40% of the traffic in Hackney is through traffic.

6.20. Figure 4: TfL all London vs Hackney aggregate TfL counters percentage of equivalent day in 19/20 (March 2020 to September 2022)

TfL all London vs Hackney aggregate TfL counters percentage of equivalent day in 19/20 (March 2020 to September 2022)



6.21. Hackney was already concerned by the increase in traffic in the borough, and in 2018 had commissioned a traffic study showing that 44% of the traffic in the borough (by vehicle km) was travelling through the borough. This

information, both the trend of increased traffic on minor roads and a significant proportion being ‘through-traffic’, was consistent with reports from residents of observed increase in minor roads being used as ‘rat runs’ for through traffic, at least partly due to increased availability of advanced routing software on mobile phones and sat navs.

- 6.22. Streetscene will be commissioning an updated traffic study in 2023 to understand any changes in traffic movements and help prioritise future traffic management schemes.
- 6.23. We will also be implementing a program of improvements for walking and wheeling on main roads by installing more continuous junction crossings, increased greenery, seating and mitigating pavement parking.

Public transport

- 6.24. Bus patronage has been recovering predominantly off-peak and at weekends due mainly to an increase in leisure trips. Weekday AM peak journeys have shown the slowest increase as some workers have been unable or have chosen not to return to their offices. In addition many key workers and those in low paid jobs are travelling before 0700 and on Night Buses, so this would explain why the AM peak figure is depressed.
- 6.25. Table below shows bus demand recovery rates for Hackney in September 2022. (last week of September 2022 compared to November 2019)

Time period	Recovery rate % (September 2022 vs November 2019)
Weekday AM peak	72%
Weekday Interpeak	85%
Weekday PM peak	84%
Weekday Evening	85%
Weekday All Day	82%
Saturday All Day	91%
Sunday All Day	90%
7 Day Total	84%

Delivery Plan

- 6.26. Access to funding remains one of the main risks to the successful delivery of the Council's climate and transport goals. Although Streetscene has been successful in progressing key schemes through external funding, recent reductions in funding for sustainable travel and limited Council funding mean that flagship projects are at risk.
- 6.27. On the 27th September TfL announced the first long term funding agreement for the Local Implementation Plan (LIP). Hackney received a cut in funding from £1.7m to £1m for 22/23 and a cut from £1.7m to £910k for 23/24. This cut in funding has significantly reduced the scope of works that were initially planned when the LIP funding bid was submitted in November 2021.
- 6.28. The programme of investment for the remainder of 22/23 and the following two financial years (23/24 and 24/25) is set out in the list of schemes section at the end of this report. The list of schemes is the aspirational delivery plan for the Council. Form A (appendix 1) is the format in which the Council must submit its programme of investment to TfL.
- 6.29. Streetscene and Parking have successfully secured capital funding to expand the cycle hangar program. However, funds for on street, cargo bike and adapted cycle parking are minimal for both FY 22/23 (£34k) and FY23/24 (£36k)
- 6.30. Streetscene have secured private investment to roll out the borough wide network of EV charge points. Internal project management resource funding has been agreed to deliver this project. The revenue generated from the scheme is intended to repay the capital cost of the project management resource.
- 6.31. Streetscene has secured partner funding to expand the dockless cycle hire bays through a 2 year contract with Lime. This model is potentially at risk with changes to legislation. The Council expects to expand the dockless bike bays to increase the visibility and compliance of the scheme.

Clean Fuels

- 6.32. Transport accounts for 21% of the Carbon emissions from Hackney. In the cases where a sustainable mode of transport is not an option, we would like to see all motorised traffic transition to low emission vehicles or electric vehicles (EVs). Electrifying transport will have one of the largest impacts on carbon emissions generated within the borough.
- 6.33. Council to date has 303 charging points, meeting a previous target for everyone in the borough to be 500m from an EV charge point.
- 6.34. Hackney has one of the most ambitious plans to encourage residents and businesses to switch to EVs through a borough wide network of EV

chargers, which will reach 3000 charge points by 2030 with a near term goal to install 1500 by 2026.

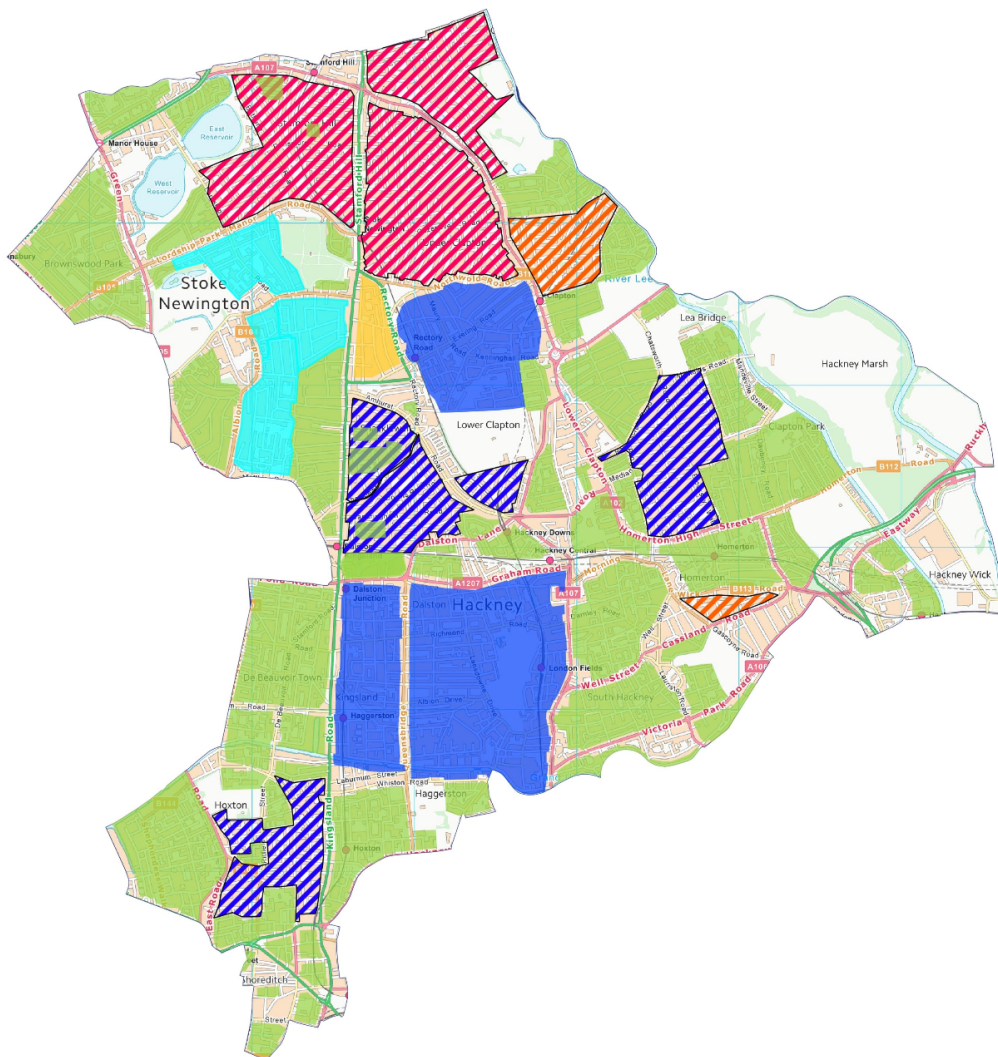
- 6.35. In July 2022, the Council's Cabinet Procurement and Insourcing Committee agreed to award contracts to two suppliers for the implementation and operation of 3000 rapid, fast and slow EV chargers on a concession basis with minimal capital budget requirements from the Council.

Walking and cycling



- 6.36. The Hackney Transport Strategy sets out to create an environment whereby people actively choose to walk and cycle as part of everyday life, which can have a significant impact on public health and may also reduce inequalities in health. Increasing physical activity through active travel (walking and cycling) is also a key strand of the Mayors Transport Strategy, with a long-term target for 2041 of 70% of people reporting two periods of ten minutes spent walking or cycling on the previous day. Only 33% of Hackney residents were meeting this level of active travel exercise in the three years to 2019/20 - the second lowest in Inner London
- 6.37. According to the 2019/20 London Travel Demand Survey (LTDS) with all trips, seven-day walking mode share, some 42.8% of trips ending or beginning in Hackney were by walking which, together with Camden, is the highest level of walking trips in London and well above the Inner London average of 38.2%. This puts Hackney in a strong position to meet its local 40% walking share target by 2025.
- 6.38. Hackney has by far the highest levels of residents cycling to work in London, at 15.4% of all commuter journeys (based on the 2011 Census and taking into account those who do not work or work from home), the second highest borough is Islington at 10.1%, and is almost four times greater than the London average of 4.3%. Nationally, only Cambridge (31.9%), Oxford (18.7%), and the Isles of Scilly (18.4%) have higher rates of cycling to work.
- 6.39. Hackney in 2020, following national and London guidance, responded with a greatly enhanced programme to reduce motor traffic in residential areas and around schools at opening and closing times to encourage walking and cycling in residential areas. This resulted in an acceleration of Hackney's School Streets and Low Traffic Neighbourhoods programmes, with the introduction of 19 new Low Traffic Neighbourhoods and over 40 School Streets around most of the borough's Primary Schools, as well as the creation of two new protected cycle routes.
- 6.40. Since the global pandemic national travel patterns have changed, with people commuting less and travelling for leisure more. Private vehicle use is now broadly at or exceeding pre pandemic levels whilst public transport has remained below pre pandemic levels.

LTNs update and forward plan

- 6.41. The Council's ambition is to ensure that motor traffic is managed at appropriate levels across the entire borough and to continue to improve Hackney for walking and cycling, encourage people to spend time in their local area and create quieter, greener, safer and more pleasant neighbourhoods.
- 6.42. Low traffic neighbourhoods are a proven effective traffic management tool to reduce through traffic on residential streets. The most recent LTNs have focussed on areas with the greater population densities, social distancing and air quality challenges. Some were introduced due to proximity to the South of the borough and 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.
- 6.43. Summary of results from traffic counts of recent LTNs shows traffic decrease of 38% inside LTNs can be achieved.
- 6.44. The next phase will continue the implementation of LTNs, prioritising schemes that were part of the original Emergency Transport Plan and have the highest need based on the original criteria for planning LTNs.
- 6.45. While the broad ambition for each future LTN remains as given in paragraph 6.42, the priority outcomes and vision for each future LTN will vary between neighbourhoods, and will be identified through data gathering and community engagement. Examples of outcomes prioritised for a neighbourhood might include:
- Improved bus journey times with reduced traffic volumes on a local bus route
 - Low traffic walking and cycling routes created to nearby green spaces
 - Low traffic walking and cycling routes for secondary school students to travel independently along
 - New public spaces created for the community to use for instance pocket parks or parklets
 - Pedestrians are able to cross the road in a town centre or residential area safely and with ease
- 6.46. Future years will see all feasible neighbourhoods having traffic management schemes to reduce through traffic.
- 6.47. Map below shows the current status of the LTN programme.



- Low Traffic Neighbourhoods Overview - COPY
- Decision pending
 - Low Traffic Neighbourhood
 - Low Traffic Neighbourhood - Post implementation improvements
 - Dependent on TfL scheme
 - Low traffic neighbourhoods planning
 - Proposed 23/24
 - Proposed 24/25
 - Monitoring and review

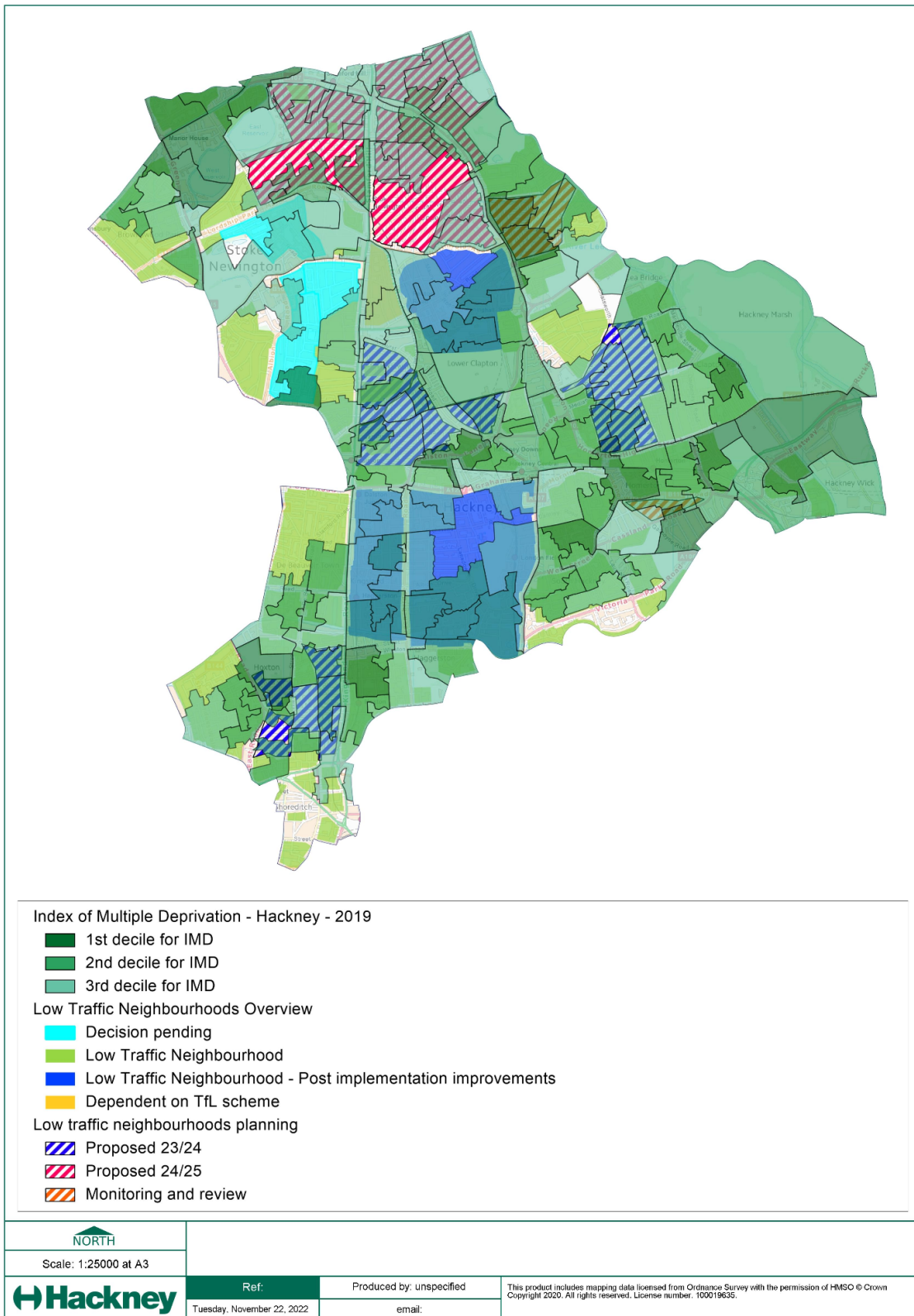
 Scale: 1:25000 at A3	Low traffic neighbourhoods: Existing, under review and proposed		
	Ref:	Produced by: unspecified	This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright 2020. All rights reserved. License number: 100019635.
	Monday, November 28, 2022	email:	

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6.48. Table below shows a profile of the planned or monitored LTNs

Name	Notes	Existing programme pre pandemic	Proposed in ETP	Highest 3 deciles for Index of Multiple Deprivation	Population density over 25,000 p/sqm	Bus route through neighbourhood	Borders existing LTN
Craven Walk	Proposed 24/25	No	No	Yes	No	Yes	Yes
Southwold Road	Proposed 24/25	No	No	Yes	No	Yes	Yes
Dalston LTN	Proposed 23/24	Yes	No	Yes	No	No	Yes
Shacklewell LTN	Proposed 23/24	No	Yes	Yes	No	Yes	Yes
Chatsworth Road	Proposed 23/24	No	Yes	Yes	No	Yes	Yes
Hoxton East	Proposed 23/24	Yes	No	Yes	Yes	Yes	Yes
Stamford Hill West	Proposed 24/25	No	No	Yes	No	No	Yes
Cassland Road	Monitoring and review	Yes	No	Yes	Yes	No	Yes
Cazenove Road LTN	Proposed 24/25	No	No	Yes	No	Yes	Yes

6.49. Map below shows areas that are in the highest 3 deciles for the Index of Multiple Deprivation.

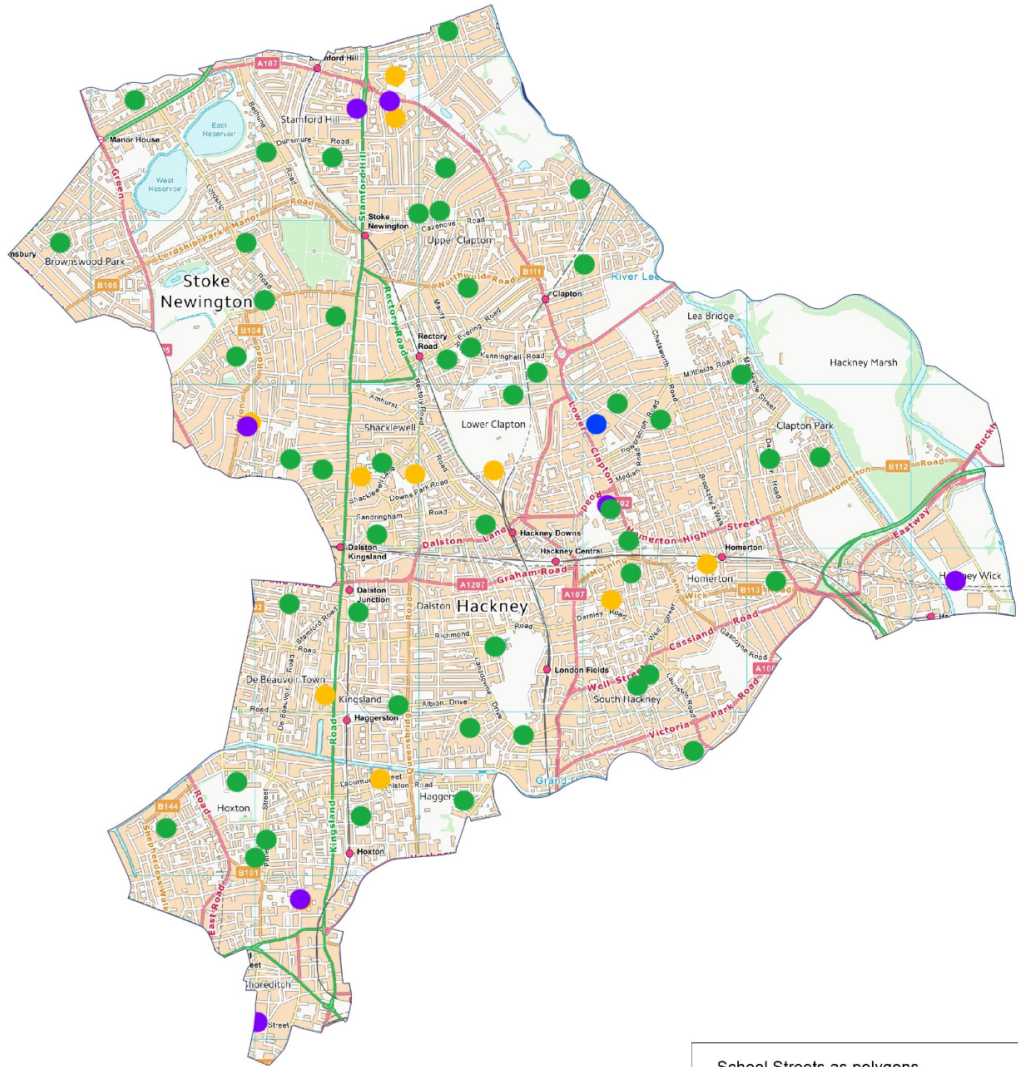


School streets

- 6.50. Hackney already has 48 School Streets, which is the highest number in the UK. The priority now is to manage the existing schemes whilst continuing to introduce new School Streets where these are possible and would benefit the area.
- 6.51. A list of the next proposed School Streets to be implemented as part of the programme as been developed in line with the Mayor’s Manifesto commitment to ‘complete the successful School Streets programme at Hackney’s primary and secondary schools’ and ‘expand the School Streets offer to at least six independent schools in the borough’.
- 6.52. Preliminary scheme proposals have been identified at 6 primary and 6 secondary schools as shown below. Subject to feasibility and funding, these 12 School Streets will be implemented before the end of FY 2025/26.
- 6.53. NOTE: this list is a preliminary intention list and is subject to detailed design review and consultation with the schools and stakeholders.
- 6.54. Independent schools should not miss out on the benefits of School Streets. A programme is therefore being developed to engage with the large number of independent schools, with a view to introducing 6 School Streets to serve them before the end of 2025.
- 6.55. The cost estimates for each scheme are likely to range from £15K to £80K per site (depending on enforcement cameras). Allowing for the maintenance of the existing schemes then an allowance of £20k per year will be needed.
- 6.56. The table below shows the proposed list of School Streets to be taken through to feasibility assessment. Implementation of a School Street at these locations will therefore be dependent on feasibility and funding.
- 6.57. The location of the proposed primary and secondary School Streets are also shown in the map below.

Scheme	Target implementation	Notes
FY 2022/23		
Mossbourne Riverside Academy	February 2023	A School Street is due to be implemented on East Bay Lane in early 2023, pending legal agreement with LLDC
Olive School Street expansion	February 2023	Olive School Street expansion to Clapton Square, Halidon Close and Sutton Place
FY 2023/24		
Hackney New School	Spring 2023	Implementation of a School Street on Enfield Road / Hertford Road
Mossbourne Community Academy & Stormont	Spring/Summer 2023	School Street and traffic filter on Downs Park Road

Scheme	Target implementation	Notes
FY 2022/23		
House Special School (Secondary 1)		
Grasmere Primary School	Spring/Summer 2023	School Street on Church Walk
Independent School Feasibility Study and School Selection	Spring/Summer 2023	Feasibility, scoping and initial engagement with Independent Schools in Hackney
Clapton Girls Academy (Secondary 2)	Autumn/Winter 2023	School Street on Laura Place and possibly Mayola Road / Almack Road and Linscott Road
St Monica's Roman Catholic Primary School	Autumn/Winter 2023	School Street on Hoxton Street (may require changes to existing traffic conditions)
2 x Independent School implementation (1&2)	Autumn/Winter 2023	Implementation of the first two School Streets at independent schools
FY 2024/25		
Halley House School (Primary)	Spring/Summer 2024	School Street on Arcola Street (small School Street) due to access to Hindle House Community Hall
The Urswick School (Secondary 3)	Spring/Summer 2024	School Street at Urswick School on Paragon Road and Darnley Road (unconfirmed)
The Petchey Academy (Secondary 4)	Spring/Summer 2024	School Street on Cecilia Road
Lubavitch Boys' Primary	Autumn/Winter 2023	School Street on Darenth Street
2 x Independent School implementation (3&4)	Autumn/Winter 2024	Implementation of two further independent schools (subject to support from schools)
FY 2025/26		
Berger Primary	Spring 2025	School Street on multiple roads with pupil entrances (undefined)
The Bridge Academy (Secondary 5)	Spring 2025	School Street on Haggerston Road and Laburnum Street
Yesodey Hatorah School (Secondary 6)	Spring 2025	School Street on Egerton Road
2 x Independent School implementation (5&6)	Autumn/Winter 2025	Implementation of two further independent schools (subject to support from schools)



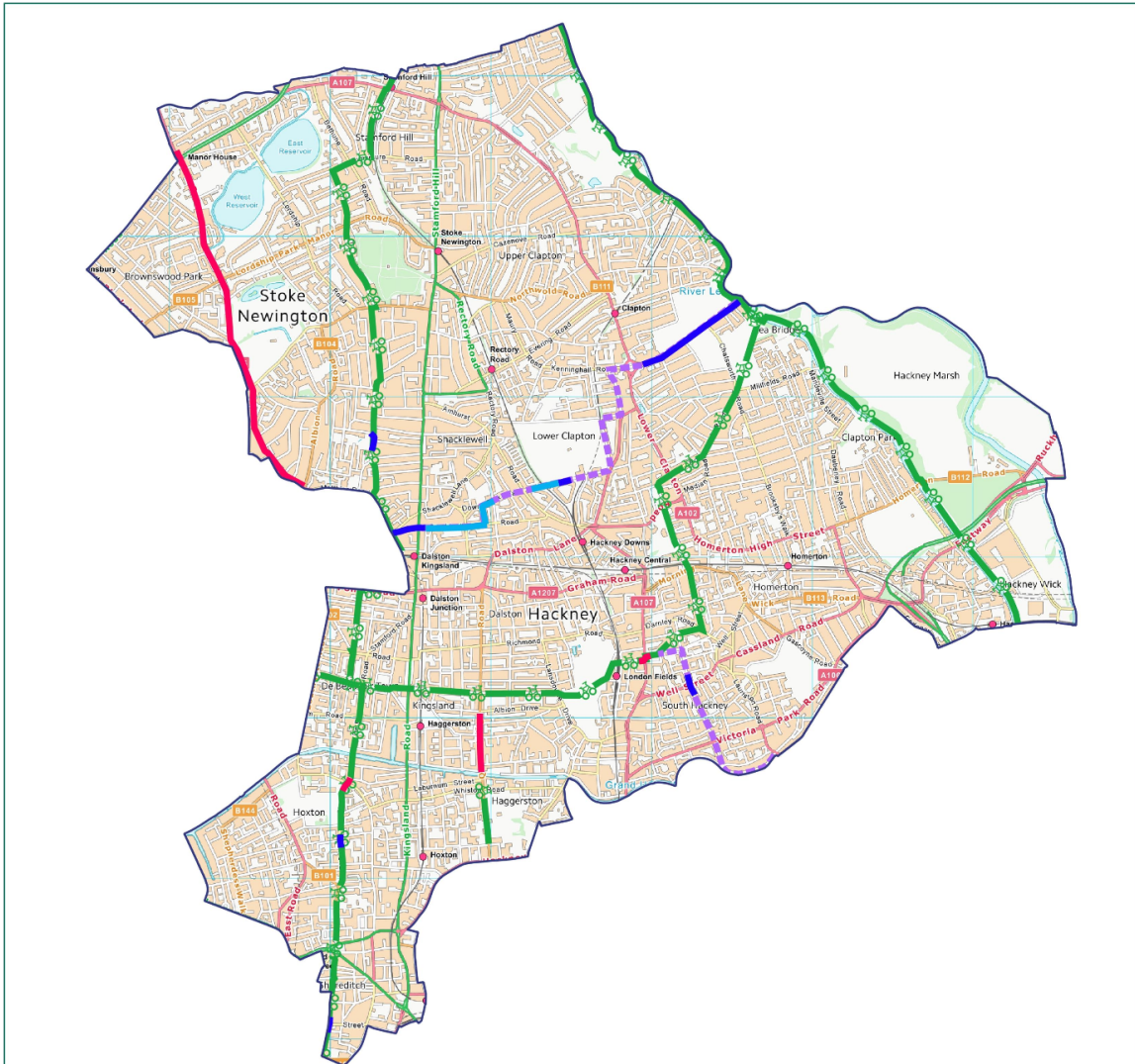
School Streets as polygons

- Active
- Future
- Programmed
- Proposed

	School streets: Active, future, programmed and proposed		
Scale: 1:35000 at A4			
	Ref:	Produced by: unspecified	This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright 2020. All rights reserved. License number. 100019635.
	Friday, December 16, 2022	email:	

Cycling and walking future schemes

- 6.58. There are a number of strategic cycle routes that are being progressed by TfL, such as the Lea Bridge roundabout. Further improvements are being funded by TfL through the LIP. These are shown in the map below and detailed in the list of schemes.

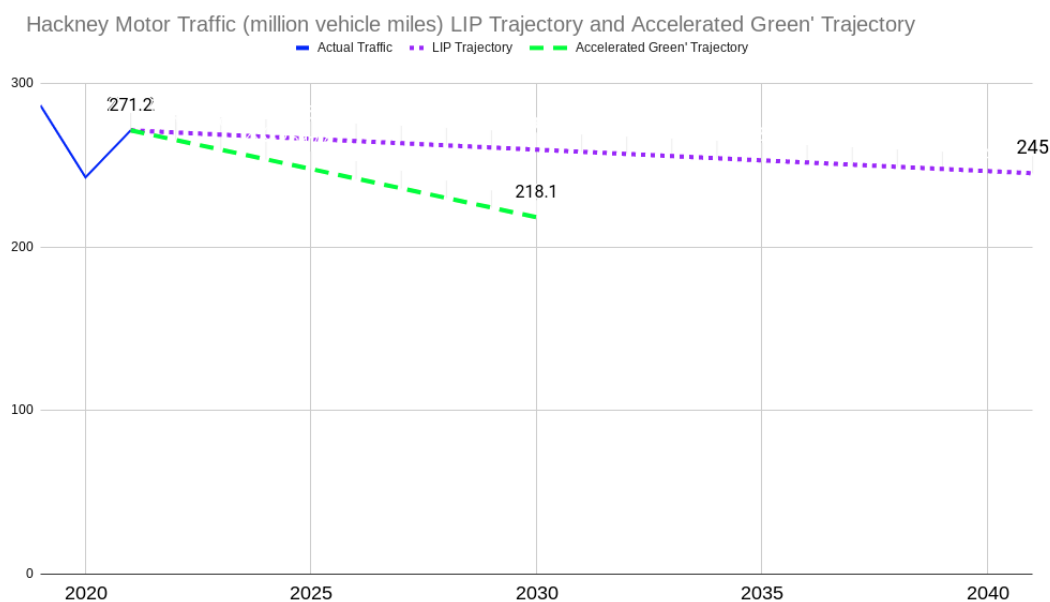


- | | | |
|---|---|--|
| <p>22/23 Hackney Strategic Cycle Routes</p> <ul style="list-style-type: none"> — Abersham Road/Down Park Road junction treatment (C23) — Andre Street/Downs Park Road improvements (C23) — Sandringham Road <p>23/24 Hackney Strategic Cycle Routes</p> <ul style="list-style-type: none"> — Butterfield Green (CS1) pedestrian improvements — Downs park Road parallel crossing (OS Mossbourne School), C23) — Paul Street/Worship Street/ Wilson Street junction (C1) — Well Street/Frampton Park Road signalisation | <ul style="list-style-type: none"> — Pitfield Street/Buckland Street (C1) — C23 Westbound Lea Bridge Road — Crossway/Boleyn Road (C23) <p>24/25 Hackney Strategic Cycle Routes</p> <ul style="list-style-type: none"> — Queensbridge Road (Phase III, C13) — Green lanes cycle way — Toucan crossing London Lane/Mare Street/St Thomas's Way — Hyde Road/Pitfield Street modal filters(C1) <p>Hackney Strategic Cycle Routes Heading</p> | <ul style="list-style-type: none"> — CS1 — Hackney to Victoria park — Lea Bridge to Dalston — Q2 Bloomsbury to Walthamstow — Lea Valley Greenway — Queensbridge Road |
|---|---|--|

 NORTH Scale: 1:25000 at A3	Strategic cycle routes: Existing and planned improvements		
	Ref: Monday, November 28, 2022	Produced by: unspecified email:	This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright 2020. All rights reserved. License number: 100019635.

Car and Motorbike Traffic

- 6.59. Road traffic in Hackney peaked in 2002 at 350 million vehicle miles just before the implementation of the Central London Congestion Charge. This was followed by 15 years up to 2013 of almost unbroken decline when traffic fell to 287 million vehicle miles. From 2013 until 2019 traffic plateaued before falling by 15% in covid period of 2020.
- 6.60. DfT figures show traffic increasing to 271.2 million vehicle miles in 2021 (95% of pre Covid levels). This is still below Hackney's interim 2021 LIP target for traffic in the borough of 289 million vehicle miles. The long term LIP target for traffic is for it to be further reduced to 245 million vehicle miles by 2041. However the 'Accelerated Green' scenario in the Pathways to Net Zero Carbon published in 2021 and supported by the Mayor of London would mean Hackney's traffic reducing much faster to 218 million vehicle miles by 2030.
- 6.61. Hackney Motor Traffic (million vehicle miles) LIP trajectory and accelerated green trajectory



- 6.62. Separately to these Londonwide trajectories, the Mayor of Hackney has committed in his 2022 manifesto to cut road traffic by 30.6m vehicle miles (9%) by 2026 through road user charging. This is slightly more ambitious than the 'Accelerated Green' target shown above.
- 6.63. Other manifesto commitments include reducing the amount of private car travel on the school run from 540,000 miles to 270,000 miles (0.2% to 0.15% by 2026). Improved public transport is thought to be able to contribute a

2.5% reduction in private car use, with a further 0.25% reduction enabled by a stronger local car club offer.

Freight & Delivery Traffic

- 6.64. The efficient freight movement of goods and services are essential for a successful prospering city. Freight demand continues to increase and nationally it is predicted to rise by as much as 115% by 2040 for LGVs with HGV traffic increasing up to 58%. On London's crowded streets, however, the negative impacts of freight in terms of congestion, road user casualties and air pollution have influenced the Mayor's Transport Strategy (MTS) to set ambitious targets to control this growth.
- 6.65. On current trends LGV vehicle km which currently make up 16% of all vehicle km in London, are forecast to grow by up to 43% by 2041. HGVs, which make up 3% of London's traffic, are forecast to decline by up to 6% on 2015 levels.
- 6.66. Reduce freight traffic from LGVs by 2.5% through implementing a Freight Action Plan that includes a Zero Emissions Network, Cargo Bike Sharing hubs and micro PUDO hubs targeted at both retail and wholesale distribution channels and Virtual kerbside management. Ultra Low Emission Streets and road user charging will also be used to promote low emission last mile delivery solutions.
- 6.67. Actions will also be targeted at freight associated with specific sectors such as fast food deliveries and commercial waste collection services. Freight traffic from construction is a particular concern and road danger from lorries associated with this sector is being addressed through the borough's promotion of the Construction Logistics and Community Safety standard (CLOCS) for developers and fleet operators. The Council will map construction developments to inform an area-wide Construction and Logistics Plan.
- 6.68. Hackney will also look to reduce emissions from its own vehicle by investigating the purchase of additional electric and low-emission vehicles for the Hackney Fleet, including cargo bikes and electric HGV vehicles. It will install more Council depot-based electric vehicle charging points suitable for different types of freight vehicles. Hackney will also explore opportunities for consolidation in its goods procurement policies and conduct surveys to prepare the ground for a Council Wide Delivery and Servicing Plan.

Green & Resilient Streets

- 6.69. Healthy Streets plays a central role in addressing the challenges that London faces, including rebuilding from the pandemic, addressing deep-rooted health inequalities and tackling the climate emergency. Borough delivery is

key to the success of the Healthy Streets Approach, as boroughs are responsible for around 95 per cent of London's streets including 70 per cent of the most strategic streets for buses, as well as crucial for delivering a high quality, connected London-wide cycle network.

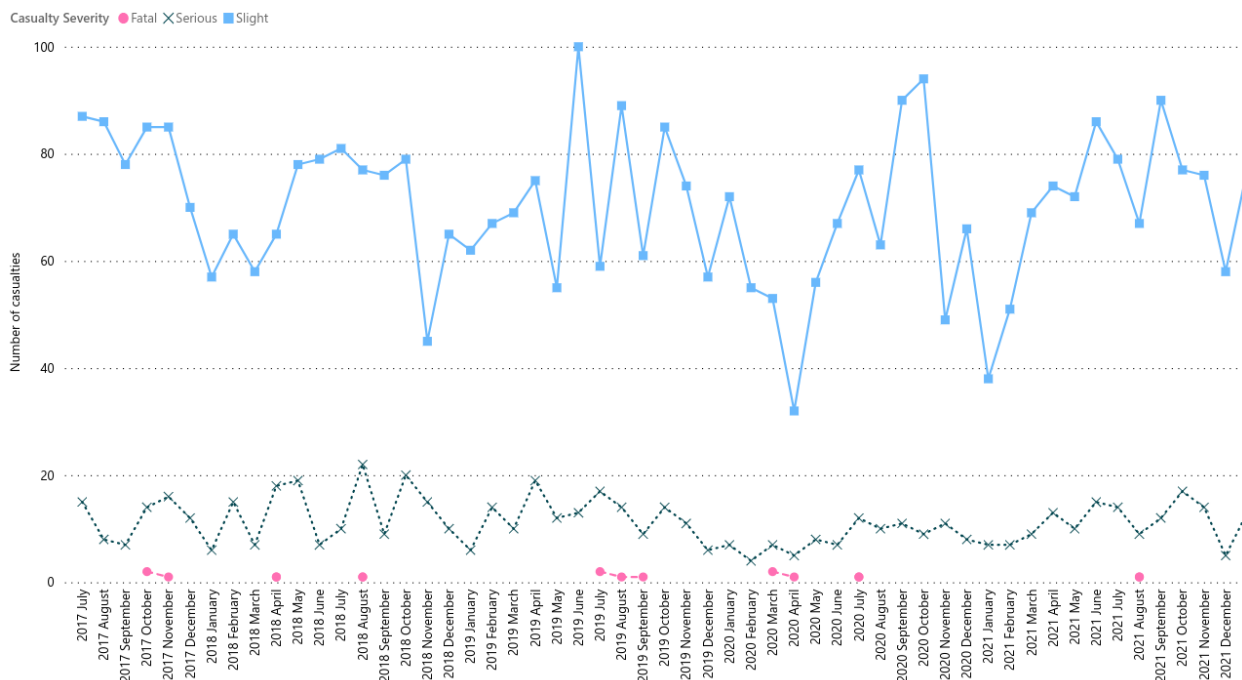
- 6.70. We are currently resurfacing a list of roads, which have been endorsed by cabinet and members. However, there has been little progress in terms of using low carbon asphalt. We are looking at trialling low carbon asphalt at some point in 23/24, but this will come with a cost increase as low carbon asphalt is not included within the current contract and as such would require a variation to the current agreement.

Vision Zero

- 6.71. Making Hackney's roads safer for all road users is one of the key priorities set out in the Council's Sustainable Community Strategy , and this continued priority is to also be reflected in the Transport Strategy, which covers the period between 2015 and 2025.
- 6.72. A Vision Zero approach to road safety management is based on the belief that no death or serious injury is acceptable on roads and follows the principles of the Safe System, where the five pillars of the road environment work together to minimise risk.
- 6.73. 5 pillars to consider
- Safe speeds - encouraging speeds appropriate to the street.
 - Safe streets - designing an environment forgiving of mistakes.
 - Safe vehicles - reducing risks posed by the most dangerous vehicles.
 - Safe behaviours - improving the behaviours of people using our roads.
 - Post -collision response - learning from collisions and improving justice and care for victims.
- 6.74. While 2020 will undoubtedly go down in history as the year of the coronavirus, it will be interesting to assess exactly what the arrival of COVID 19 had overall on the road network and drivers, riders and pedestrians behaviour and attitudes. It was inevitable that with lockdown in place, there would be a radical change to how the roads were used, how public transport was affected and whether the initial changes, either good or bad, would persist going forward. This year may also be remembered as a milestone in the availability of battery electric vehicles, micro mobility, increase in deliveries due to higher online purchases, zero-emission cars with far more models coming onto the market than before, LTNs as well as the first new Clean Air Zones outside of London finally getting the green light.
- 6.75. With the reduction of traffic due to compulsory home working and with the fewer number of private vehicles utilising the roads, it was noted how most drivers' tendency was to speed. Inevitably roads were free from the usual

traffic jams and slower moving traffic, so again focus will be on contributory factors and whether this was indeed the issue it had been perceived to be.

- 6.76. During the pandemic Police units were being assigned to other tasks, therefore road users' behaviour, inconsiderate drivers & riders and associated non-compliance of speed and highway code, slipped further down on their list of enforcement duties. It should also be noted that due to lockdown there was a significant use of online purchasing which resulted in an increase in van deliveries and subsequent increase within the gig economy.
- 6.77. The pandemic also resulted in changes in our lifestyles where more people paid and continue to pay for deliveries of hot food to their home either from restaurants who employ their own fleet of workers or via digital platforms which connect restaurants to consumers via independent workers who get paid per delivery or 'gig' via the app.
- 6.78. The 2020 Casualty Monitoring Report (Appendix 3) provides the dataset for the 2020 casualty figures and shows how Hackney is performing against the revised road casualty reduction targets. Whilst 2020 may not be used as a comparable year in terms of road users and consequent statistics, it is important a consistent record is maintained.
- 6.79. The table below shows casualties by year and month in the borough from July 2017 to December 2021. The graph represents the trends in the slight, serious and fatal casualties across all modes of travel, gender and ages in the borough.
- 6.80. Overall trends are difficult to establish throughout this period, but the effects of the Covid-19 restrictions in April 2020 are shown as a sharp drop in the number of casualties during this month.
- 6.81. Hackney casualties by year and month between July 2017 and December 2021:



ZEN and resident and business engagement

- 6.82. The innovative Zero Emissions Network team provides support to businesses and residents to reduce transport emissions and shift to active, shared and electric mobility. The network has 775 business members and over 600 resident members in Hackney.
- 6.83. To encourage modal shift the network includes cargo, e-bike and EV (electric vehicle) trials and loans to enable businesses and residents to experience and try different modes, before making a longer term switch. The cargo bike share hire provides an alternative for moving larger loads. On-street locations provide remote booking via an app to the public. It gives a good option for travel behaviour change, with 50% of users saying they would have used a car or van if they had not had access to the cargo bike share. Options to improve and possibly expand the cargo bike share locations are currently being considered and assessed.
- 6.84. Through ZEN there is engagement with key stakeholders including local businesses, business associations, community groups, cycling clubs and local EV providers to encourage use of bikes and EVs. The ZEN team will be engaging with businesses and residents around Chatsworth Road to carry out a freight audit and provide advice on how to reduce transport emissions and change behaviour as part of the development of a scheme for this area.

Equality impact assessment

- 6.85. For the LIP 3 and associated delivery plan (2019-2022) an EQIA was carried out and can be found on the [Council's website](#).
- 6.86. To meet the Council's obligations in relation to the Equality Act 2010 and to continue to foster good relations between groups with protected characteristics, officers have updated the EQIA in relation to the LIP 3 delivery plan 22/23 - 24/25. This EQIA report can be found in [appendix 4](#).
- 6.87. Equality impact assessments will also be carried out for each scheme separately to ensure that the impacts of each scheme are updated as we work through the proposed delivery plan.
- 6.88. Hackney Council and its delegated authority decision-makers must comply in the performance of their functions with the Council's obligations under the Equality Act 2010 and other relevant provisions including Article 14 of the European Convention on Human Rights, where that applies. The Public Sector Equality Duty set out in section 149 of the Equality Act requires the Council to have due regard in the performance of its functions to the need to eliminate, amongst other things, discrimination, to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it, and to foster good relations between such groups.
- 6.89. As part of the guidance for boroughs preparing their LIPs, TfL recommended an Equalities Impact Assessment (EQIA) was undertaken which would address the Borough's Public Sector Equality Duty. The purpose of the EQIA is to assess the impact of the LIP on the eight protected characteristics identified in this Duty. The Equality Duty requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations by reference to people with protected characteristics.
- 6.90. A consideration of each of these groups may require the Council to have due regard to other factors set out in section 149. As part of our decision-making process on the proposal for the LIP delivery plan 22/23 - 24/25, the impacts of it have been investigated and measured so far as circumstances reasonably allow, with particular consideration being given to the likely impact on those with a relevant protected characteristic. These characteristics include age, disability, gender reassignment, marriage and civil partnership, race, religion or belief, sex and sexual orientation.

Consideration has also been given in this section to children, pregnancy, maternity and persons on very low incomes.

- 6.91. In undertaking the EQIA a thorough assessment of past, previous and predicted transport trends was made, such as analysis of Census data and a review of national, regional and sub-regional policy and guidance that were in themselves, subject to EQIA for example, the Mayor of London's Transport Strategy (MTS) and the Council's Transport Strategy [2015-2025]. The Council has also published a [Hackney EqIA Evidence Base](#) to aid the process of undertaking an EQIA.
- 6.92. The vast majority of the 44 LIP objectives and schemes arising from these objectives offer a positive impact on the eight protected characteristics. The overall impact of the LIP should result in a more accessible borough for all groups to move around easily through a choice of transport modes. The LIP 3 and the LIP delivery plan 22/23 - 24/25 will build on the progress that the Transport Strategy [2015-2025] and LIPs 1 and 2 made in the borough, through supporting the growth of Hackney by prioritising sustainable transport. The LIP has a strong emphasis on walking, cycling, improved public transport and road safety (which differentially affects various ethnic groups) alongside new initiatives to reduce the environmental impact of motor traffic.

Sustainability and climate change

- 6.93. TfL required boroughs to undertake a Strategic Environmental Assessment [SEA] of the draft LIP 3. Consultants Temple Group/Steer were commissioned to undertake the SEA Scoping Report and the subsequent Environmental Report following public consultation on the draft LIP 3. The Scoping Report identified the topics to be assessed by the SEA. The inclusion of a topic was on the basis of whether the LIP 3 would have significant effects on a specific topic. The assessed topics are detailed below:

Topic	Specific issues identified
Air Quality	Air
Attractive neighbourhoods	Population; human health; landscape; cultural heritage including architectural and archaeological heritage
Climate change mitigation and adaptation	Climatic factors
Energy use and supply	Material assets

Fairness and inclusivity	Population; human health
Historic environment	Cultural heritage including architectural and archaeological heritage
Mental and physical well-being	Population; human health
Natural Capital and Natural Environment	Biodiversity; fauna; flora
Noise and vibration	Population; human health
Safety and security	Population; human health

- 6.94. As part of the SEA regulations, reasonable alternatives to the LIP 3 proposals would need to be assessed. The consultants considered the only alternative would be a “Do-nothing” scenario. However, as part of the SEA the consultants examined the approach the Council used to develop the LIP 3 proposals and the evidence used to derive these. The Environment Report describes this process and the extent to which environmental considerations have been taken into account in developing the LIP 3 proposals.
- 6.95. As the LIP 3 included Hackney Transport Strategy objectives, the SEA Environmental Report considered the combined LIP 3 and HTS objectives and targets.
- 6.96. The SEA Environmental Report concludes that no significant adverse environmental effects will result from the implementation of the LIP 3 and Transport Strategy in Hackney. As such, no specific recommendations for the mitigation of effects are required. All the effects identified are either considered to have no impact or will be positive. For a few cases, the LIP 3 and Transport Strategy may have positive or negative effects but the level of information available to the consultants at the time of the assessment did not allow them to make a clear judgement.

Consultations

- 6.97. The policy and outcomes that have guided the creation of the delivery plan set out for approval in this report are a continuation of the of the policy and outcomes set out in the LIP 3, the MTS, the Hackney Transport Strategy, the more recent Emergency Transport Plan.
- 6.98. Public consultations were carried out for the LIP 3 and the Hackney Transport Strategy.
- 6.99. A full public consultation was carried out in 2018 for Local Implementation Plan three (LIP 3) which demonstrates how we will contribute to achieving the London Mayor’s Transport Strategy goals for up to 2041. Consultation on the draft LIP 3 was initially between 12 November and 16 December but was extended to 6 January to allow greater public participation.

6.100. Consultation with statutory consultees was carried out for the LIP delivery plan 22/23 - 24/25 in line with s145(2) below:

- Police commissioner
- TfL

6.101. Individual statutory consultations will also be carried out at scheme level and consult with the relevant consultees set out in s145(2) as well as any stakeholder viewed as appropriate in relation to the impact of the scheme.

7. **Comments of the Group Director of Finance and Corporate Resources.**

7.1. Each London Borough is required to prepare a Local Implementation Plan (LIP) containing its proposals for implementing the Mayor's Transport Strategy (MTS) under the Greater London Authority Act (1999).

7.2. The LIP is a statutory document setting out the council's transport strategy and objectives for the borough and how it intends to implement them through transport measures. The strategy and objectives need to relate to the Mayor's Transport Strategy and the LIP has to be approved by Transport for London on behalf of the Mayor.

7.3. The LIP 3 guides transport priorities and projects and details a three-year programme of investment (2022/23 to 2024/25) to implement the Mayor of London's Transport Strategy (MTS). The key overarching framework for the new MTS is the 'Healthy Streets Approach'. This policy puts people and their health at the centre of our decision making, helping everyone to use cars less and to walk, cycle and use public transport more.

7.4. This report outlines the structure and content of the LIP 3 and the Council's proposed local transport objectives, indicators and targets, and how these will be addressed through investment in transport measures for the period 2022/23 - 2024/25 and beyond. Appendix 1 of this report gives an indicative breakdown of the proposed LIP delivery plan 22/23 - 24/25 and spending on specific scheme areas.

7.5. One of the primary sources of funding for schemes and initiatives to improve transport infrastructure and travel choices in Hackney is Local Implementation Plan (LIP) funding, allocated through Transport for London (TfL). Following approval by TfL, the schemes and initiatives within the approved LIP delivery plan 22/23 - 24/25 programme will be implemented subject to receiving the full funding allocation.

7.6. TfL has allocated the Council a provisional sum of £1.058m for 2022/23 and £946k for 2023/24 against Corridors Neighbourhoods. The Council ensures that the proposed LIP programme for 2022/23 fully commits to the provisional spend allocation. The Head of Streetscene proposes to implement the programme within available resources. Technical staff time

(fees) will be charged to the schemes within the LIP allocations. There should be no additional cost to the Council in implementing these schemes.

- 7.7. The 3 year Local Implementation Delivery Plan (LIP) 22/23 - 24/25 includes schemes identified through a number of sources, including requests from Members and residents; strategic schemes that support the Council's objectives; schemes that have been committed in previous years for multi-year funding; and schemes that have the potential to improve road safety.
- 7.8. Streetscene has introduced a number of innovative schemes over the course of the last decade. These programmes required a considerable initial capital investment due to their innovative nature. These programmes may eventually be integrated into the Council's services and may even be able to support itself through fees and other forms of revenue.
- 7.9. Some active projects at the moment are either still in the early stages of pilot testing or lack a distinct revenue option. To maintain the high standards and efficacy of the schemes, revenue is needed for these projects and must be controlled at the scheme level. These projects currently consist of parklets, SuDs, and School Streets.

8. **VAT implications on land and property transactions**

- 8.1. Insert text here or delete this section if the report does not concern a land / property transaction.
- 8.2. Insert text here. Delete if not required and scroll to the next section
- 8.3. Insert text here. Delete if not required and scroll to the next section. Hit return to add further sections, which will automatically be numbered.

9. **Comments of the Director of Legal, Democratic and Electoral Services**

- 9.1. The Councils Local Implementation Plan (LIP) 22/23-24/25 sets out how the Council proposes to implement the Mayor's Transport Strategy in its area (as is required under s.145 LGA Act 1999).
- 9.2. The recommendations set out in part 3 of this report fall within the definition of a Key decision under the Councils Constitution.
- 9.3. Cabinet is authorised to approve the recommendations set out in Section 3 of this report pursuant to the Council's constitution Article 13.5 which states:

- 9.4. A key decision is a Cabinet decision which is likely to:
- i) Result in the Council incurring expenditure which is, or the making of savings which are, significant having regard to the Council's budget for the service or function to which the decisions relates, or
 - ii) Be significant in terms of its effects on communities living or working in an area comprising two or more wards in the area of the Council.
- 9.5. Recommendation 3.1 of this report recommends that Cabinet approves the 22/23 - 24/25 Local Implementation Plan Delivery Plan (LIP delivery plan 22/23 - 24/25) and the projects contained within, as set out in Form A (Appendix 1), to meet the requirements set out by the GLA for LIP funding. Recommendation in 3.3 recommends that cabinet approves the overall programme of investment for 22/23 - 24/25 as set out in the list of schemes (Appendix 2).
- 9.6. Currently the Mayor's scheme of delegation reserves to the Mayor and Cabinet approval of: all corporate policies and strategies, all formal service strategies, and the London Mayor's Transport Spending Plan and Borough spending plan for transportation. The Mayor and Cabinet are permitted to approve the recommendations set out in Paragraph 3.1 and 3.3 of this report.
- 9.7. The recommendation set out in 3.2 of this report recommends that Cabinet Delegates authority to the Head of Streetscene, having consulted the Cabinet member for environment and transport (and subject to certification of the Director, Financial Management, if appropriate), to approve minor amendments to the LIP delivery plan 22/23 - 24/25 following TfL feedback, and prior to final submission by the London Borough of Hackney to TfL (February 2023). In order to ensure the deadline of February 2023 is met, delegation of authority to approve minor amendments to the LIP delivery plan 22/23 - 24/25 following TfL feedback (and prior to final submission by the London Borough of Hackney to TfL) to the Head of Street Scene is required. Paragraph 2.2 (Sub-delegation of Cabinet Functions) i) of the Cabinet Procedure Rules states that "*If the Elected Mayor delegates functions to the Cabinet, unless they direct otherwise, then the Cabinet may delegate further to a Committee of the Cabinet, to an officer, to any joint arrangements, to another authority or to area committees*". Cabinet is therefore permitted to delegate to the Head of Street Scene, the approval of minor amendments to the LIP delivery plan 22/23 - 24/25 following TfL feedback, and prior to final submission by the London Borough of Hackney to TfL (February 2023).

Appendices

Appendix 1 - [Form A](#)

Appendix 2 - List of schemes (appended in report)

Appendix 3 - [2020 Casualty Report](#)

Appendix 4 - [EQIA 22/23 - 24/25](#)

Exempt

There are no exempt appendices

Background documents

[Hackney LIP3 FINAL \(March 2019\)](#)

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GROUP DIRECTOR: Rickardo Hyatt



SIGNED:

DATED: 11 January 2023

Appendix 1

[Form A](#)

Appendix 2

List of schemes

	Measure	22/23	23/24	24/25	Status
T.1	Clean Fuels				
T.1.1	Expand the EV charging network				
T.1.1	Expand the EV charging network	Planning & Consultation	Delivery	Delivery	Funded Supplier Capital
T.1.1	Retro fit existing EV chargers with dedicated bays where appropriate 80 per year	Delivery	Delivery	Delivery	Unfunded
T.1.1	Work with car club operators to electrify their fleets	Planning & Consultation	Delivery	Delivery	Funding dependent on Car club contributions
T.1.2	Reduce the Council's transport greenhouse gas emissions				
T.1.2	Replace the council's diesel fleet with electric vehicles, bikes and e-bikes	Sustainable transport team supporting internal services	Sustainable transport team supporting internal services	Sustainable transport team supporting internal services	
T.1.2	Update HR policies to require low carbon and active travel options for business travel	Sustainable transport team supporting internal services	Sustainable transport team supporting internal services	Sustainable transport team supporting internal services	

T.2	Walking and cycling				
T.2.1	Increase rates of walking and cycling				
T.2.1	Expand the dockless bike scheme	Planning & Consultation	Delivery		Partner & S106 funded
T.2.1	Cycle training to be offered to 6,000 children primary & secondary school level.- over a 2 year period	Delivery (part funded)	Delivery (part funded)		Part LIP funded
T.2.1	Road safety programmes offered to all schools.	Delivery	Delivery		Part LIP funded
T.2.1	Staff cycle training & route planning offered to Hackney staff together	Delivery	Delivery		Unfunded
T.2.1	ZEN business engagement programme	Planning & Consultation	Delivery		Part LIP funded
T.2.2	London Fields Low Traffic Neighbourhoods - post scheme review and amendment	Consultation and design	Delivery		Committed funding LIP
T.2.2	Hackney Downs Low Traffic Neighbourhoods - post scheme review and amendment	Consultation and design	Delivery		Committed funding LIP
T.2.2	Waterson Street	Consultation, design & delivery			Subject to LIP funding
T.2.2	Chatsworth Road LTN	Consultation and design	Delivery		Partially LIP funded
T.2.2	Dalston LTN	Consultation and design	Delivery		Subject to LIP funding
T.2.2	Hoxton East LTN	Consultation and design	Delivery		Subject to LIP funding

T.2.2 Expand cycling infrastructure					
T.2.2	Cycle parking	Delivery	Delivery		Partially LIP funded (£34k)
T.2.2	Cycle hangars	Planning & Consultation	Delivery	Delivery	Funded (Council Capital)
T.2.2	C23 Boleyn Road/Crossway junction (Lea Bridge and Dalston Cycleway)	Design	Delivery		Subject to LIP funding
T.2.2	C23 Abersham Road (Lea Bridge and Dalston Cycleway)	Delivery			Committed funding LIP
T.2.2	Queensbridge Road (Phase II, C13)	Consultation and design	Delivery	Delivery	Subject to LIP funding
T.2.2	Cricketfield	Consultation and design	Delivery		Funded (Council Capital road safety)
T.2.2	Ufton Road	Delivery			Funded
T.2.2	Nile Street	Consultation and design	Delivery		Funded (S106)
T.2.2	Flanders way	Delivery			Funded (Council Capital)
T.2.2	Wayland Avenue		Consultation and design	Delivery	Funded (GLA)
T.2.2	Pembury Road	Consultation and design	Delivery		Funded (Council Capital road safety)
T.2.2	Olive School	Consultation and design	Delivery		Funded (Developer Contribution)
T.2.2	Downham road Road safety	Consultation and design	Delivery		Funded (Council Capital road safety)

	Albion Road	Consultation and design	Delivery		Funded (Council Capital road safety)
T.2.2	Leonard Street (west)	Delivery			Funded (S106)
T.2.2	Charles Square	Delivery			Funded (S106)
T.2.2	Rufus Street Pedestrianisation (south of Hoxton Square)		Delivery		Funded (S106)
T.2.2	Phipp Street		Delivery		Funded (S106)
T.2.2	Spring Hill		Delivery		Funded (Council Capital)
T.2.2	Green Lanes cycleway		Planning & Consultation	Delivery	Subject to LIP funding
T.3	Car and Motorbike Traffic				
T.3.1	Improve the accessibility of public transport				
T.3.1	Mare Street	Delivery			Funded (Council Capital)
T.3.1	Amhurst Park	Design	Consultation and Design		Subject to LIP funding
T.3.1	Kenton Road	Delivery			Funded (LIP funding)
T.3.1	Graham Road bus lane extension		Consultation, design & delivery		Subject to LIP funding
T.3.1	Review bus stop locations to ensure that they work well in the transport network and their impact as trip generators		Delivery		Unfunded
T.3.2	Explore the introduction of Road User Charging				
T.3.2	Continue to deliver prerequisite traffic management schemes (LTNs, road closures, traffic	Delivery			Subject to LIP funding

	filters) subject to investigation/engagement				
T.3.2	Complete early documentation: feasibility study, options appraisals, impacts assessment, and business case. This will include defining possible exemptions and charging mechanisms.		Planning & Consultation		Unfunded
T.3.2	Define exemptions and charging mechanism for Road User Charging		Delivery		Unfunded
T.3.2	Initial engagement programme for Road User Charging			Delivery	Unfunded
T.3.3	Accelerate car sharing and other types of shared mobility				
T.3.3	Deliver additional 100 car club vehicles	Planning & Consultation	Delivery	Delivery	Funding dependent on Car club contributions
T.3.3	Coordinate installation of dockless bike bays, TfL docking stations, cargo bike hire, cycle hangars, car clubs, parklets and greening/SUDs	Planning & Consultation	Delivery	Delivery	Funded (supplier contributions and LIP)
T.4	Freight & Delivery Traffic				
T.4.1	Reduce freight traffic				
T.4.1	Publish a Freight Action Plan	Consultation and design	Delivery		Unfunded
T.4.1	ZEN business and resident engagement	Consultation and design	Delivery		Subject to LIP funding
T.4.2	Accelerate the use of alternative delivery systems				
T.4.2	Extend Cargo bike and ebike switch grants scheme through ZEN	Consultation and design	Delivery		Subject to LIP funding

T.4.2	Promote and enable freight consolidation hubs with multiple logistic suppliers, this could include micro-distribution hubs thorough ZEN	Consultation and design	Delivery		Unfunded
T.4.2	12 cargo bike hubs	Consultation and design	Delivery		Subject to LIP funding
T.5	Green & Resilient Streets				
T.5.1	Convert roadspace to public realm, SuDs and other uses				
T.5.1	Community Parklet programme	Delivery	Delivery	Delivery	Subject to LIP funding
T.5.1	Pocket Park programme	Consultation and design	Delivery		Subject to LIP funding
T.5.1	Graham Road Healthy streets programme		Consultation and design	Delivery	Subject to LIP funding
T.5.1	Northwold Road Healthy streets programme		Consultation and design	Delivery	Unfunded/additional LIP funding required
T.5.1	Dalston Lane Healthy streets programme		Consultation and design	Delivery	Unfunded/additional LIP funding required
T.5.1	Lordship Park/Manor Road/Lordship Terrace Healthy streets programme	Consultation and design	Delivery		Subject to LIP funding
T.5.1	Pembury Circus	Consultation and design	Delivery		Part S106 funded/Awaiting outcome of LUF funding bid
T.5.1	Hackney Central bus gate		Consultation and design	Delivery	Unfunded/Awaiting outcome of LUF funding bid

T.5.1	Hackney Downs Station pedestrian access		Consultation and design	Delivery	Unfunded/Awaiting outcome of LUF funding bid
T.5.1	Cold Asphalt road resurfacing	Feasibility	Contract review	Delivery	Potentially funded through existing scheme budget (TBC)
T.5.2	Expand the network of school and play streets				
T.5.2	Stamford Hill School Streets - Experimental to Permanent	Delivery			Funded
T.5.2	Mossbourne Riverside Academy	Delivery			Funded
T.5.2	Olive School Street expansion	Delivery			Funded
T.5.2	Hackney New Primary School		Delivery		Funded
T.5.2	Independent School Selection	Feasibility & Selection	Feasibility & Selection		Funded
T.5.2	Mossbourne Community Academy & Stormont House Special School (Secondary 1)		Delivery		Subject to council capital funding, CPRP form submitted November 2022
T.5.2	Grasmere Primary School		Delivery		As above
T.5.2	Clapton Girls Academy (Secondary 2)		Delivery		As above
T.5.2	St Monica's Roman Catholic Primary School		Delivery		As above
T.5.2	2 x Independent School implementation (1&2)		Delivery		As above
T.5.2	Halley House School (Primary)			Delivery	As above
T.5.2	The Urswick School (Secondary 3)			Delivery	As above
T.5.2	The Petchey Academy (Secondary 4)			Delivery	As above
T.5.2	Lubavitch Boys' Primary			Delivery	As above
T.5.2	2 x Independent School implementation (3&4)			Delivery	As above

T.5.2	Berger Primary				As above
T.5.2	The Bridge Academy (Secondary 5)				As above
T.5.2	Yesodey Hatorah School (Secondary 6)				As above
T.5.2	2 x Independent School implementation (5&6)				As above
T.5.2	Green screens 20 to 25	Feasibility & Selection	Delivery	Delivery	Funded
T.5.3	Plan for further future changes				
T.5.3	Cycle audit and development of aspirational cycle network to help optimise S106 spend		Delivery		Subject to LIP funding
T.5.3	Investigate and explore the possibility of implementing segregated cycling on Well Street and possibly Cassland Rd		Delivery		Subject to LIP funding
T.5.3	Through traffic survey 2022	Delivery			Unfunded
T.5.3	Complete a Main Roads Strategy to explore and plan new ways of reducing traffic and improving air quality on key routes	Delivery	Delivery		
T.5.3	Hackney Transport strategy 2025-2035		Consultation and design	Delivery	Unfunded

London Borough of Hackney

Local Implementation Plan (LIP) 2023/24 Annual Spending Submission and Programme of Investment Form (A)

Borough Information (Required Information)

Borough Name:	Hackney
Borough Officer Name:	Constant McColl
Borough Officer Number:	
Borough Officer Email:	constant.mccoll@hackney.gov.uk

Boroughs should set out their programme of investment across all Healthy Streets funding streams using Form A. The Programme sheet should be used for Corridors & Neighbourhoods, Bus Priority and Borough Cycling. Boroughs should add standalone cycle parking schemes under the Cycle Parking programme using the Cycle Parking sheet, cycle parking can be delivered as part of Corridors & Neighbourhoods schemes. For each scheme begin by typing the scheme name in the Scheme name column, the scheme will be allocated an ID automatically.



Financials Summary						
Funding Stream	Spend to Date (£)	2023/24		2024/25		Totals (£)
Safety Corridors & Neighbourhoods	404	Staff Costs (£)	209	Staff Costs (£)	389	598
		Project Costs (£)	701	Project Costs (£)	1281	1982
		Total Costs (£)	910	Total Costs (£)	1670	2984
Bus Priority Programme	0	Staff Costs (£)	30	Staff Costs (£)	40	70
		Project Costs (£)	150	Project Costs (£)	160	310
		Total Costs (£)	180	Total Costs (£)	200	380
Borough Cycling	42	Staff Costs (£)	462	Staff Costs (£)	489	951
		Project Costs (£)	2555	Project Costs (£)	9371	11926
		Total Costs (£)	3017	Total Costs (£)	9860	12919
Cycle Parking		Staff Costs (£)	6	Staff Costs (£)		6
		Project Costs (£)	30	Project Costs (£)		30
		Total Costs (£)	36	Total Costs (£)		36
Totals	446		4143		11730	16319

Tables will auto complete based on Programme Sheet entries

Secondary Funding Source Summary			
Funding Type	2023/24	2024/25	Total
Match Funding	196.00	196.00	392.00
ANPR Investment	0.00	0.00	0.00
Total	196.00	196.00	392.00

Section	Column heading	Guidance				
Scheme details	Scheme ID	The scheme will be allocated an ID automatically by typing in a scheme name				
	Scheme name	The scheme name should be self explanatory, and include location and works type e.g. Station Road bus stop accessibility				
	Scheme name - how to add a mini programme	Mini programmes must be under a cumulative value of £100k (project cost only) and should only be used where individual scheme elements total under £25k each. Enter the mini programme name in the scheme name column to generate a scheme ID, on subsequent lines type the same mini programme name and provide details of each scheme within the mini programme, the same scheme description and strategic case can be used for each scheme.				
	Brief overview of scheme	Please provide a very brief (a couple of sentences) description of the scheme / what the scheme aims to do and any key information not given elsewhere in Form A				
	Strategic case for the scheme	Set out why the location needs intervention and how the scheme aligns to the MTS, borough LIP and other projects, e.g. referencing the relevant section of the borough's LIP				
	Experimental scheme	Use the drop down to show if a scheme is experimental and if so the stage the experiment is at, if N/A please leave blank				
	Funding stream	The funding stream that a borough is seeking TfL funding from should be selected from the drop down				
	Bus scheme type (BPP schemes only)	For Bus Priority Programme schemes select the type of scheme most applicable from the drop down				
	Most recent previous portal ID	This field should contain the existing Portal Scheme ID if the scheme is ongoing from the previous year. Leave blank if this is a new scheme				
Key scheme deliverables	All	Use the drop downs to identify if a scheme is going to deliver or might deliver a key deliverable. For new bus lanes please enter the value in KM				
Location details- N.B. Form A allows boroughs the flexibility to set out a scheme location in the way that works best for each borough and scheme.	Borough	This is auto populated				
	Area	This is auto populated				
	X/Y Coordinates	If supplying location data as coordinates use the UK Grid Reference Finder (gridreferencefinder.com). To do this, right click on the map where the scheme is located and from the pop-up copy and paste the X,Y coordinate values directly into the X/Y Coordinates column				
	Shapefile provided?	Boroughs are welcome to submit SHP files with scheme locations, in these cases, the X/Y column should be left blank and 'Yes' added to the 'SHP file provided' column. SHP files should be submitted along with Form A				
	Location description	Boroughs can also provide details of area schemes (e.g., LTNs) and linear schemes (e.g. bus lanes and cycle routes) by describing the location and/ or submitting simple annotated maps, if the later please state 'map submitted' in this column				
Scheme financials	Spend to date (£k)	Provide the total of any previous funding for this proposal, if zero leave blank				
	Scheme stage(s)	The stage a scheme will be in each year should be identified in the respective scheme stage(s) columns. If an infrastructure scheme contains supporting behaviour change/ activation measures these should be added as a separate a separate scheme				
	Staff (£k)	This is the level of staff funding sought from TfL. Please separate the Staff Costs from the remaining Project Costs including monitoring and evaluation costs. Staff costs must only be reasonable staff salary costs associated with the delivery of projects and programmes within the LIP three-year plan				
	Project (£k)	This is the level of project funding (less staff costs) sought from TfL and should include design, construction, snagging and monitoring and evaluation costs				
	Funding total (£k)	Auto populated and shows the total funding (staff plus project) being requested each year from TfL				
	Match funding opportunities	Where boroughs plan to partly fund a scheme through match funding they should note the sources of match funding they intend to use in each year for example- Levelling Up Fund, CIL, S106, Carbon offset, Housing Infrastructure Fund, Borough capital, parking revenue, Workplace Parking Levy				
	Match funding- amount (£k)	The total amount of match funding proposed to put into the scheme for that year should be added here				
	ANPR revenue investment (£k)	When funded by TfL in previous years, revenue from the camera enforcement up to at least the value of the camera purchase price or rental cost must be reinvested in delivering active travel interventions and must be identified within the three-year delivery plan				
Strategic Data Capture	All	Boroughs should use the Strategic Data Capture section of Form A to summarise the data from the strategic maps for the location using the drop down of Top, High, Medium as defined in the table to the right				
			Top	Vision Zero -Casualty Harm	Buses - Locations for performance enhancement	Walking
			High	>95 per cent	Very high priority	Priority walking location
			Medium	75-95 per cent	High priority	High pedestrian severance
			50-75 per cent	Medium priority or all other strategic streets for buses	Medium pedestrian severance or on the Walk London Network	
Scheme impacts and delivery	Does the scheme impact on the TLRN or other TfL infrastructure?	Please use the drop down to indicate if the scheme will impact the TLRN or other TfL infrastructure such as bus stops/stands/shelter/signals/CCTV. Please do not leave blank.				
	Will the scheme have bus impacts?	Please answer Positive, Negative or Neutral if the scheme involves either permanent or temporary impacts to bus routes. This should include changes to bus routes and changes to journey times. Temporary diversions are those that will last more than 2 weeks. Please do not leave blank				
	Estimated bus journey time impact (sec)	The impact on bus journey times in seconds (if known)				
	Steps to be taken to estimate bus journey time impact	If a bus journey time impact is expected and not yet known, please state the steps to be undertaken to assess the impact				
	Will you use the Healthy Streets Check for Designers?	Boroughs should confirm if they will be undertaking a Healthy Streets Check for Designers				
	Will you use the New Cycle Route Quality Criteria?	TfL requires boroughs to use the New Cycle Route Quality Criteria to assess the quality of all cycle routes delivered through LIP funding				
	Will outcome monitoring be undertaken for this scheme?	Boroughs should set out whether they intend to monitor the outcomes of the scheme				

Cycling- Potential SCA corridor
Top
High
Medium

Cycle parking scheme details 22/23					Strategic location data			
Scheme name	X/Y Coordinates	22/23 Staff costs	22/23 Project costs	Number of cycle parking spaces proposed	If applicable number of cycle hangars	Within 400m of cycle network or SCA corridor	In an LTN	In a council housing associations or area of higher deprivation (IMD 1-4)
Regent's Row	534472.779, 183650.080	1	5	10	Single Bay removed: Sheffield stands, cargo bike and adapted cycle stands - signs and wayfinding	Yes		
21 Shafton Road, E9 7HE	535773.554, 183962.190	1	5	10	Single Bay removed: Sheffield stands, cargo bike and adapted cycle stands - signs and wayfinding	Yes		
Outside Unit 30, Canal Place, Andrews Rd E8 4F	534621.734, 183527.184	1	5	10	Single Bay removed: Sheffield stands, cargo bike and adapted cycle stands - signs and wayfinding	Yes		
Denarm Road, LE5 0LZ (next to Hangar/car club)	535507.440, 185595.634	0.6	3	3	Single Bay removed: Cargo bike and adapted cycle stands - signs and wayfinding	Yes		
182 Stoke Newington Road/Amhurst Road	533588.294, 185953.077	0.4	2	8	Sheffield stands, signs and wayfinding	Yes		
400 Kingsland Road, E8 4AA	533513.812, 184255.090	0.4	2	8	Sheffield stands, signs and wayfinding	Yes		
286 Richmond Road, E8 3QP	534737.407, 184509.998	0.4	2	8	Sheffield stands, signs and wayfinding	Yes		
St Scholastic School, 15 Kenninghall Rd, E5 8	534425.726, 186167.134	0.4	2	8	Sheffield stands, signs and wayfinding	Yes		
London Fields Primary School, 15 Sheep Lane, E	534681.774, 183846.685	0.2	1	4	Sheffield stands, signs and wayfinding	Yes		
Miss Hamedrish Tosh, 1 Fairholt Rd, London N16	533068.192, 187430.681	0.2	1	4	Sheffield stands, signs and wayfinding	Yes		
		33.6						

Residential cycle parking scheme details						Strategic location data		
Scheme name	X/Y Coordinates	23/24 Staff costs	23/24 Project costs	Number of cycle parking spaces proposed	If applicable number of cycle hangars	Within 400m of cycle network or SCA corridor	In an LTN	In a council housing associations or area of higher deprivation (IMD 1-4)
o/s 1 Belz Terrace	534137.102, 187697.299	0.4	2	10	Sheffield stands, cargo bike and adapted cycle stands - signs and wayfinding	Yes		
o/s 60 Newington Green	532792.460, 185312.648	0.4	2	10	Sheffield stands, cargo bike and adapted cycle stands - signs and wayfinding	Yes		
o/s 180 Victoria Park Road, E9 7HD	535756.861, 183965.694	1	5	10	Sheffield stands, cargo bike and adapted cycle stands - signs and wayfinding Single Bay removed:	Yes		
o/s 111 Lauriston Rd, E9 7HJ	535786.558, 183786.475	0.4	2	10	Sheffield stands, cargo bike and adapted cycle stands - signs and wayfinding	Yes		
o/s 71 Stoke Newington High St, N16 8EL	533586.812, 186225.661	0.4	2	10	Sheffield stands, cargo bike and adapted cycle stands - signs and wayfinding	Yes		
o/s 50 Evering Road	534117.311, 186211.064	1	5	10	Sheffield stands, cargo bike and adapted cycle stands - signs and wayfinding Single Bay removed:	Yes		
o/s Sutton Court, 167 Lower Clapton Rd	534986.359, 185747.550	0.4	2	10	Sheffield stands, cargo bike and adapted cycle stands - signs and wayfinding Single Bay removed:	Yes		
2 Westgate St, London E8 3RN	534803.558, 183902.699	1	5	10	Sheffield stands, cargo bike and adapted cycle stands - signs and wayfinding Single Bay removed:	Yes		
12 Felstead St, London E9 5LG	536972.608, 184682.514	1	5	10	Sheffield stands, cargo bike and adapted cycle stands - signs and wayfinding	Yes		

LIP 2022-23 Safer Corridors and Neighbourhoods			Approved Allocation (Letter)					
Borough: Hackney			P1-3 Allocation (£k)	P4-13 Allocation (£k)	Total Allocation (£k)			
Programme allocation			Total	266	782	1048		
On 22/23 Form A	Scheme Name	Description	Stage of scheme	P1-3 Allocation (£k)	P4-13 Allocation (£k)	Total Allocation (£k)	Healthy Streets Design Check	Cycle Quality Criteria
Yes	Stoke Newington Church Street	Funds needed to bed in LTN schemes when/if made permanent	Other	10	0	10	No	No
Yes	School Streets	Based on estimates for next 3 years 1) staffing cost, 2) monitoring of all ss over next three years 3) costs for new school streets.	Other	10	50	60	No	No
Yes	LTN schemes	Subject to public engagement and consultation plan to use funding for future rollout of LTNs, revision to existing LTNs, and making some LTNs Permanent (proposals include: Hackney	Other	10	381	391	Yes	No
Yes	Pelican crossing - Hackney Rd	Convert zebra crossing to a Pelican crossing at the Hackney Rd jw Weymouth Terrace to make safer for all road users	Other	5	0	5	No	No
Yes	Pelican crossing - Hackney Rd	Convert zebra crossing to a Pelican crossing at the Hackney Rd jw Yorkon Rd and to make safer for all road users	Other	5	0	5	No	No
Yes	Toucan crossing	Implement a toucan crossing at the Mare Street/London Lane junction. The existing crossing would be relocated to London Lane as this is on cycle route Q2.	Design	5	0	5	No	No
Yes	Filters			9	0	9	No	No
Yes	P1-3 Staff	D&E staff costs	Other	136	0	136	No	No
Yes	Cycle Permeability	Review all existing roads which are currently one way with no contra flow permeability. Design and build contra-flow cycle facilities where feasible	Design	21	94	115	No	No
Yes	Speed reduction on principal roads following 20mph rollout	Subject to feasibility plan to introduce a rolling programme of measures to reduce speed on Victoria Park Road, Pembury Road, Crickfield Road, Southgate Road, Blackstock Road	Design	55	0	55	Yes	No
Yes	Pedestrian Accessibility Improvements	Mare Street / London Lane, dropped kerbs, minor traffic management measures.	Build	0	32	32	No	No
Yes	Parklets and pocket parks [Liveable Neighbourhoods]	Continuation of the Community Parklet Programme allowing residents and groups to apply for a parklet. Modular design of green parklets & pocket parks, and focus on local shopping	Build	0	23	23	N/A	N/A
Yes	Zero Emissions Network	Business engagement to support major schemes (Chatsworth road, cargo bike switch/hubs)	Other	0	50	50	N/A	N/A
Yes	Electric vehicles	Maintain funding for staff to support links to large private sector projects	Other	0	5	5	N/A	N/A
Yes	Car clubs	Support transition to electric car clubs, signage, wayfinding, enabling connection to mobility hub (multi mode)	Other	0	5	5	N/A	N/A
Yes	Play streets	Promotion from specialist Engagement Team	Other	0	5	5	N/A	N/A
Yes	Air quality monitoring	Ongoing air pollution and monitoring programme undertaken by air pollution team	Other	0	20	20	N/A	N/A
Yes	School travel plans	School travel plans and STAR accreditation FEES, MOT survey collection, conference workshops, photography and newsletters, small grants for schools, theatre in education,	Other	0	23	23	N/A	N/A
Yes	Smarter travel on estates	Kings Park Scheme, part of Eastern Hackney programme with Hackney Wick supporting elements to be taken forward with LLDC funding	Other	0	15	15	N/A	N/A
Yes	Road safety education	Maintain/Provision of road safety education to all primary and secondary schools in the borough	Other	0	15	15	N/A	N/A
Yes	Road safety programme	Road casualty programme focused on vulnerable road users and embedding Vision Zero among borough policies	Other	0	30	30	N/A	N/A
Yes	Cycle parking	Sheffield stands, Cargo bike/adapted cycle parking, Onstreet Hangars, Estate hangars, Dockless Corrales	Build	0	34	34	N/A	N/A
Yes	Crossway/Boleyn Road (C23)	Junction improvement with cycle track to connect C23 and C1 in Dalston. Detailed design in 22/23 and construction in 23/24	Build		5			
Yes	Abersham Road/Down Park Road junction treatment (C23)	Junction improvements to reduce vehicles speed at junction and improve sight lines	Build		90			
Yes	Sandringham Road	sinusoidal humps and line markings	Build		60			
Yes	Andre Street/Downs Park Road improvements (C23)	Redesign of junction to make safer for cyclists exiting Hackneys Downs on to Downs Park Road	Design		147			
Yes	Queensbridge Road (Phase III, C13)	Initial design funding	Design		35			
Yes	Chatsworth Road	Development work (2022/23) for 2 proposed filter on Chatsworth Road. Implementation in 23/24	Design		42			
Yes	Downs Park road Filter		Design		20			
Yes	Well Street (C37) Design only		Design		25			
Yes	CFR 3 Millfields park		Build	0	600	600		
Yes	CFR 3 Leabridge fees		Other	0	30	30		
				0	0	0		
			Total	266	1836	1678		

Scheme Details				Scheme Financials								
Scheme ID	Scheme name	Brief overview of scheme	Strategic case for the scheme	23/24 Scheme stage(s)	23/24 Staff (£k)	23/24 Project (£k)	23/24 Funding total (£k)	24/25 Scheme stage(s)	24/25 Staff (£k)	24/25 Project (£k)	24/25 Funding total (£k)	Grand total (£k)
EXAMPLE SCHEME	A10 Station Road junction with New St improvement works	Proposal to provide green man crossing phase to the existing signals, advance stop lines and cycle lanes on all of the approaches	The measures will improve connectivity to the town centre and promote active travel in the newly installed LTN	Feasibility and/or design	15	25	40	Build Only	20	200	220	260
EXAMPLE SCHEME	School cycle parking	Install cycle and scooter parking in 5 schools engaged in the STARS programme (including one with a School Street Scheme and one in an LTN)	The proposal will complement behaviour change measures and school street schemes in schools with lack of cycle parking.	Design and build	5	45	50					50
EXAMPLE MINI PROGRAMME	Bus Stop Accessibility mini programme	Measures to ensure all bus stops meet the accessibility guidance. Interventions include (but not limited to) raising kerb heights, adjustments to parking and a review of shelter / flag positions	The objective is to make all of bus stops in the borough accessible to mobility impaired passengers	Design and build	2	20	22				0	22
HAC001	Parklets and pocket parks	Continuation of the Community Parklet Programme allowing residents and groups to apply for a parklet and the Council to facilitate implementation through road safety audits, design review and managing statutory consultation process. Development of modular design of parklets & pocket parks, and focus on multi mode, local shopping parades to enhance environment and attraction of local facilities. Goal: 4 parklets or pocket parks each year.	Enhancing attractiveness of residential and commercial streets for walking & Supports remodeling towards sustainable modes and reduces private car motor traffic	Design and build	10	50	60	Design and build	21	64	85	168
HAC002	Zero Emissions Network	Business engagement to support major schemes (Chatsworth road bus gate, cargo bike switch/hubs, active travel plans) Goal: Mode shift from private motor vehicle 1 per scheme	Coordinates sustainable transport offer for local businesses including walking, cycling and low emission transport and for shared car/micromobility use	Supporting behaviour change/ activation measures	10	18	28	Supporting behaviour change/ activation measures	20	40	60	#REF!
HAC003	Electric vehicles	Maintain funding for staff to support links to large private sector projects. Goal: secure S106 or EV infrastructure from developments 1 per applicable scheme	Supporting the transition to electrified low emission transport	Design and build	5	0	5	Design and build	5		5	65
HAC004	Car Clubs	Support transition to electric car clubs, signage, wayfinding, enabling connection to mobility hub (multi mode) Goal 4 additional EV car club vehicles each year	Coordinates sustainable transport offer for local businesses including walking, cycling and low emission transport and for shared car/micromobility use	Supporting behaviour change/ activation measures	5	0	5	Supporting behaviour change/ activation measures	5	0	5	10
HAC005	Play streets	Promotion from specialist Engagement Team: Goal 1 play street event per year	Enhancing attractiveness of residential streets for play, social inclusion, cycling and walking & Supports remodeling towards sustainable modes and reduces private car motor traffic	Supporting behaviour change/ activation measures	5	0	5	Supporting behaviour change/ activation measures	5	15	20	25
HAC006	Air quality monitoring	Ongoing air pollution and monitoring programme undertaken by air pollution team	Supports data led approach to schemes. Scheme analysis and communication & Engagement	Monitoring and evaluation	5	15	20	Monitoring and evaluation	5	15	20	40
HAC007	School travel plans	School travel plans and STAR accreditation FEES, MOT survey collection, conference workshops, photography and newsletters, small grants for schools, theatre in education, Transition resource (KS2-KS3), Secondary schools cycle guide, cycling initiatives, bikers breakfasts, Dr bike events, bike around the borough event, walking initiatives, walk to school week, walk to school month, walk once a week (WOW)	Supports and encourages mode shift towards active and sustainable travel. Supports remodeling towards sustainable modes and reduces private car motor traffic. Reduces road danger and supports Vision Zero	Supporting behaviour change/ activation measures	5	15	20	Supporting behaviour change/ activation measures	40	75	115	135
HAC008	School streets	Continued public consultation and engagement to work towards proposals to roll out School Street schemes to 6 further primary schools, 6 secondary schools and 6 independent schools across Hackney. Subject to public consultation introduce School Streets at these 18 locations.	Supports remodeling towards sustainable modes and reduces private car motor traffic. Reduces road danger and supports Vision Zero	Design and build	25	25	50	Design and build	40	60	100	150
HAC009	Smarter travel on estates	Kings Park Scheme, part of Eastern Hackney programme with Hackney Wick supporting elements to be taken forward with LLDC funding	Supports and encourages mode shift towards active and sustainable travel. Supports remodeling towards sustainable modes and reduces private car motor traffic. Reduces road danger and supports Vision Zero	Supporting behaviour change/ activation measures	5	15	20	Supporting behaviour change/ activation measures	10	20	30	50
HAC010	Road safety education	Maintain/Provision of road safety education to all primary and secondary schools in the borough	Supports remodeling towards sustainable modes and reduces private car motor traffic. Delivering cycling training is a key mechanism for encouraging this behaviour change. Road danger reduced through critical mass effects. Delivering road safety education is key mechanism for reaching Vision Zero.	Supporting behaviour change/ activation measures	3	12	15	Supporting behaviour change/ activation measures	3	12	15	30
HAC011	Road safety programme	Road casualty programme focused on vulnerable road users and embedding Vision Zero among borough policies	Supports remodeling towards sustainable modes and reduces private car motor traffic. Delivering cycling training is a key mechanism for encouraging this behaviour change. Road danger reduced through critical mass effects. Delivering road safety education is key mechanism for reaching Vision Zero.	Supporting behaviour change/ activation measures	6	24	30	Supporting behaviour change/ activation measures	6	24	30	
HAC012	Traffic counts, surveys and modelling	Boroughwide strategic monitoring of effect of LTNs and School Streets on Hackney's traffic patterns. Enhanced analysis of historic and newly installed traffic monitoring.	Supports remodeling towards sustainable modes and reduces private car motor traffic	Monitoring and evaluation	5	35	40	Monitoring and evaluation	5	35	40	80

Scheme Details				Scheme Financials								
Scheme ID	Scheme name	Brief overview of scheme	Strategic case for the scheme	23/24 Scheme stage(s)	23/24 Staff (£k)	23/24 Project (£k)	23/24 Funding total (£k)	24/25 Scheme stage(s)	24/25 Staff (£k)	24/25 Project (£k)	24/25 Funding total (£k)	Grand total (£k)
HAC013	Safer schools zones	Design and introduce measures to improve safety around schools such as new crossing as identified through school travel plans with individual participating schools.	Supports and encourages mode shift towards active and sustainable travel. Supports remodeling towards sustainable modes and reduces private car motor traffic. Reduces road danger and supports Vision Zero		0	0	0	Design and build	10	40	50	50
HAC014	Cycle Permeability (continued programme)	Review all existing roads which are currently one way with no contra flow permeability. Subject to public consultation design and build contra-flow cycle facilities where feasible	Increasing cycle permeability contributes to achieving targets sets with Mayor's Air Quality objectives and Transport Strategy . Increasing the number of people cycling will help with	Design and build	0	0	0	Design and build	20	95	115	115
HAC015	Pedestrian Accessibility Improvements	Introduce dropped kerbs, minor traffic management measures on Mare Street junction with London Lane.	Increases accessibility for walking, wheeling and cycling. Supports and encourages mode shift towards active and sustainable travel. Reduces road danger and supports Vision Zero	Design and build	15	60	75	Design and build	15	60	75	150
HAC016	Speed reduction on principal roads following 20mph rollout	Subject to feasibility plan to introduce a rolling programme of measures to reduce speed on Victoria Park Road, Pembury Road, Crickefield Road, Southgate Road, Blackstock Road . This will comply with the Healthy Streets approach	Reduction of speed on the main road network will lead to a reduction on collision and casualty severity. This contributes to achieving the Mayor's Vision Zero objectives and targets set within Hackney's Road safety plan.		0	0	0	Design and build	20	80	100	100
HAC017	Healthy Streets Program - Lordship Park/Manor Road/Graham Road	Subject to feasibility plan to introduce Healthy Streets measures to reduce speeding, improve safety for pedestrians and making improvement to the public realm to facilitate cycling and walking	Increases accessibility for walking, wheeling and cycling. Supports and encourages mode shift towards active and sustainable travel. Reduces road danger and supports Vision Zero	Design and build	15	60	75	Design and build	20	80	100	175
HAC018	LTN schemes	Subject to public engagement and consultation plan to use funding for future rollout of LTNs, revision to existing LTNs, and making some LTNs Permanent (proposals include: Hackney Downs & Northwold Road, Dalston Lane & London fields)	Increases accessibility for walking, wheeling and cycling. Supports and encourages mode shift towards active and sustainable travel. Reduces road danger and supports Vision Zero. Supports remodeling towards sustainable modes and reduces private car motor traffic.	Design and build	89	358	447	Design and build	80	320	400	1228
HAC019	Chatsworth Road Filters	The Council will look at options for introducing road traffic management measures in the Chatsworth Road area. Any proposed scheme will be subject to public engagement and consultation and trialled to understand full impacts on the scheme and surrounding area.	Increases accessibility for walking, wheeling and cycling. Supports and encourages mode shift towards active and sustainable travel. Reduces road danger and supports Vision Zero. Supports remodeling towards sustainable modes and reduces private car motor traffic.	Design and build	40	160	200		0	0	0	242
HAC020	Mare Street Toucan Crossing	Plan to implement a toucan crossing at the Mare Street/London Lane junction. The existing crossing would be relocated to London Lane as this is on cycle route Q2. Also note that as we are relocating an existing, well established crossing point, its not just about cyclist. Pedestrians use this crossing frequently, hence the request to fund a toucan	Pedestrians will benefit from improved road safety. Providing a safer crossing will hopefully lead to increasing the number of cyclists				0	Design and build	35	140	175	175
HAC021	Morning Lane Toucan Crossing	Plan to convert parallel crossing to a toucan crossing at the Morning Lane junction. with Chatham Place to make safer for all road users	Pedestrians will benefit from improved road safety				0	Design and build	20	80	100	100
HAC022	CFR 3 Boleyn Road/Crossway junction	Subject to public consultation, introduce a segregated cycle lane on north side of Crossway with cycle and pedestrian crossing, amendments to traffic signal (cycle advance)	High Potential SCA	Design and build	96	864	960	Design and build			0	960
HAC023	CFR3 Downs Park Road	Subject to feasibility plan to provide new parallel crossing outside Mossboume Community Academy	High Potential SCA	Design and build	38	152	190	Design and build			0	190
HAC024	CFR 5 Well Street	Subject to feasibility introduce a signalisation of the Frampton Park Road/Well Street/Ainsworth Rd junction	Pedestrians and cyclists will benefit from improved road safety. Providing a safer crossing will hopefully lead to increasing the number of cyclists	Design and build	88	378	466	Design and build			0	466
HAC025	Hyde Road/Pitfield Street	Subject to public consultation and feasibility, make permanent the existing filters (on CS1). Improve public realm, SuDS scheme	Enhance CS1. Increases accessibility for walking, wheeling and cycling. Supports and encourages mode shift towards active and sustainable travel. Reduces road danger and supports Vision Zero. Supports remodeling towards sustainable modes and reduces private car motor traffic.	Design and build			0	Design and build	117	468	585	585
HAC026	CS1 scheme	Subject to feasibility, raise junction of Pitfield Street and Buckland Street, relocate santander bikes and provide new/additional signing and lining	Improved conditions for pedestrians crossing Buckland Street	Design and build	35	144	179	Design and build			0	179
HAC027	CS1 scheme	Subject to feasibility raise Wilson Street/worship Street junction and change give way to give CS1 users priority	Enhance CS1	Design and build			0	Design and build	47	188	235	235
HAC028	Butterfield Green (CS1)	Subject to feasibility, reduce PED/cyclist conflict on CS1 and create SuDS. Camera enforcement to deter/prevent motorcycle ingress	Enhance CS1	Design and build	35	157	192	Design and build			0	192
HAC029	Green Lanes	Subject to feasibility, disconnect electrical connections, Zeebrite upgrade (pedestrian crossing), relocate speed camera, carriageway patching and replace broken Orcas/wands and post implementation ATC's. Scheme has been made permanent	Enhance CS1	Design and build	30	100	130	Design and build	200	7800	8000	8130

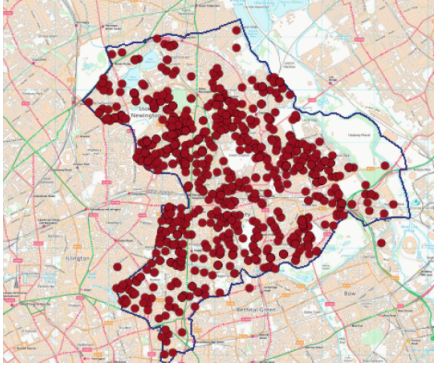
Scheme Details				Scheme Financials								
Scheme ID	Scheme name	Brief overview of scheme	Strategic case for the scheme	23/24 Scheme stage(s)	23/24 Staff (£k)	23/24 Project (£k)	23/24 Funding total (£k)	24/25 Scheme stage(s)	24/25 Staff (£k)	24/25 Project (£k)	24/25 Funding total (£k)	Grand total (£k)
HAC030	Queensbridge Road (Phase II, C13)	Subject to feasibility, make permanent (with stepped track) Phase II which is currently implemented with wands/orcas and linemarking	Increases accessibility and inclusiveness for cycling. Supports and encourages mode shift towards active and sustainable travel. Reduces road danger and supports Vision Zero. Supports remodelling towards sustainable modes and reduces private car motor traffic.	Design and build	100	600	700	Design and build	120	880	1000	1700
HAC031	Freight Transfer Hubs	Investigate the options for multi purpose hubs incorporating charging and cargo bike facilities eg Hackney Central station car park	Increased use of cycling for Freight Delivery helps realise cycling potential				0	Design and build	10	50	60	60
HAC032	Amhurst Road	Development of bus lane scheme	This will provide priority for buses and cyclists on a busy corridor				0	Design and build	40	160	200	200
HAC033	Kenton Road	Subject to feasibility, relocation of bus stand and Civil works	This will provide priority for buses and cyclists on a busy corridor		10	50	60				0	60
HAC034	Graham Road bus lane extension	Subject to feasibility, short extension of the existing bus lane at its entry point to take in the area of the existing bus stop.	This will provide additional protection for buses on a key bus corridor where tailbacks regularly take place in the peaks	Design and build	20	100	120				0	120
HAC035	Through Traffic Study (Part 3)	A follow up to the 2019 and planned for 2022 Through Traffic in Hackney study to investigate the extent to which LTNs have affected strategic through traffic in the borough.	This report will provide info on through traffic that is still using our residential road. Information from this study will feed onto the Hackney's Transport Strategy.	Monitoring and evaluation	5	20	25				0	25
HAC036	Strategic cycling study	Cycle audit and development of aspirational cycle network to help optimise S106 spend	This study will inform future schemes and ensure new links are created and existing cycle links are connected.	Feasibility and/or design	2	18	20					
HAC037	segregated cycling study	Investigate and explore the possibility of implementing segregated cycling on Well Street and possibly Cassland Rd and preliminary designs for consultation	To take forward designs of providing segregated cycling on these routes and rebalance the network to favour sustainable transport modes of travel.				0	Feasibility and/or design	5	35	40	40

Hackney Cycling programme 22/23 and 23/25				
Scheme Name	Description / Justification	Funding allocated 22/23	Funding request 23/24	Funding request 24/25
Crossway/Boleyn Road (C23)	Junction improvement with cycle track to connect C23 and C1 in Dalston. Detailed design in 22/23 and construction in 23/24	£5,000	£960,000	
Abersham Road/Down Park Road junction treatment (C23)	Junction improvements to reduce vehicles speed at junction and improve sight lines	£90,000.00		
Downs park Road parallel crossing (OS Mossbourne School, C23)	Implement zebra crossing outside school to reduce danger to pupils entering and exiting the school		£190,000.00	
Sandringham Road	sinusoidal humps and line markings	£60,000.00		
Andre Street/Downs Park Road improvements (C23)	Redesign of junction to make safer for cyclists exiting Hackneys Downs on to Downs Park Road	£147,000.00		
Queensbridge Road (Phase II, C13)	Make permanent (with stepped track) Phase II which is currently implemented with wands/orcas and linemarking		£700,000.00	1,000,000.00
Queensbridge Road (Phase III, C13)	Initial design funding	£35,000.00		
Butterfield Green (CS1)	Reduce PED/cyclist conflict on CS1 and create SuDS. Camera enforcement to deter/prevent motorcycle ingress		£192,000.00	
Well Street/Frampton Park Road signalisation	Signalising junction to complete CFR5 works		£465,000.00	
Green Lanes Cycle Lane	Disconnect electrical connections, Zeebrite upgrade (ped crossing), relocate speed camera, carriageway patching and replace broken Orcas/wands and post implementation ATC's. Scheme had been made permanent		£130,000.00	8,000,000.00
Chatsworth Road	Development work (2022/23) for 2 proposed filter on Chatsworth Road. Implementation in 23/24	£42,000.00	£200,000.00	
Hyde Road/Pitfield Street modal filters(C1)	Use of permanent materials (for modal filters) and create SuDS scheme (see note in finance column)			585,000.00
London Lane/Mare Street/St Thomas's Way	convert existing crossing to toucan crossing			175,000.00
Paul Street/Worship Street/ Wilson Street junction (C1)	Amend give way marking to make C1 the priority flow and implement raised junction to improve safety		£235,000.00	
Pitfield Street/Buckland Street (C1)	Raise junction and relocate santander bikes to mitigate cluster of accidents currently at this junction		£187,000	
Downs Park road Filter		£20,000.00		
Well Street (C37) Design only		£25,000.00		
CFR 3 Millfields park		£600,000.00		
CFR 3 Leabridge fees		£30,000.00		
TOTAL		£1,054,000.00	£3,072,000.00	9,760,000.00

Funding TfL have committed

School	Street(s)
Hackney New School	Implementation of a School Street on Enfield Road / Hertford Road
Mossbourne Community Academy & Stormont House Special School (Secondary 1)	School Street and traffic filter on Downs Park Road
Grasmere Primary School	School Street on Church Walk
Clapton Girls Academy (Secondary 2)	School Street on Laura Place and possibly Mayola Road / Almack Road and Linscott Road
St Monica's Roman Catholic Primary School	School Street on Hoxton Street (may require changes to existing traffic conditions)
Halley House School (Primary)	School Street on Arcola Street (small School Street) due to access to Hindle House Community Hall
The Urswick School (Secondary 3)	School Street at Urswick School on Paragon Road and Damley Road (unconfirmed)
The Petchey Academy (Secondary 4)	School Street on Cecilia Road
Lubavitch Boys' Primary	School Street on Darenth Street
Berger Primary	School Street on multiple roads with pupil entrances (undefined)
The Bridge Academy (Secondary 5)	School Street on Haggerston Road and Laburnum Street
Yesodey Hatorah School (Secondary 6)	School Street on Egerton Road

CNTR_X	CNTR_Y
533782	184097
531890	186983
533076	186976
533981	187249
534614	183260
533348	182439
535115	184395
532485	183422
535131	186051
533789	185408
534972	185054
535215	185595
533237	183385
535522	185990
534024	184626
533178	187844
534133	186944
532273	183058
534505	186115
531993	186979
532780	183065
534379	188120



Hackney

2020 Casualty Monitoring Report

March 2022



Aims

The aims of this casualty monitoring report are:

- To provide yearly update records of road casualties in Hackney for monitoring purposes
- To improve the reporting mechanism year on year and make the report relevant and fit for purpose
- To provide a base for identification of Road Safety improvement targets
- To assist in prioritisation of resource investments and justifications
- To assist in the development of behavioural change campaigns and interventions.

**It should be noted that there are a different range of data sets available, all supplied through verified DfT figures. However not all provided the same details as others plus with the cyber attack some sites could not be accessed. The decision was to use predominantly MAST as the basis for the 2020 stats. KeyAccidents use a figure for total casualties in 2020 of 877, as does the TfL dashboard (not used for any data in the report except borough roads and TLRN comparison though throughout we use the dashboard just as a measuring stick) - MAST uses a total of 888, 1.25% higher.

Introduction

While 2020 will undoubtedly go down in history as the year of the coronavirus, it will be interesting to assess exactly what the arrival of COVID 19 had overall on the road network and drivers, riders and pedestrians behaviour and attitudes. It was inevitable that with lockdown in place, there would be a radical change to how the roads were used, how public transport was affected and whether the initial changes, either good or bad, would persist going forward. This year may also be remembered as a milestone in the availability of battery electric vehicles, micro mobility, increase in deliveries due to higher online purchases, zero-emission cars with far more models coming onto the market than before, LTNs as well as the first new Clean Air Zones outside of London finally getting the green light.

With the reduction of traffic due to compulsory home working and with the fewer number of private vehicles utilising the roads, it was noted how most driver's tendency was to speed. Inevitably roads were free from the usual traffic jams and slower moving traffic so again focus will be on contributory factors and whether this was indeed the issue it had been perceived to be. Police units were being assigned to other tasks, therefore road users' behaviour, inconsiderate drivers & riders and associated non-compliance of speed and highway code, slipped further down on their list of enforcement duties. It should also be noted that due to lockdown there was a significant use of online purchasing which resulted in an increase in van deliveries and subsequent increase within the gig economy. The pandemic also resulted in changes in our lifestyles where more people paid and continue to pay for deliveries of hot food to their home either from restaurants who employ their own fleet of workers or via digital platforms which connect restaurants to consumers via independent workers who get paid per delivery or 'gig' via the app.

This report provides the dataset for the 2020 casualty figures and shows how Hackney is performing against the revised road casualty reduction targets. Whilst 2020 may not be used as a comparable year in terms of road users and consequent statistics, it is important a consistent record is maintained.

Considerations for 2020

The Council continues to closely monitor all road collisions and casualties in the borough and to track progress in reducing casualties among key road users and vulnerable groups (child pedestrians and cyclists, pedestrians, cyclists and motorcyclists).

It is worth mentioning also that since the introduction of COPA, self reporting increased between 2019 and 2020 and rose by 9%, indicatively more for slight incidents though there is still a lot of presumed underreporting in some of the categories.

Casualties resulting from collisions on the borough roads and TLRN by mode of travel are compared with the previous year. In order to gain a better understanding of the casualty trend in Hackney the report compares current performance with the previous three/five year's data.

We are continuing to provide the findings on established school street schemes, which remain in the category of traffic management. In this report we will start to include any pertinent findings relevant to the Lower Traffic Neighbourhood schemes which were initiated mid 2020 onwards.

This report includes charts and tables for the casualty target groups and important casualty categories in Hackney. In addition, there are profile tables and charts showing progress of fatality trends, collision by mode of travel in age groups, gender and time of the day.

Hackney casualty trends of key road user groups (child pedestrians and cyclists, pedestrians, cyclists and motorcyclists) are compared in line with the other 32 London boroughs (see chart appendix 2) Data presented herewith is relevant to personal injury road traffic collisions occurring on the public highway, and reported to the police, in accordance with the STATS 19 national reporting system. It should be noted that large percentage changes in small numbers may not necessarily be statistically significant.

In the 2019 report we started to include any type of data set for categories termed as micro mobility. We will look at both the information provided from the official TfL hire schemes plus other information provided by the police units regarding privately owned e-scooters. As there is not a separate category as yet for e-scooters (either reported in STATS 19 under pedestrians or P2W), the MET police's Cycle Safety Team data is mainly reflective of seizures of said mode of transport. Though this mode of transport remains illegal to use on the public highway, footpaths and designated cycle lanes unless explicitly used as part of an approved rental trial, there was a high increase of vehicles out and about. We do have some reported fatalities and/or serious incidents regarding privately owned e-scooters relevant for the whole of London; the overall data remains quite sketchy. However this data will be included for information purposes only, until such time as this mode of transport is truly reflected in STATS 19.

As always Vision Zero remains at the heart of the Mayor's Transport Strategy and reflects the fundamental belief that no death or serious injury on London's roads and transport network is acceptable and Hackney fully supports this vision.

Key points in 2020

As mentioned there will be seemingly exceptional decreases in some categories, with the exception of cyclists. P2Ws have remained the same as the 2108 reported data and child pedestrians have decreased, though they are higher than 2015 data.

- **Pedestrian KSI's decrease 51 in 2019 to 31 in 2020 - a decrease of -39.2%**

- Powered Two wheelers KSI's decreased in 2020 with -63% decrease on TLRN and -25% on borough roads
- Pedal cyclists KSIs increased from 36 in 2019 to 43 in 2020 with an increase of incidents on borough roads (+20%) plus a slight increase on TLRN (18%).
- Child KSI's have decreased from 2019, with a decrease of -55% overall.
- Fatalities for 2020 remained 4 with no change from 2019. 1 P2W passenger (over 500cc) female (34), 1 ped female (79), 1 P2W (over 500cc) male 35, 1 bus passenger, female (77) *** this last incident though registered as a road statistic related to a female (77) who collapsed by the side of the road possibly due to heart failure and not a known collision. Report came via a member of the public and via the police*
- Our total VRU KSI injuries however decreased from 131 in 2019 to 93 in 2020 a decrease of -29% (all age pedestrians/cyclists & P2W)

Casualty reduction (2020) compared to previous years

2020 compared to 2019 for vulnerable road users

HWY/ Auth	Peds. KSI		Pedal Cyclists KSI		Pwr2 Wheelers KSI		Slight VR overall		Child KSI		Total KSI VR		Total Cas.	
	▼ -39.21%		▲ +19.4%		▼ -45.71%		▲ +8.31%		▼ -55.55%		▼ -29.00%		▼ -10.87%	
Year	2019	2020	2019	2020	2019	2020	2019	2020	2019	2020	2019	2020	2019	2020
TLRN	23	17	11	13	19	7	212	192	6	3	59	42	436	337
BORO	28	14	25	30	16	12	269	329	3	1	72	51	548	540
TOTAL	51	31	36	43	35	19	481	521	9	4	131	93	984	877

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

*|number of casualties with unknown age, 2020 = 1 serious, 4 slight

2020 compared to 2016

HWY/ Auth	Peds. KSI		Pedal Cyclists KSI		Pwr2 Wheelers KSI		Slight VR overall		Child KSI		Total KSI VR		Total Cas.	
	▼ -16.21%		▲ +95.45%		▼ -34.48%		▼ -7.29%		▼ +33.33%		▲ +6.81%		▼ -13.51%	
Year	2016	2020	2016	2020	2016	2020	2016	2020	2016	2020	2016	2020	2016	2020
TLRN	16	17	7	13	14	7	251	192	1	3	37	42	454	337
BORO	21	14	15	30	15	12	310	329	2	1	51	51	560	540
TOTAL	37	31	22	43	29	19	561	521	3	4	88	94	1014	877

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

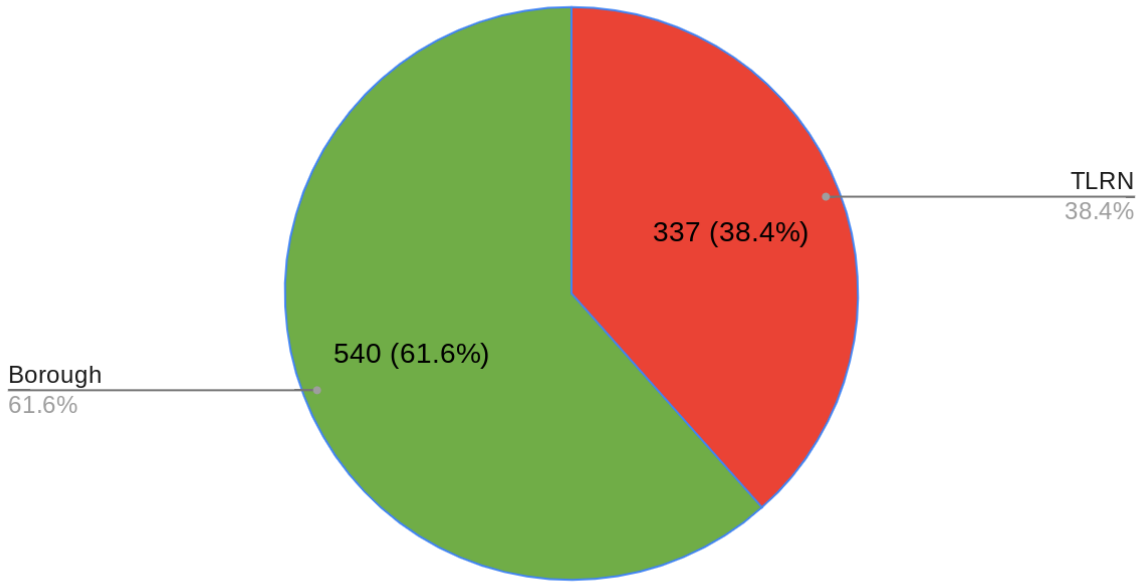
NB: % of total casualties reduced since 2018, but still higher than 2015,16&17. Total VR casualties reduced by 13.51% between 2016 and 2020

Overall Casualty reduction all KSI (2020) comparison 2016

	2016				2017				2018				2019				2020			
	FATAL	SERIOUS	SLIGHT	TOTAL CAS	FATAL	SERIOUS	SLIGHT	TOTAL CAS	FATAL	SERIOUS	SLIGHT	TOTAL CAS	FATAL	SERIOUS	SLIGHT	TOTAL CAS	FATAL	SERIOUS	SLIGHT	TOTAL CAS
TLRN	4	36	414	454	1	64	424	489	2	75	334	411	3	62	371	436	2	46	289	337
BORO	0	52	473	525	2	78	502	582	0	80	466	546	1	81	466	548	2	53	485	540
TOTAL	4	88	887	979	3	142	926	1071	2	155	800	957	4	143	837	984	4	99	774	877
TLRN %	100	40.9	46.7	46.4	33.3	45.1	45.8	45.7	100	48.4	41.7	42.9	75	43.4	44.3	44.3	50	46.5	37.4	38.4
BORO %	0	59.1	53.3	53.6	66.6	54.9	54.2	54.3	0	51.6	58.2	57.1	25	56.6	55.7	55.7	50	53.5	62.6	61.6

****261 km of roads - consequently TLRN makes up 22 km (8.42%), Borough roads 239 km (91.58%) (source - Hackney LIP)**

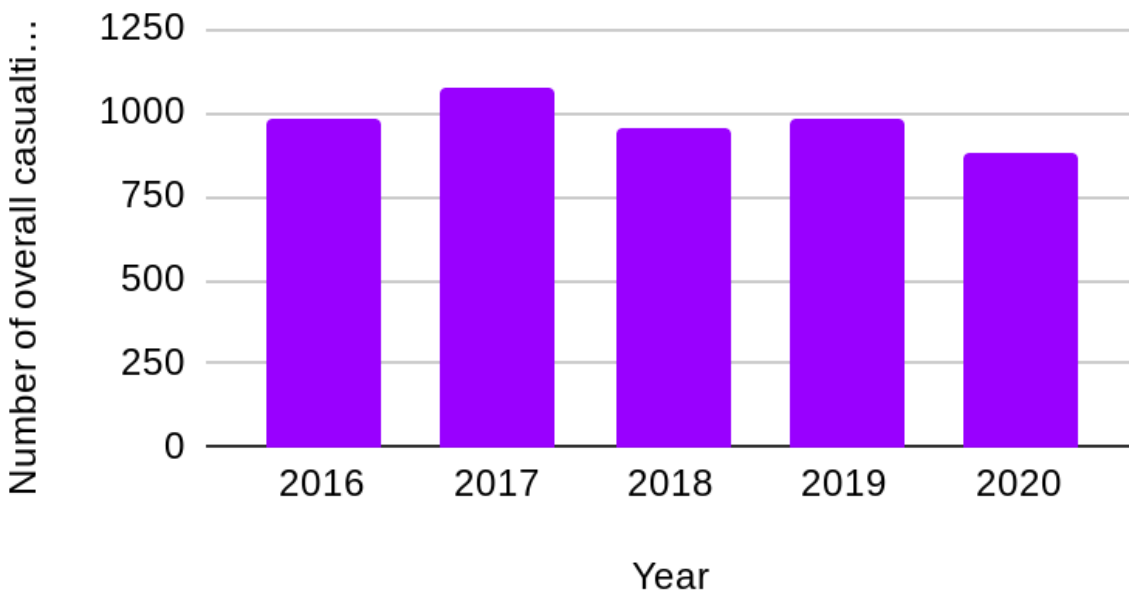
Overall % casualties TLRN vs Borough 2020



++ to be noted that the comparative data set has been taken from Keyaccidents (TfL) as MAST (DfT) does not provide such a breakdown for these road types.

Number of overall casualties

Number of overall casualties



The total number of casualties on both TLRN and Borough roads in 2020 was 877, which equates to a decrease of 107 casualties (-10.87%) when compared to 2019. Overall 377 occurred on the TLRN roads, including 2 fatalities, compared to 540 on borough roads. (*it should be noted that the one recorded fatality was not due to a road related incident but rather medical circumstances and reported by a member of the public. However as it occurred near the road side it was recorded in STATS 19 and is on TLRN/Stamford Hill*).

On the TLRN, comparative KSI VR data shows Pedestrians (adults & children) account for 47.6% (20), pedal cyclists 30.9% (13), the latter being lower overall than on borough roads (30). P2W 16.6% (7) compared to 23.5% on borough roads (12). Consideration is to be given to the fact that the TLRN equates to 22km (8.42%) whereas borough roads total 239km - however per kilometre, casualties remain higher on the TLRN.

Of the borough road data, overall 51 casualties - (9.4%) were reported as serious injuries and the remaining 489 (90.5%) resulted in slight injury.

For KSI VR on borough roads, pedestrians made up 29.4% of casualties (15), whilst pedal cyclists made up 58.8% (30) of casualties.

There is a slight fluctuation in the data sets, with overall KSIs down as well as overall casualties (12.2%). P2Ws decreased also by 84.2% and child casualties were down from 3 in 2019 to a single recorded casualty in 2020. However, the principal increase overall remains in pedal cycles.

Overall accidents showed there was a higher ratio of male casualties involved (597) compared to females (276) in 2020. The highest age range category for males is 30 - 39 (20.49%) similar to 2019 and the same age range is indicated as the highest category for females (8.55%).

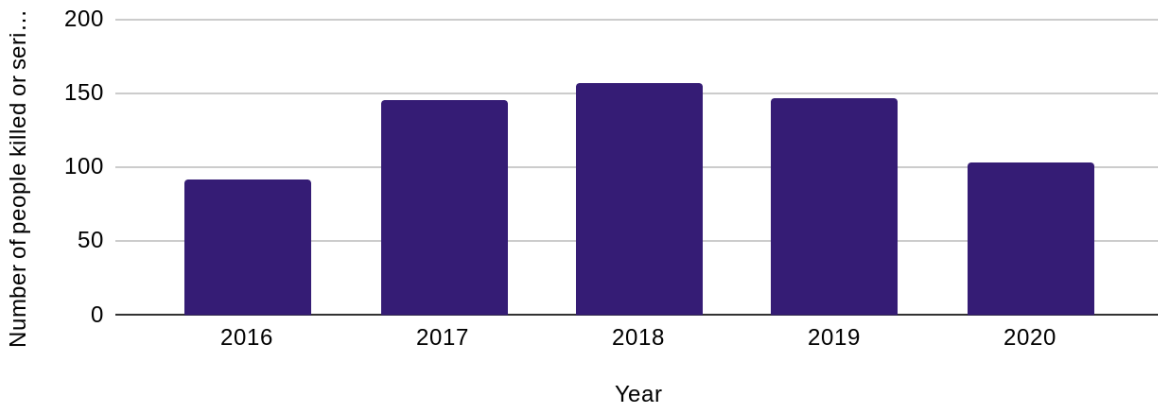
For children between 0-9 again males remain the highest category at 1.46% compared to 0.67% of the same age range for females.

Analysis of contributory factors shows that failure to look properly (CF 405) accounts for 223 of all recorded incidents in 2020 compared to 250 in 2019. The second highest recorded contributory factor is CF 406 "Driver/ Rider Error or Reaction - Failed to judge other persons path or speed" which accounts for 109 recorded incidents (114 recorded in 2019)

****For further details please see pages 33 & 34**

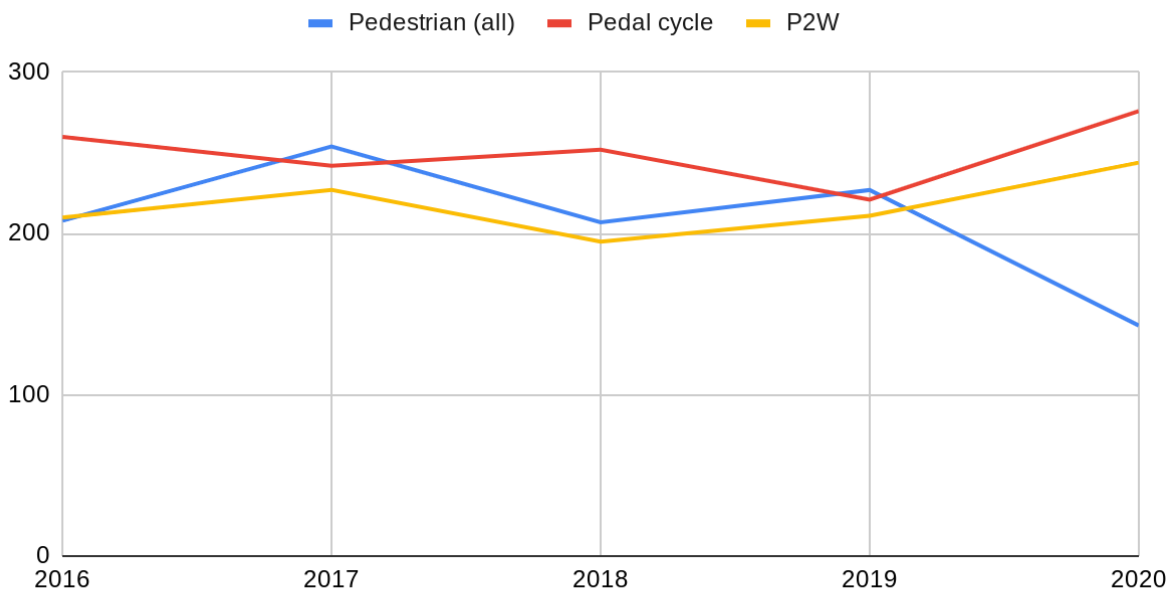
Number of people Killed or Seriously Injured (KSI)

Number of people killed or seriously injured (KSI)

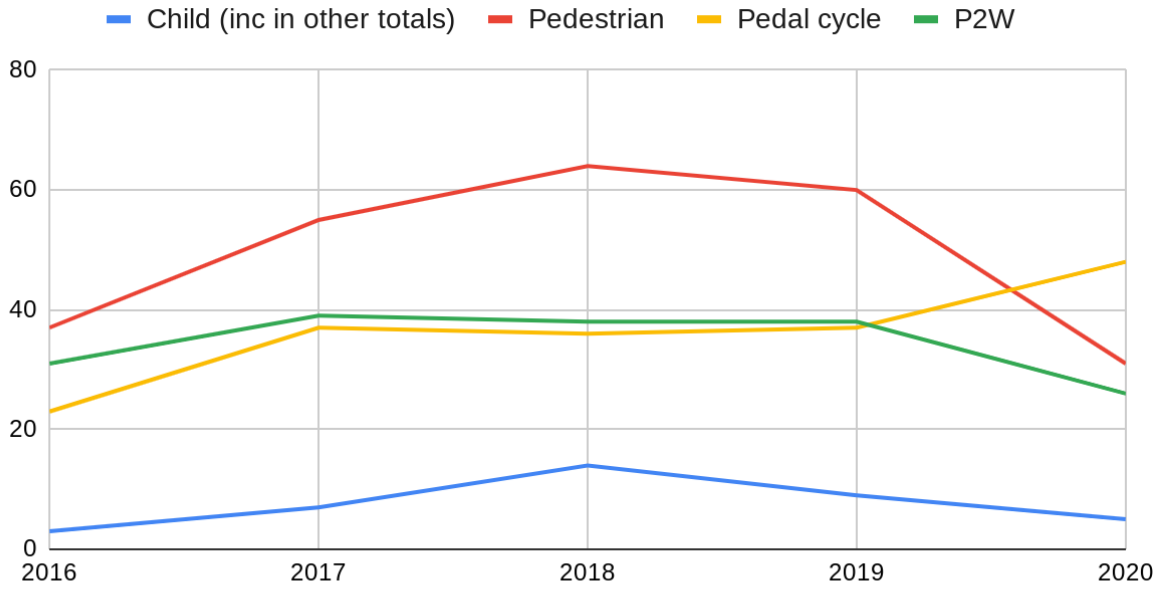


The graph above shows that there were 44 less casualties that resulted in those people killed or seriously injured. This is a decrease of almost 30% from 2019 and when comparing 2020 to 2017 there is still a 28.96% decrease.

Killed or Serious Casualty 5 year Trend 2016-2020



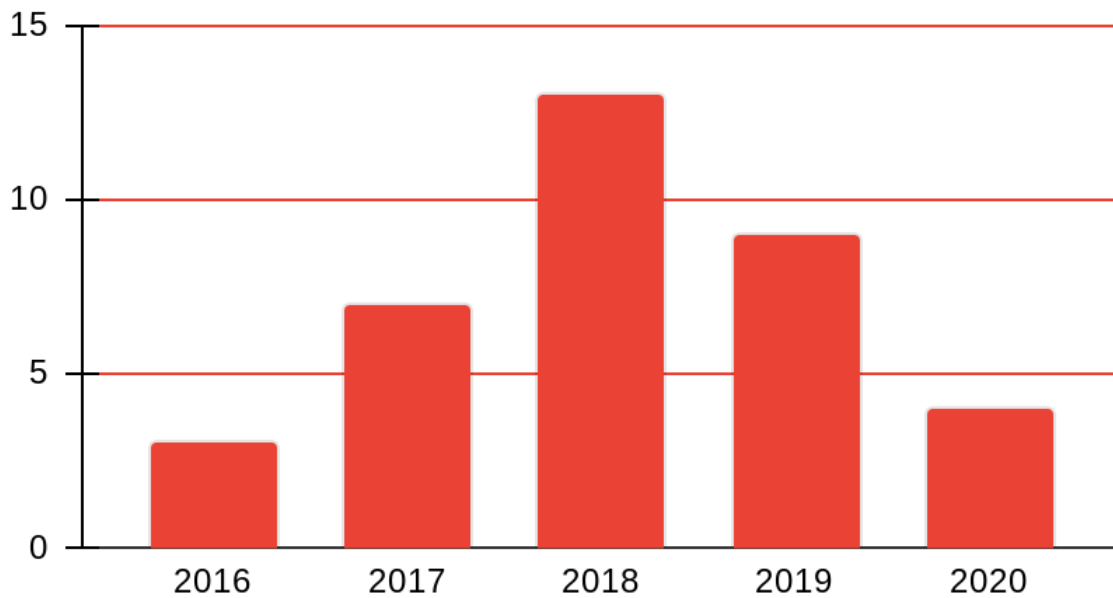
Total casualties 5 year trend by VRU type



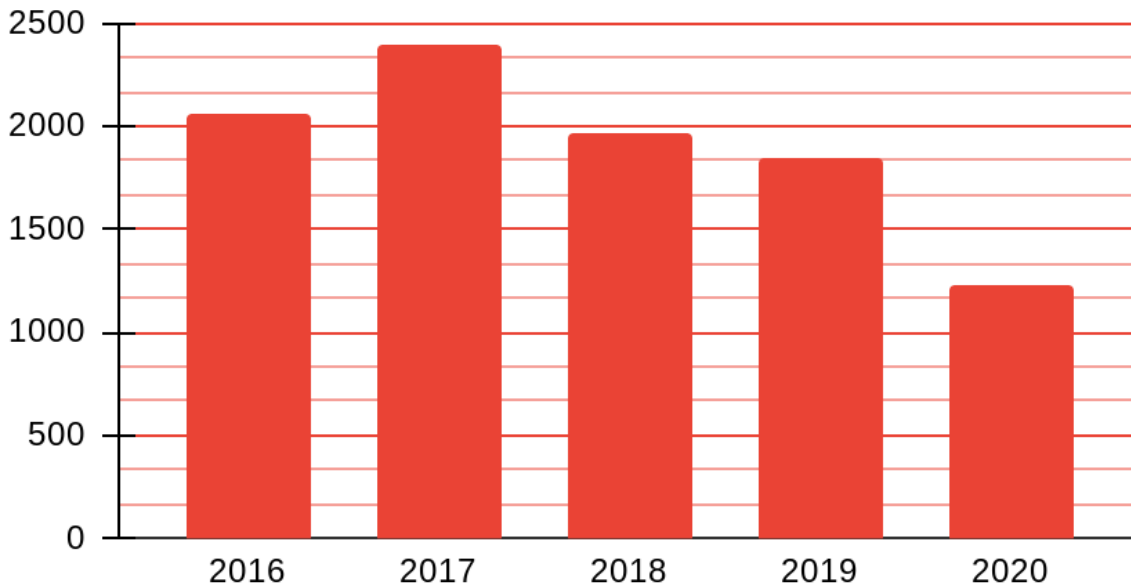
KSI 5 Year Trend by VRU type

Children Killed or Seriously Injured

Borough Child KSI Five Year Trend

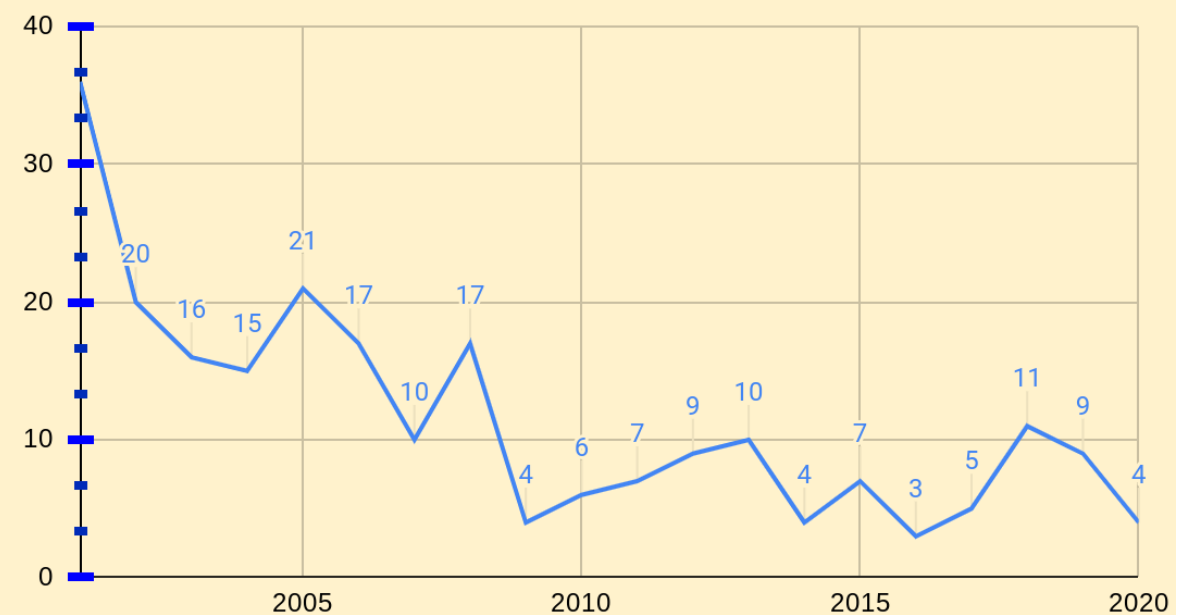


All London Child (under 16) Casualties



The two graphs above show the borough numbers in comparison to London totals. The most unfortunate London wide data set is relevant to 2017 - with 2397 children involved in all casualty types. From a borough perspective 2018, provided the least positive data set, with 11 child casualties, though fortunately no fatalities to report.

Child KSI Twenty Year Trend



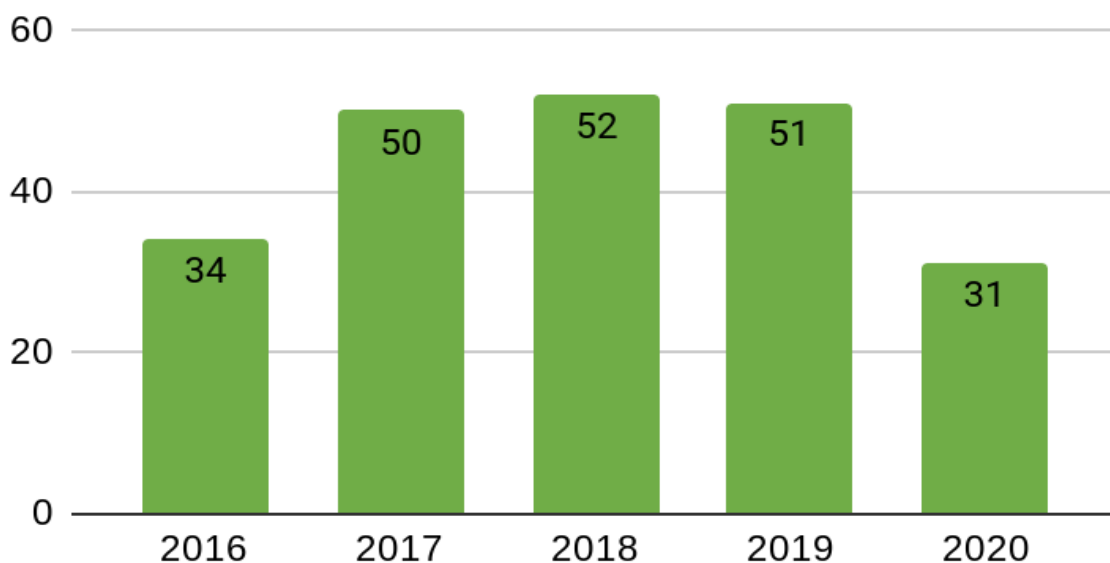
Child KSIs have fluctuated over the years with 2020 reporting 4 casualties in total, with no fatalities reported for this group. It should be noted that the last child fatal was 4 years ago, in 2015.

The following graph shows how Hackney has reduced the number of Child KSIs over the last 20 years with the year 2016 being the lowest on record. Though the KSIs have reduced overall, the child KSIs have been fluctuating between 3 and 10 since 2009 with 2018 slightly outside.

Consequently, from the initial recorded data set of 2000, Hackney has come a long way in lowering the number of child KSIs, reducing the overall total from 35 to 4 in 2020, a decrease of -88.88%. This can be attributed to a number of safety schemes and initiatives brought in by the borough, road safety education and awareness training, comprehensive speed reduction on all of the borough roads, traffic management schemes, like bus gates and school streets and a comprehensive cycle training programme to name but a few, but we must also be mindful that due to the pandemic there were also fewer school journeys made in 2020.

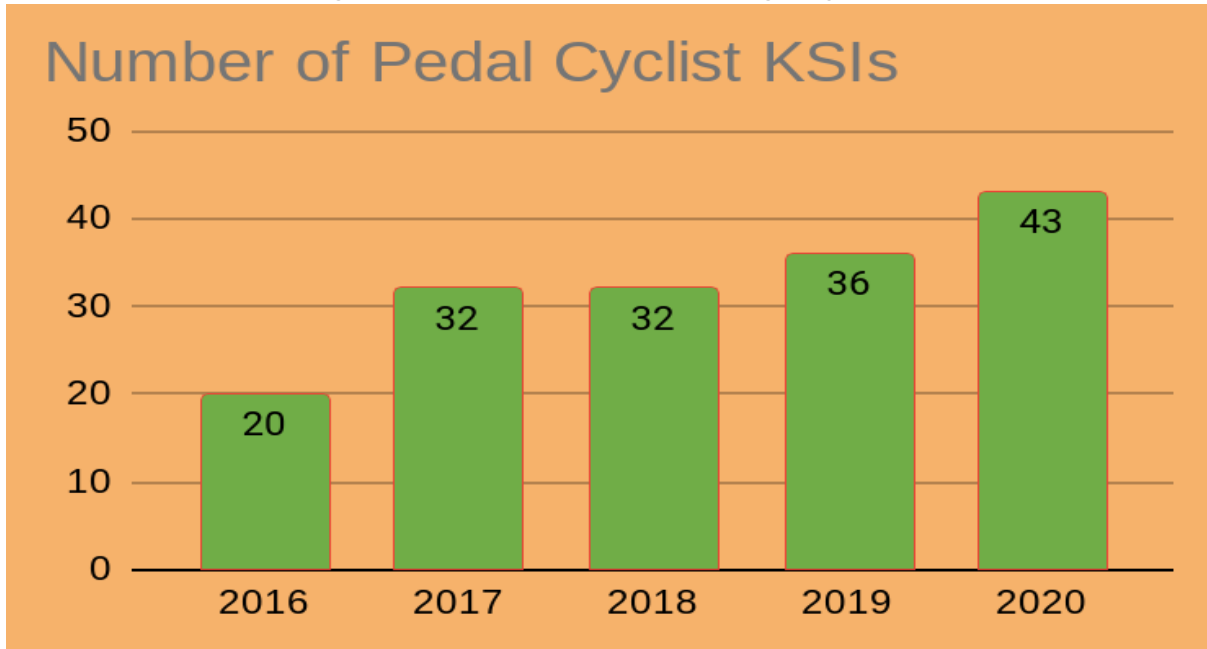
Number of pedestrians Killed or seriously injured

Number of pedestrian KSIs



Pedestrian KSIs have averaged around the 50 mark for the past three years, showing only a minimal decline between 2018 and 2019. 2020 has produced one of the lowest in the last five years. However we must remind ourselves that for almost the first half of 2020 the country was in lockdown.

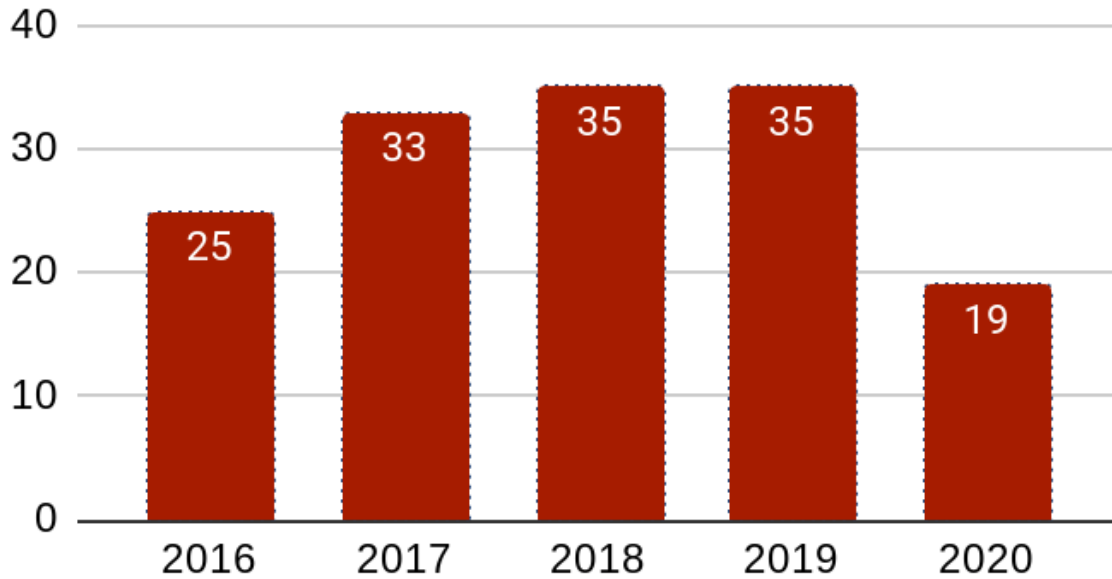
Number of pedal Cyclists Killed or seriously injured



Pedal KSI's increased from 36 in 2019 equating to 43 in 2020, a 19.44% increase. When comparing 2016 to 2020 the amount has more than doubled, with an increase of 114.99%. However, again it must be noted that during the pandemic the uptake in cycling also increased, with more recorded journeys, though overall bespoke training was not permitted due to the pandemic. Could the increase in KSIs also be partially attributed to people lacking the road knowledge and experience gained from training programmes? It will be interesting to see if 2021 and 2022 will allow us to overturn this upward trend.

Number of Powered two-wheeler users Killed or seriously injured

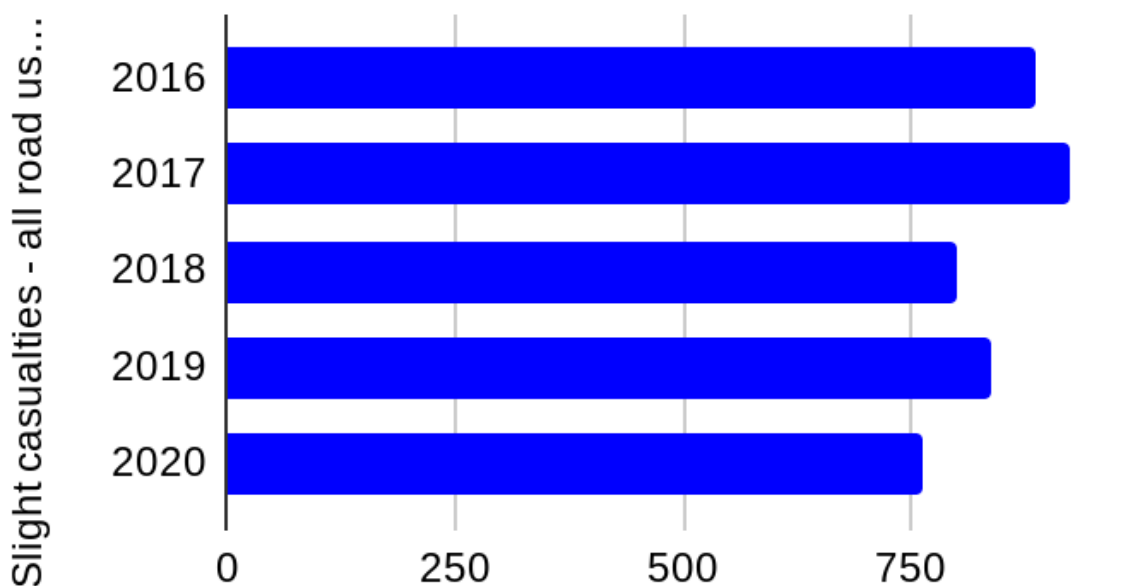
Number of P2W KSIs



The total KSI's for P2W's remained unchanged between 2018 and 2019. It is interesting to see that for 2020, though there had been an increase within the gig economy, which would have probably accounted for more trips than actual home/work ones, the stats show a decrease overall, 2020, in the 5 year period shows the lowest on record. However 2 of the fatalities recorded were P2W associated although for the higher capacity bikes (over 500cc)

Slight Casualties

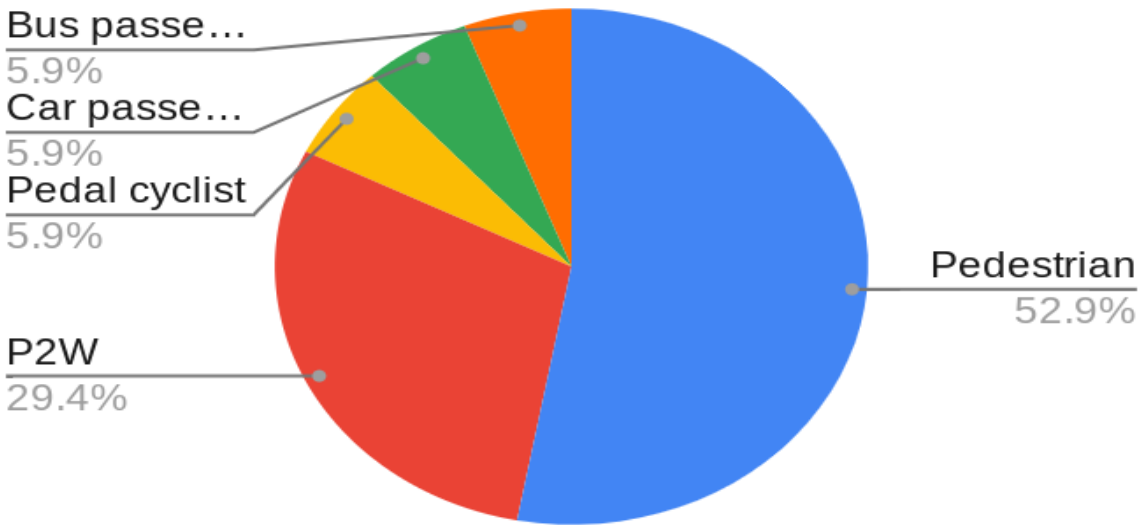
vs Slight casualties - all road users



Since 2016 slights have ranged in the mid 800 mark and 2017 proved to be the highest with slights peaking at 927. 2020 recorded the lowest to date in the 5 year range with 763 casualties (all road users) , a decrease overall of -8.84% on 2019.

Fatality Trend 201-2020 (5 Years)

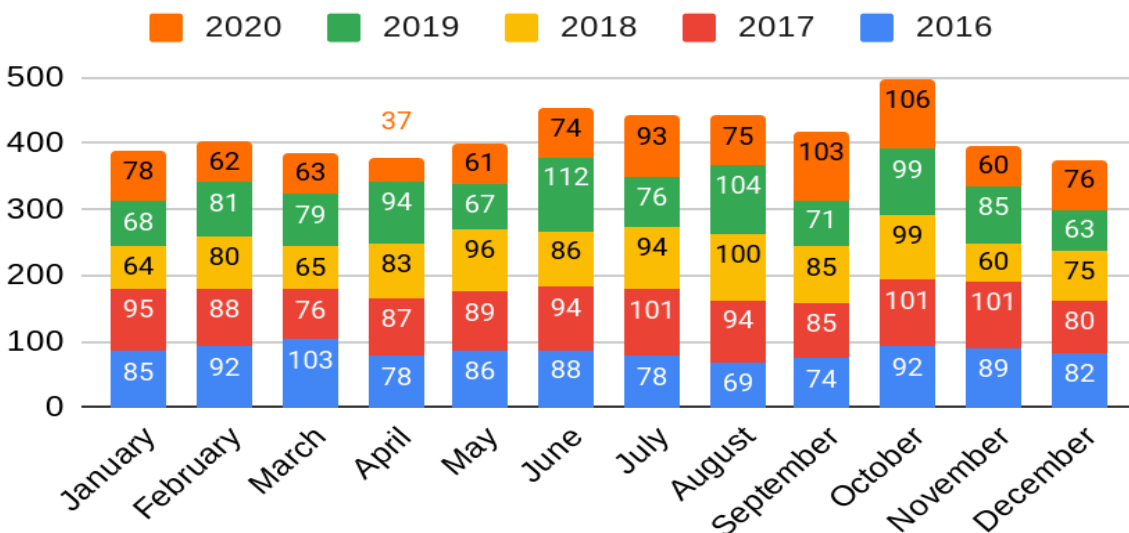
Fatalities 2016-2020 by mode of casualty



With regard to fatalities, the majority for the VRUs tend to be male and within the 30-39 age category for cyclists, for pedestrians the age range is quite broad as is the gender, though males feature more prominently. In 2019 3 fatalities in the pedestrian group belonged to the 60-69 age range, 2 male and 1 female.

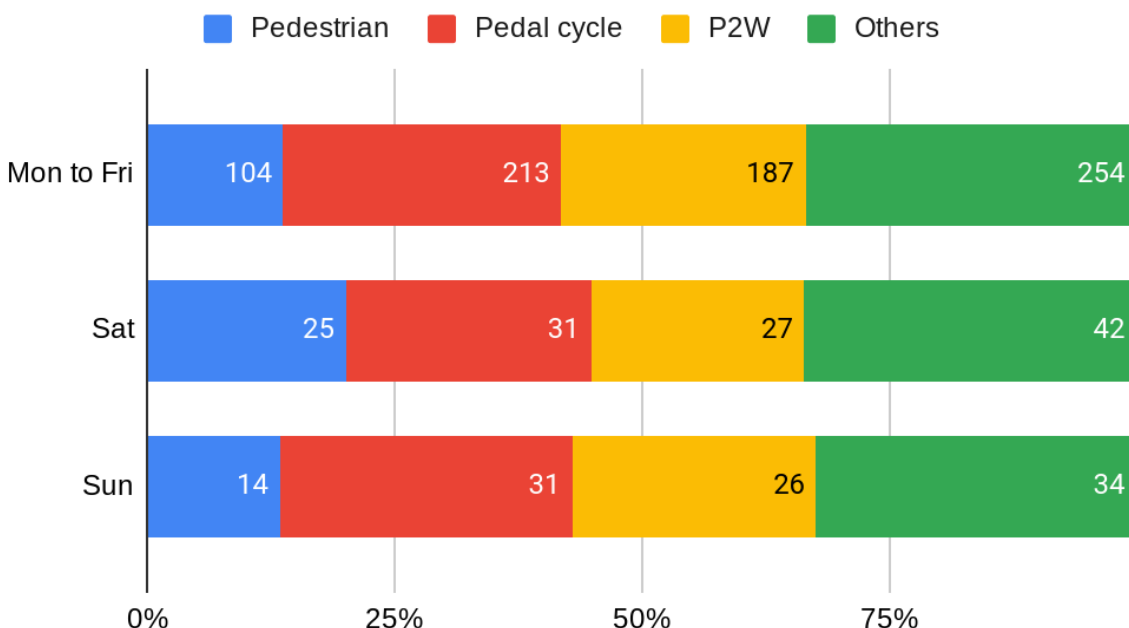
Fatality by Year & Month 2016- 2020

Total fatalities by Month and year 2016-2020



Casualties by mode and day of week

Total vulnerable road user casualties as a % of total by day of week



Casualties by Mode and Time of Day

The table below shows that the worst periods of the day are the afternoon/evening period. It can be noted that pedal cycles feature consistently throughout most of the day with peak levels indicating the later afternoon as being the most difficult (15:00 - 17:59). P2W are well represented throughout the first morning hours until late evening, (Possibly relevant to increased demand in deliveries and expansion of GIG economy) with peak periods between 18:00 and 20:59 whilst pedestrians are at the highest levels between 15:00 - 17:59 (school run and closing office times).

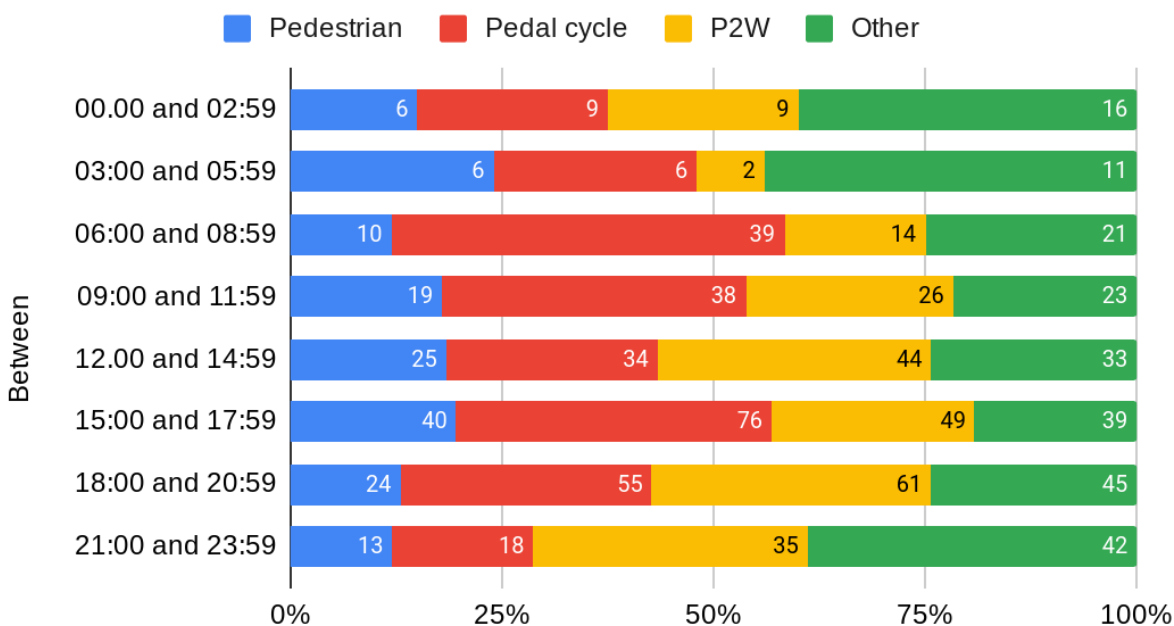
“Others” representing cars, HGVs, LGVs, public transport and so forth, are at their lowest between the hours of 03:00 and 5:59. It is evident when comparing 2019 to 2020 the difference - as there was a regularity within all the groups at the different times.

It will be interesting to look at further comparisons with the 2021 data and see if there are further changes due to the pandemic and home working, less social activities etc.

Total vulnerable				
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road user casualties as a % of total by time of day				
Between	Pedestrian	Pedal cycle	P2W	Other
00:00 and 02:59	6	9	9	16
03:00 and 05:59	6	6	2	11
06:00 and 08:59	10	39	14	21
09:00 and 11:59	19	38	26	23
12:00 and 14:59	25	34	44	33
15:00 and 17:59	40	76	49	39
18:00 and 20:59	24	55	61	45
21:00 and 23:59	13	18	35	42

Total vulnerable road user casualties as a % of total by time of day



Casualties by Age Group

The tables below show all KSIs split by gender and 10 year age groups. The tables show that males are killed or seriously injured almost twice as much as females. The tables also show that KSIs are concentrated between the ages of 20–29 and 30-39 for males whereas 20-29 age group was featured more for the females.

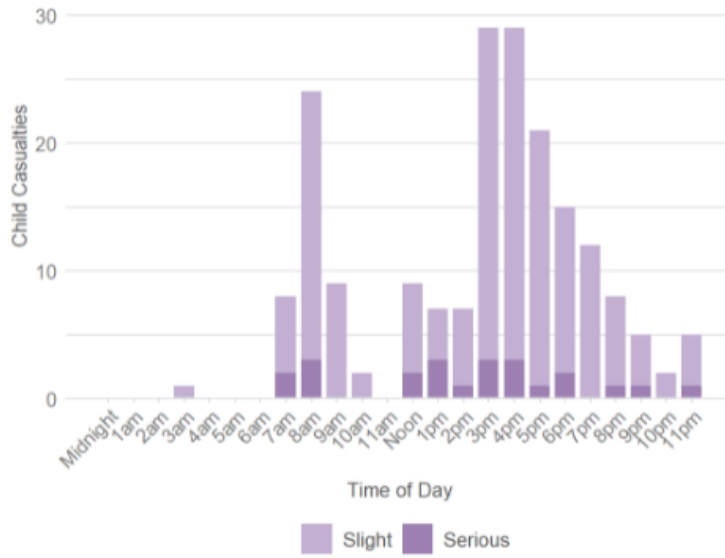
2016												
------	--	--	--	--	--	--	--	--	--	--	--	--

Male	fatal	serious	slight	total	%		Female	fatal	serious	slight	total	%
0-9	0	0	11	11	1.30%		0-9	0	0	6	6	0.70%
10-19	1	3	40	44	5.20%		10-19	0	0	20	20	2.40%
20-29	1	10	137	148	17.50%		20-29	0	5	85	90	10.60%
30-39	0	17	140	157	18.50%		30-39	0	3	65	68	8.00%
40-49	1	10	84	95	11.20%		40-49	1	2	40	43	5.10%
50-59	0	6	48	54	6.40%		50-59	0	1	18	19	2.20%
60-69	0	2	19	21	2.50%		60-69	0	2	15	17	2.00%
70-79	0	0	4	4	0.50%		70-79	0	2	9	11	1.30%
80-89	0	1	4	5	0.60%		80-89	0	0	3	3	0.40%
90-99	0	0	0	0	0.00%		90-99	0	0	1	1	0.10%
Unknown	0	1	19	20	2.40%		Unknown	0	0	11	11	1.30%
					65.90%							34.10%
2017												
Male	fatal	serious	slight	total	%		Female	fatal	serious	slight	total	%
0-9	0	3	18	21	1.90%		0-9	0	0	14	14	1.30%
10-19	0	11	43	54	4.90%		10-19	0	1	26	27	2.50%
20-29	0	35	185	220	20.20%		20-29	0	10	87	97	8.80%
30-39	1	25	169	195	17.80%		30-39	0	14	76	90	8.20%
40-49	1	20	97	118	10.70%		40-49	0	5	54	59	5.40%
50-59	0	11	60	71	6.50%		50-59	0	3	26	29	2.60%
60-69	0	1	23	24	2.20%		60-69	0	4	19	23	2.10%
70-79	0	0	5	5	0.50%		70-79	0	2	11	13	1.20%
80-89	1	0	2	3	0.30%		80-89	0	2	7	9	0.80%
90-99	0	0	0	0	0.00%		90-99	0	1	1	2	0.20%
Unknown	0	1	17	18	1.60%		Unknown	0	0	7	7	0.60%
					66.39%							33.70%
2018												
Male	fatal	serious	slight	total	%		Female	fatal	serious	slight	total	%
0-9	0	5	9	14	1.40%		0-9	0	1	4	5	0.50%
10-19	0	9	29	37	3.80%		10-19	0	5	18	23	2.30%
20-29	1	43	147	191	19.40%		20-29	0	11	76	87	8.80%
30-39	0	27	169	196	19.90%		30-39	0	11	82	93	9.40%
40-49	0	14	77	91	9.20%		40-49	0	5	36	41	4.10%
50-59	0	11	59	70	7.10%		50-59	1	3	38	42	4.20%
60-69	0	3	12	15	1.50%		60-69	0	1	14	15	1.50%
70-79	0	2	5	7	0.70%		70-79	0	2	2	4	0.40%
80-89	0	0	4	4	0.40%		80-89	0	2	5	7	0.70%
90-99	0	0	1	1	0.10%		90-99	0	1	0	1	0.10%

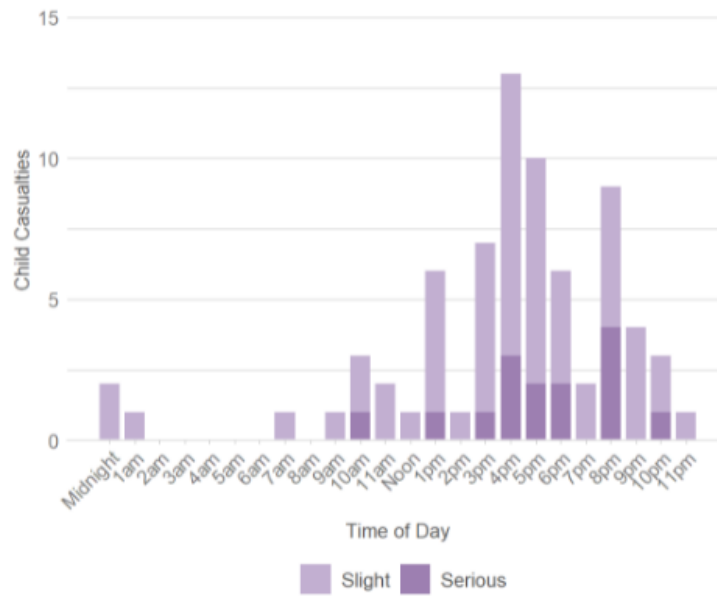
Unknown	0	2	21	23	2.30%		Unknown	0	0	17	17	1.70%
					65.80%							34.20%
2019												
Male	fatal	serious	slight	total	%		Female	fatal	serious	slight	total	%
0-9	0	4	8	12	1.12%		0-9	0	2	14	16	1.59%
10-19	0	9	27	36	3.59%		10-19	0	2	23	25	2.49%
20-29	1	23	157	181	18.06%		20-29	0	9	94	103	10.27%
30-39	0	31	159	190	18.96%		30-39	0	7	71	78	7.78%
40-49	0	21	93	114	11.37%		40-49	0	1	30	31	3.09%
50-59	0	11	48	59	5.88%		50-59	0	7	29	36	3.59%
60-69	2	3	19	24	2.39%		60-69	1	5	14	20	1.99%
70-79	0	2	5	7	0.69%		70-79	0	1	5	6	0.59%
80-89	0	1	6	7	0.69%		80-89	0	2	5	7	0.69%
90-99	0	0	0	0	0.00%		90-99	0	0	0	0	0.00%
Unknown	0	2	9	11	1.09%		Unknown	0	1	15	16	1.59%
					63.98%							33.73%
2020												
Male	fatal	serious	slight	total	%		Female	fatal	serious	slight	total	%
0-9	0	1	12	13	1.46%		0-9	0	0	6	6	0.67%
10-19	0	7	30	37	4.16%		10-19	0	1	15	16	1.80%
20-29	0	16	165	181	20.38%		20-29	0	8	64	72	8.10%
30-39	1	21	160	182	20.49%		30-39	1	6	69	76	8.55%
40-49	0	14	64	78	8.78%		40-49	0	3	41	44	4.95%
50-59	0	9	54	63	7.09%		50-59	0	6	25	31	3.49%
60-69	0	4	13	17	1.91%		60-69	0	4	6	10	1.12%
70-79	0	2	5	7	0.78%		70-79	2	2	4	14	1.57%
80-89	0	0	3	3	0.33%		80-89	0	0	3	3	0.33%
90-99	0	0	0	0	0.00%		90-99	0	0	0	0	0.00%
Unknown	0	2	14	16	1.80%		Unknow	0	0	4	4	0.45%
					67.23%							31.09%
Unknown gender or age (1 serious, 14 slight)											15	1.68%

*****It should be noted that 2019 & 2020 data has been taken from MAST whereas previous years Keyaccidents had been used. There is a variance in slight figures between the two. 2019 registered unknown gender 7 age (all slight) at 23 (2.29%) Please see Appendix 1 for VRU breakdown

2016-20 Child casualties by hour of the day (weekdays)

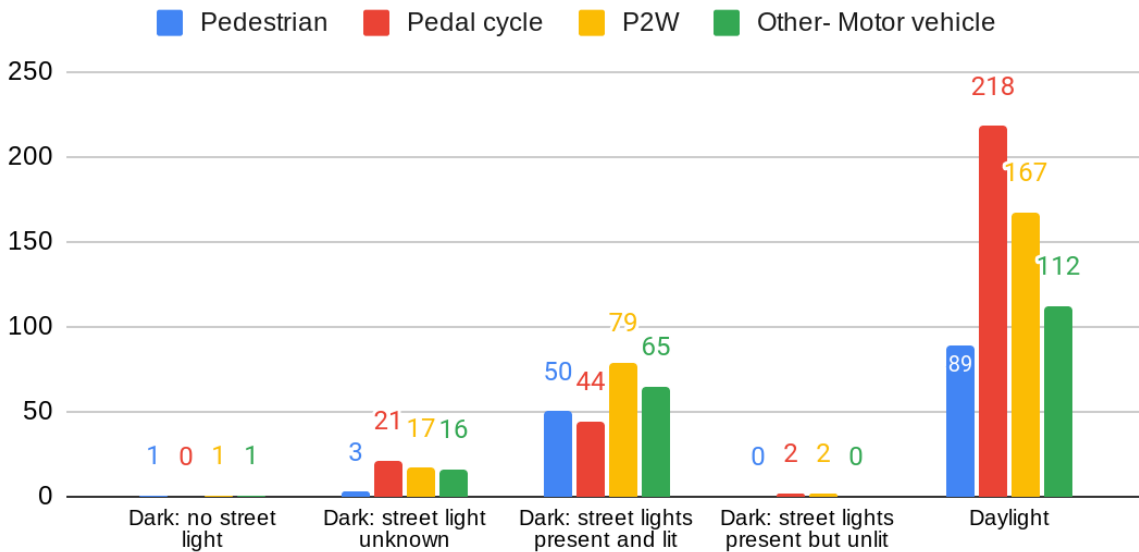


2016-20 Child casualties by hour of the day (weekends)



Total KSIs Lighting and Mode 2020

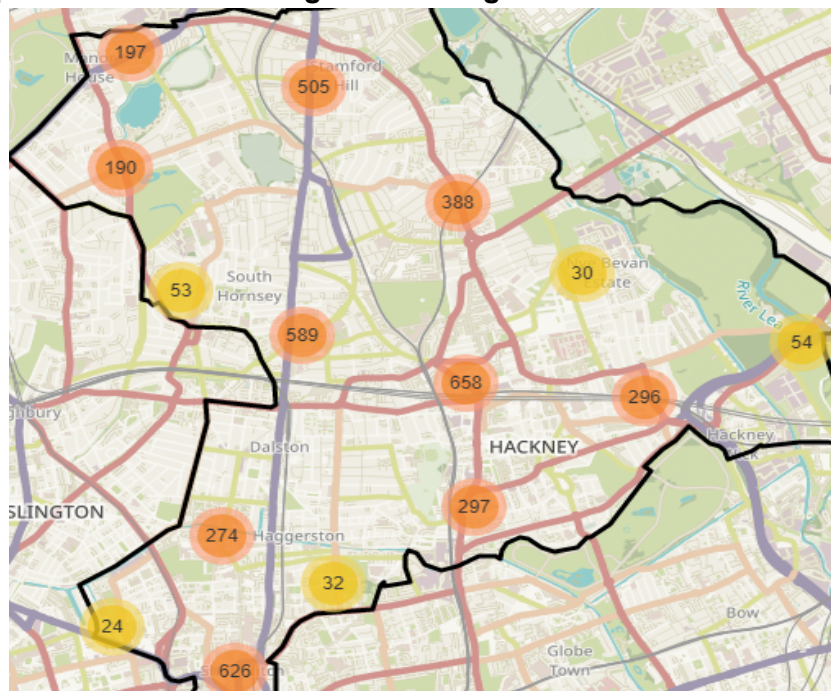
Pedestrian, Pedal cycle, P2W and Other- Motor vehicle



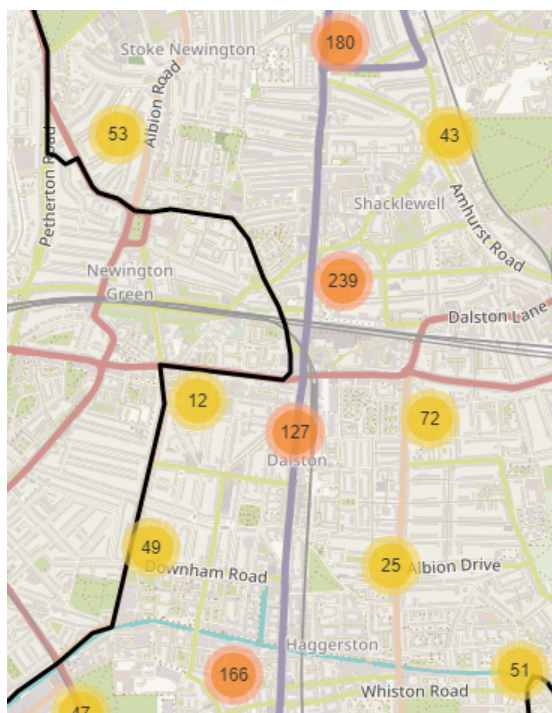
2016-20 Collision cluster maps (from MAST data)

On the following page the data is based over a 5 year period with further details relevant to the identified top 4 areas (Dalston, Stamford Hill, Hackney Central & Shoreditch).

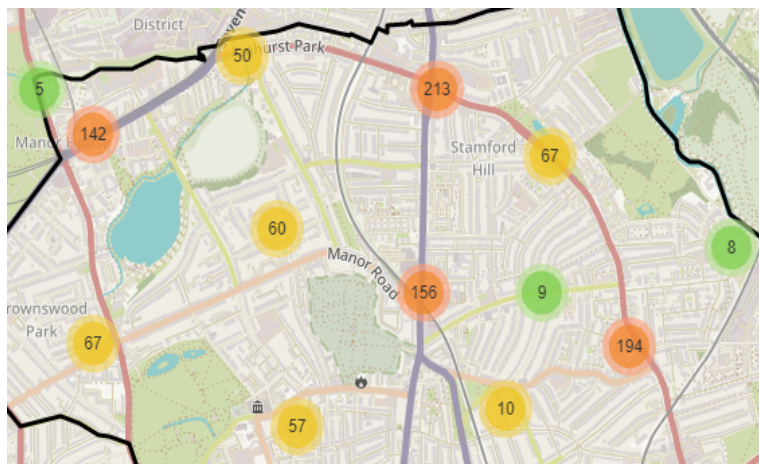
Borough Map – Cluster sites through the borough



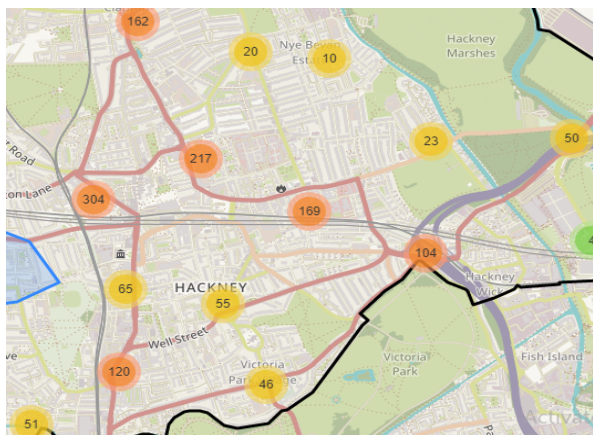
Dalston (589 over a 5 year period)



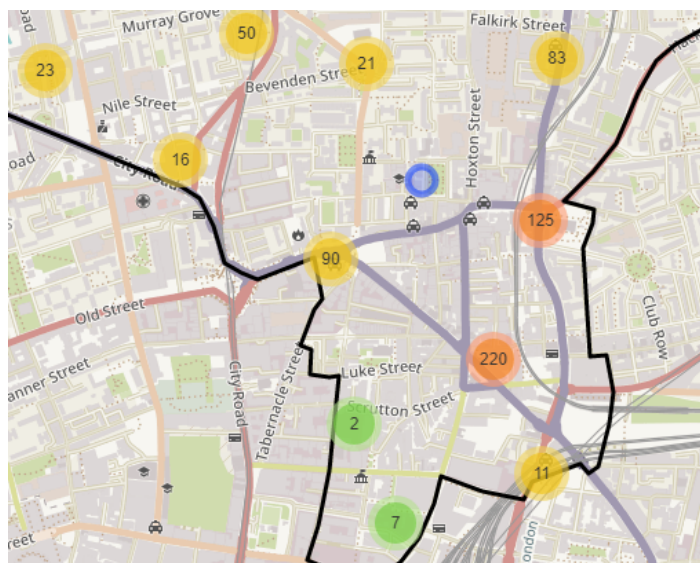
Stamford Hill (505 over a 5 year period)



Hackney Central (658 over a 5 year period)



Shoreditch (626 over a 5 year period)



Casualty Reduction Profiles & Projection

The graphs in this section show the overall performance of Hackney in comparison to other boroughs, based upon the 2020 London casualty reduction target to reduce the total number of people KSI by 40% from the 2005-9 average baseline. This is the baseline against which TfL measures progress towards the target of a 40 per cent reduction in KSI casualties by 2020 as set out in Safe Streets for London, London’s Road Safety Action Plan to 2020. The Council had adopted the same target and baseline and also chosen to use the same percentage reduction to measure the total number of children killed or seriously injured and the total number of people injured on Hackney roads for its performance indicators.

It is needless to say that no London borough would achieve these set targets. However it is important to have a comparative understanding where in London Hackney residents are being injured and also from which other boroughs, people are being injured on Hackney’s roads. There is also a need to consider casualties within the most deprived areas of the borough. It should be noted that whilst we do have data sets for IMD levels, we do not have comparable data sets for the diverse ethnic groups that reside in these areas.

In the 2019 report it was mentioned that the newly adopted reporting system of COPA might be one of the main reasons for the figures increasing (when first introduced, all boroughs within London found the figures had increased, especially between slight and serious). This system is now well established within STATS 19 data , so it would be unrealistic to utilise this reasoning now. We do need to consider what the effects of the pandemic have had on figures, how traffic modes changed through lock down and once we came out of it.

Hackney support's Vision Zero and the safe systems approach, however we must also be mindful of the fact that only engineering will not suffice to eradicate all casualties. Engineering will continue to play a vital role in how roads are adopted and shaped for the different users but awareness, training, engagement and enforcement will continue to support any new ventures.

During lockdown the move was to encourage more walking and cycling and the implementation of low traffic neighbourhoods was the prevalent choice in providing safer environments. The overall decline in use of public transport facilities as many people either worked from home or were furlonged, left the road environment eerily quiet and the consequent increase in speed values due to less trafficked roads was quite startling.

It is sometimes presumed that with the increase in cyclists and pedestrians there is more of an opportunity for casualties to occur. It is not always possible to restructure pathway & cycle lanes to accommodate a higher quantity from both groups and though designated routes have been provided, in particular for cyclists, not always will these routes be chosen as they do not necessarily provide a direct route.

From a pedestrian's point of view, the designated crossing point provided will not necessarily suit. Desire lines can at times be unpredictable.

Despite a huge drop in the number of journeys being made overall as more people worked from home and people travelled for legally permitted reasons, increasingly Londoners continued to cycle, making essential trips and for exercise. The same trend was applicable for walking, as we were encouraged to walk more for mental health and wellbeing reasons during lockdown.

Since 2015, TfL has carried out annual cycle counts in both inner and outer London, usually in the spring. These figures count the numbers of people cycling past fixed points on the capital's cycling network over the course of a day. Due to the coronavirus pandemic, cycle counts in 2020 were instead carried out in the autumn, with results showing a 7% increase in cycling in inner London and a 22% increase in outer London, compared to the previous count in spring 2019.

It will be interesting if we are able to compare both 2020 and 2021 cycling and walking trends and see if these continue to rise or not.

The most prominent contributing factor for pedestrian collisions is failure to look properly. Needless to say the same CF is also the highest reason for both drivers and riders. Whether or not this failure is due entirely to external distractions (mobile phone usage, headphones etc) is a question of debate. It is noted that any increase within the gig economy must also see a rise in the use of mobile phones for GPS/route planning and order tracking.

Though not yet integrated fully as a rental scheme, private e-scooters continued to see a rise in 2020 as did other forms of micro mobility. Transport for London continued to consult over the practicalities and safety aspects of their electric scooter

hire scheme which would not go live until June 2021. In the meantime, debate continued to rage over the police's involvement in enforcing private e-scooters. Enforcement continued to be sporadically upheld in some boroughs, with most teams paying little or no attention to this phenomenon as they had other preoccupations and targets to achieve.

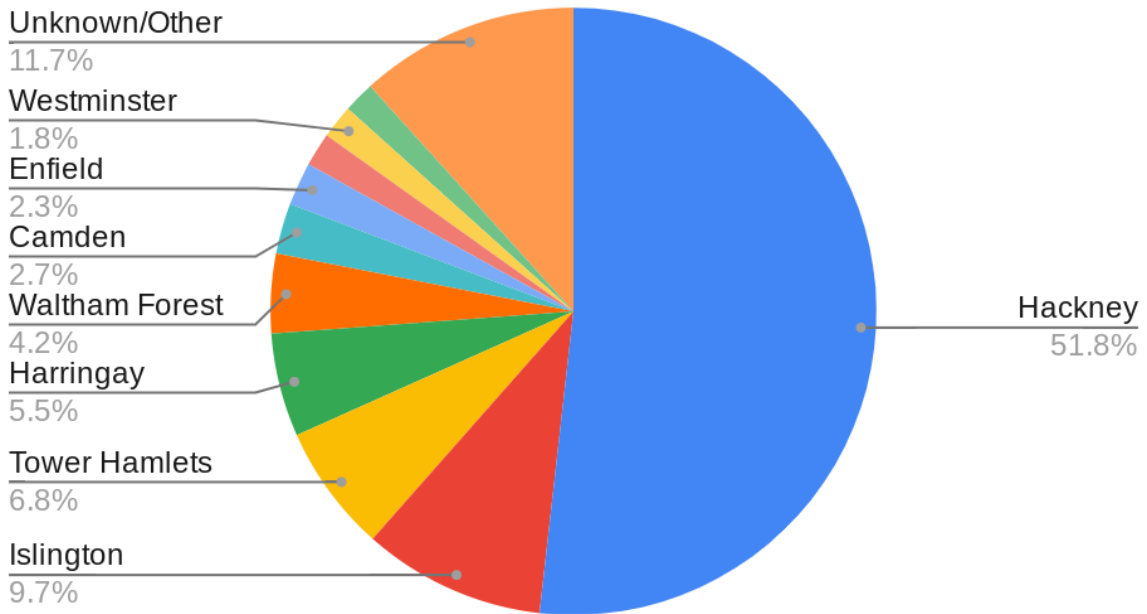
Most enforcement was soft and aimed at raising awareness, non-compliance was either limited to a warning, at times an on-the-spot fine and as an ultimate deterrent, vehicle seizure. Further details will be given relevant only to vehicle seizures, as e-scooter casualties do not show up as individual modes of transport and will tend to be grouped either under P2W or pedestrian statistics.

Also consideration will be given to traffic management schemes, such as school streets and low traffic neighbourhoods. This is to compile a data set that highlights any decline or an increase of incidents relevant to displaced traffic or that occurred within the specific no go areas.

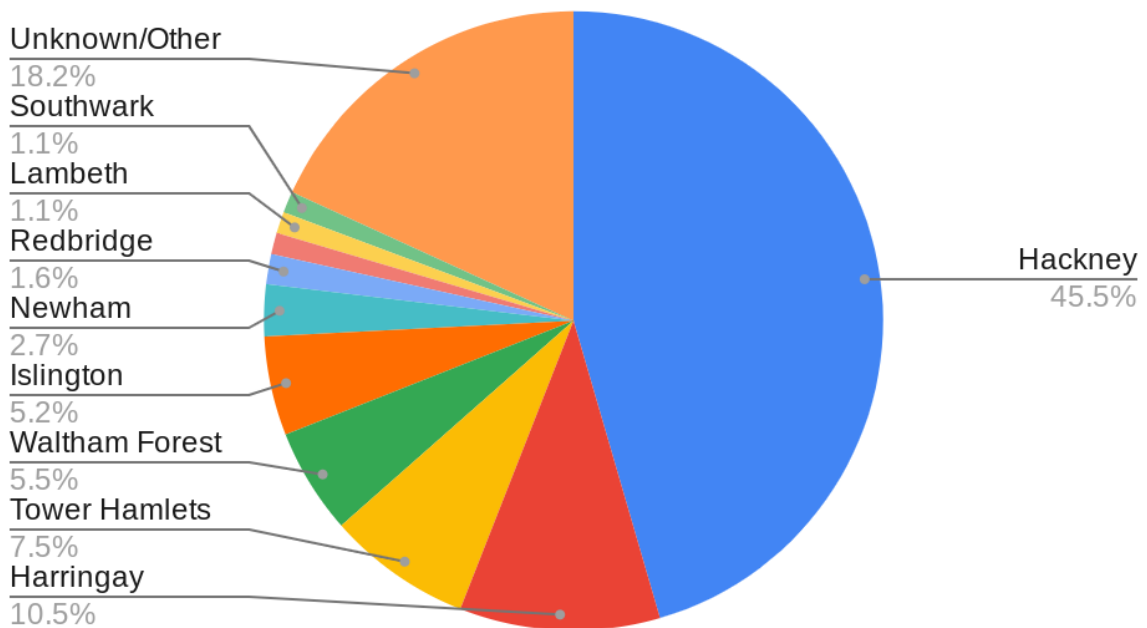
With regard to P2W the incident rate is relevant to the 20-35 age group and mainly males. The increase in the gig economy as well as choice of mode of transport (cheaper to run for many) or even the use of the P2W not only for personal trips but also work have been factors for the increase in the mode of transport. Add to this is the ease with which riders, from a legal perspective, achieve and renew their CBT, a higher influx of riders that are from another European states (unfamiliarity of road rules and speed limits), plus the poor road worthiness of some of the vehicles (cheap second hand) and this will all compound to an increase in incidents going forward. It will be interesting to see how the gig economy will be evaluated in 2021 in comparison to 2020 and especially during the lockdown periods.

It should be noted that there have been no further numeric targets set by Transport for London for local authorities, other than adherence in implementing and upholding the vision zero safe systems approach.

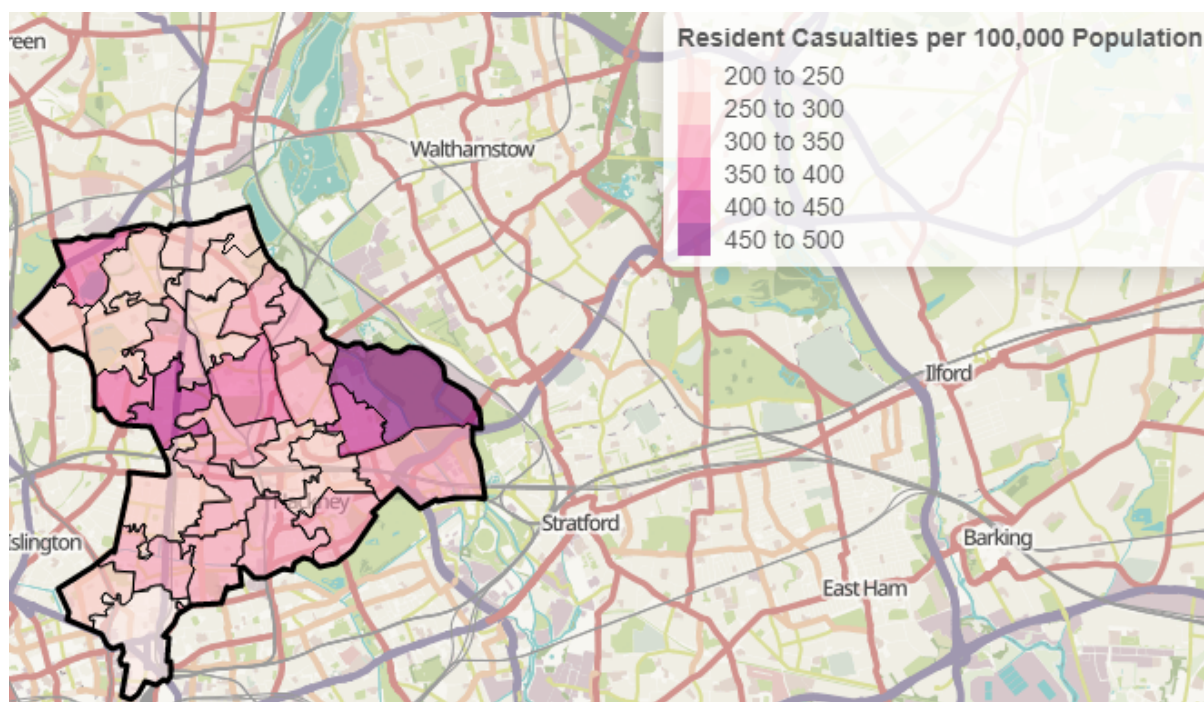
Where Hackney residents get injured on roads



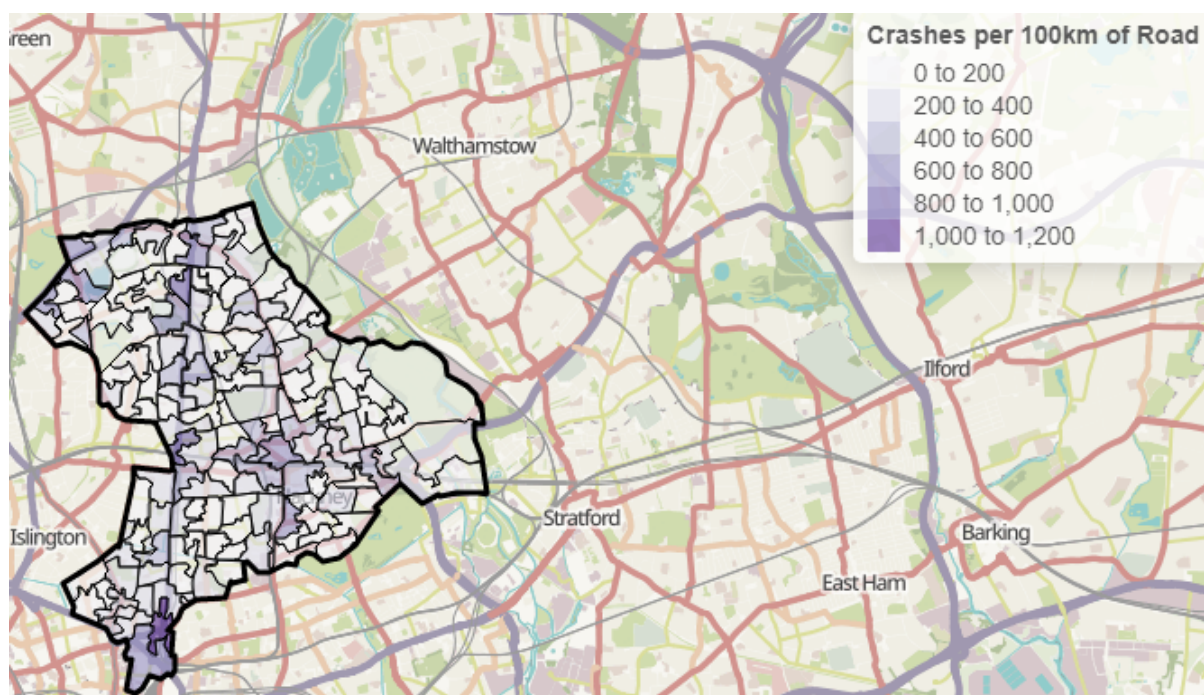
Where those injured on Hackney roads reside



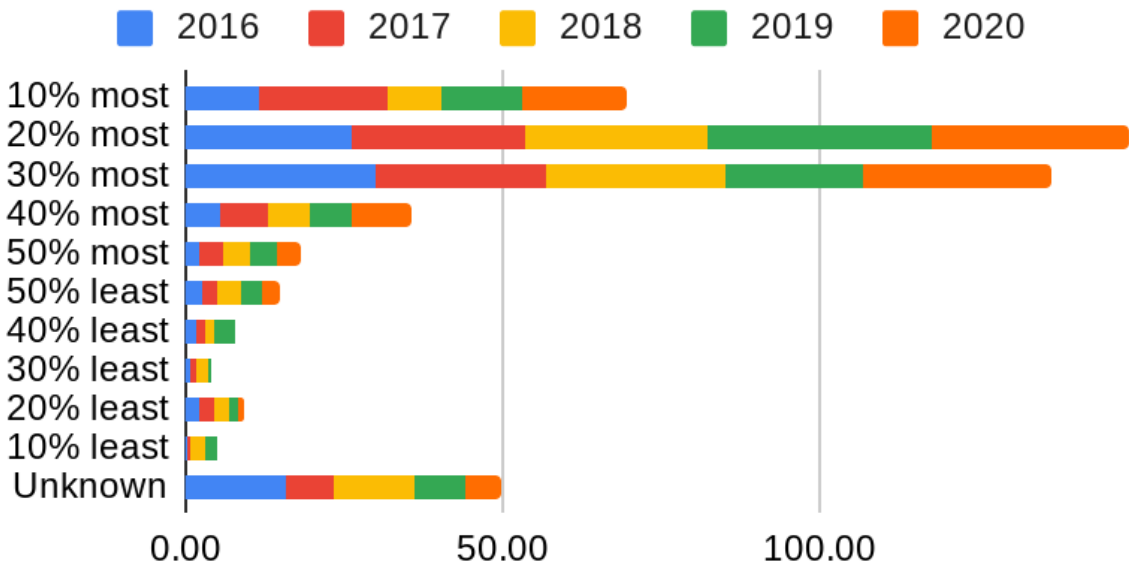
2016-20 Resident all casualties heatmap



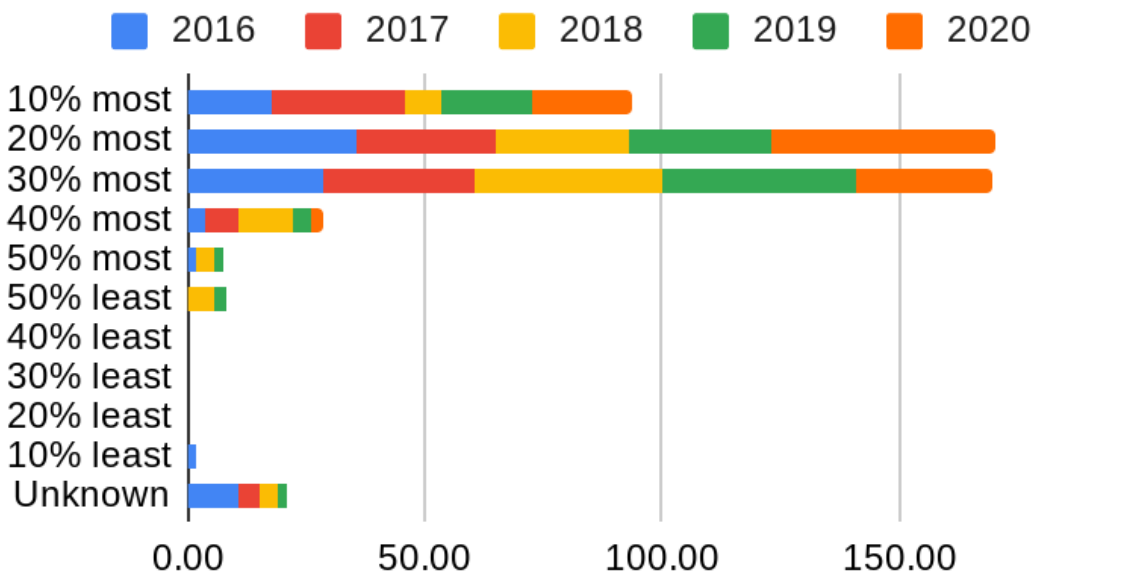
2016-20 All crashes heatmap



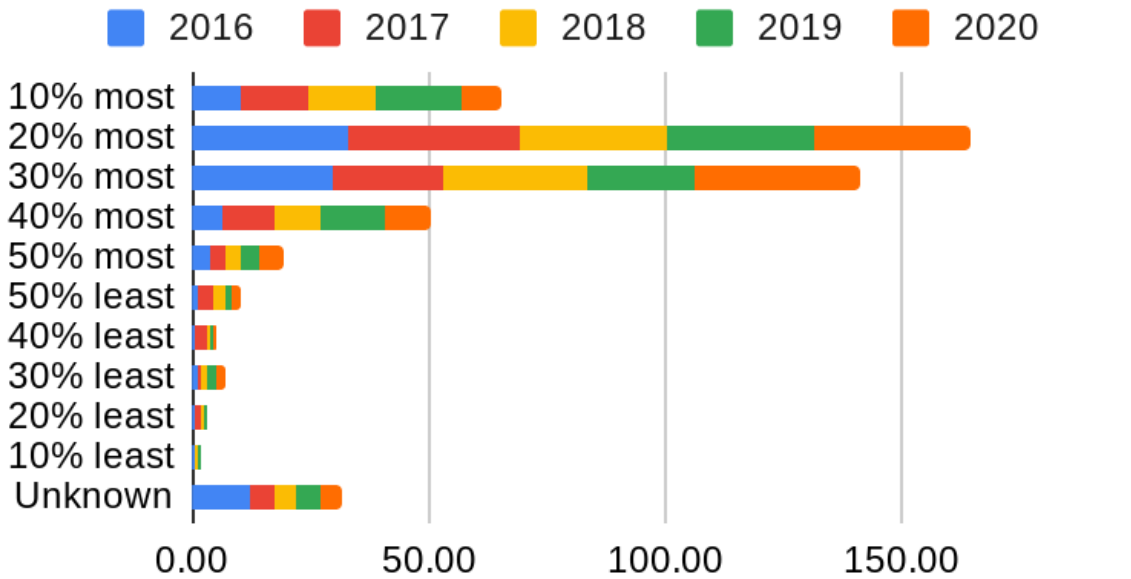
Percentage of Pedestrian Hackney casualties by IMD level of deprivation



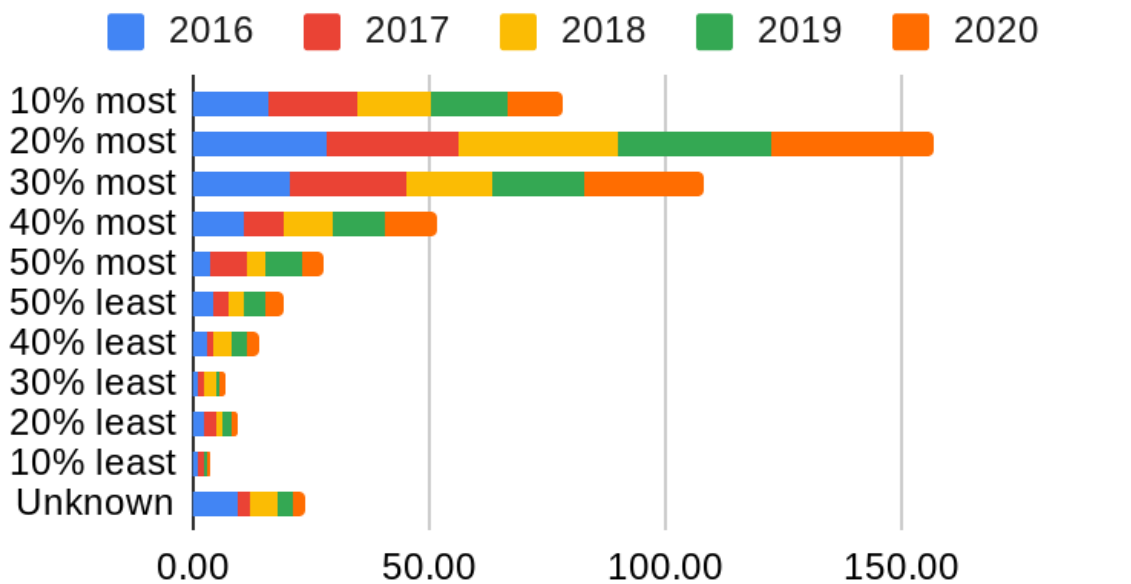
Percentage of child Hackney casualties by IMD level of deprivation



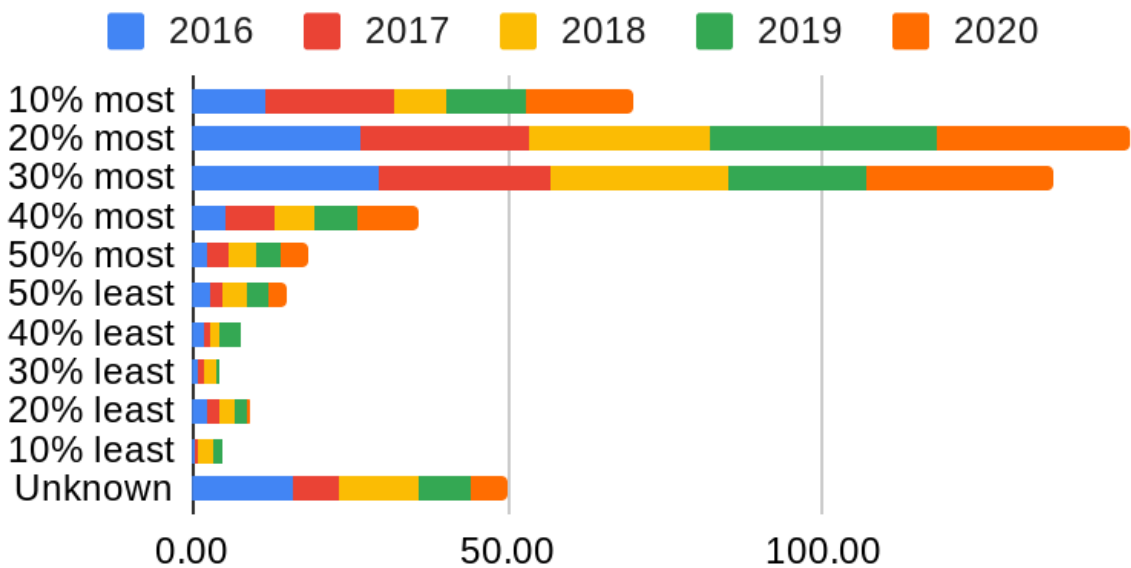
Percentage of Pedal Cycle Hackney casualties by IMD level of deprivation



Percentage of P2W Hackney casualties by IMD level of deprivation



Percentage of Pedestrian Hackney casualties by IMD level of deprivation



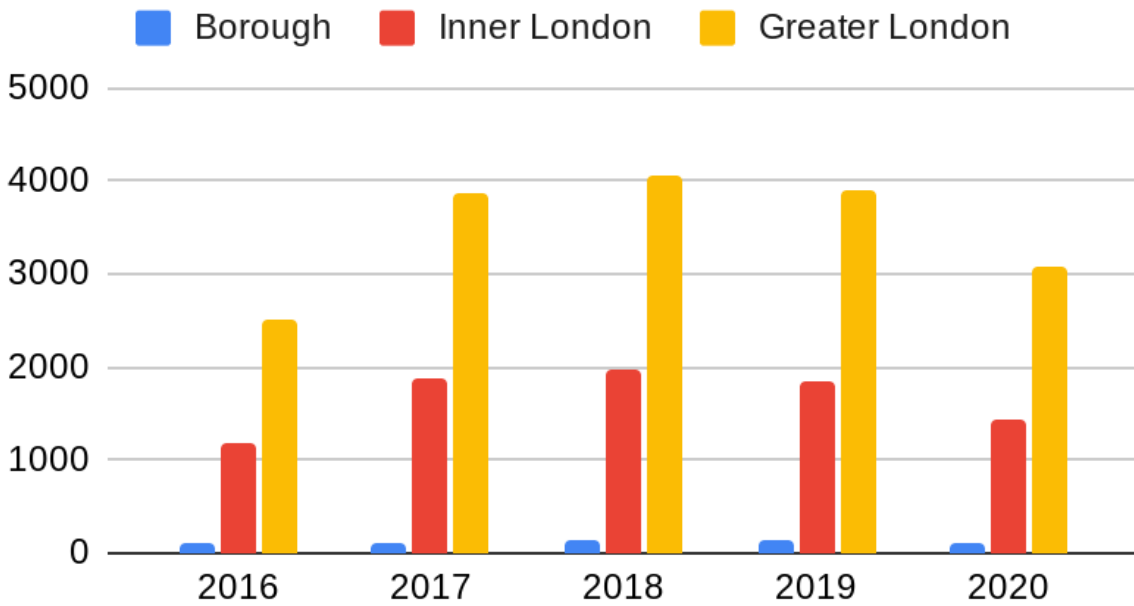
Removing unknown cases, residents of the most deprived 50% IMD groups in Hackney made up 88.26% of all road casualties in 2020, a rise of 5.00% from 2019, in comparison with 13 inner London boroughs as a whole (including LBH) of 78.02% (>1.01% from 2019).

Borough casualty trend 2016-2020 compared to Inner and Greater London

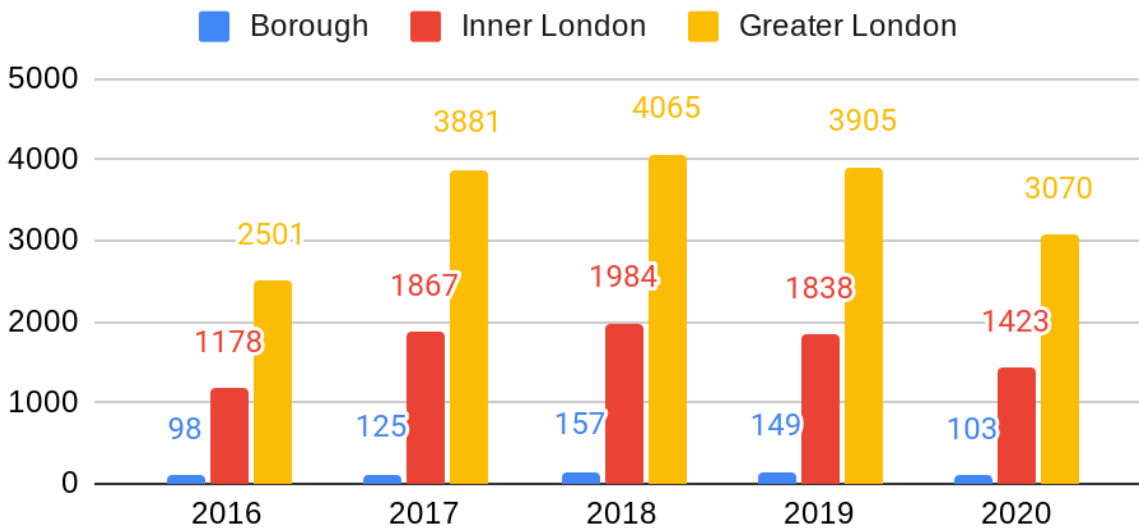
The following charts show Hackney’s casualty rates as compared to the totals for the thirteen Inner London boroughs (comprising of Hackney, City of London, Westminster, Camden, Islington, Tower Hamlets, Greenwich, Lewisham, Southwark, Lambeth, Wandsworth, Hammersmith and Fulham, Kensington and Chelsea) and the totals for the thirty two Greater London boroughs.

In the five year period (2016 - 2020) totals have fluctuated. 2020 showed a 5.1% increase from 2016 but a -34.39% decrease from 2018. Again these figures need to be interpreted with caution. As a percentage of these totals, Hackney’s figures have remained consistent over a five year period, with 2019 showing a -5.09% decrease of borough figures from 2018.

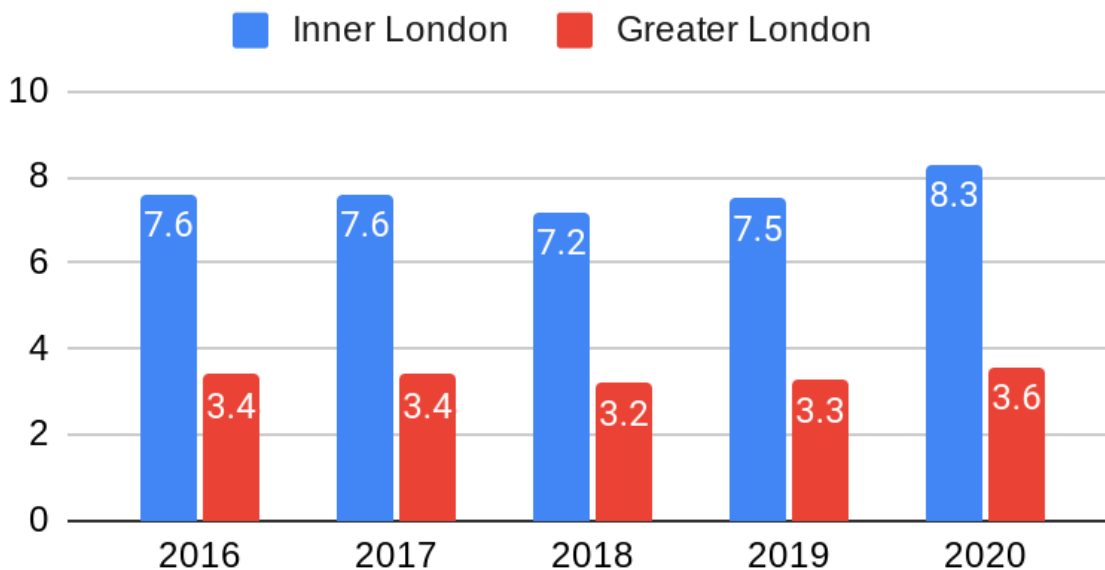
Total KSI Casualties Borough Vs Inner & Greater London



All Casualties; Borough, Inner London and Greater London



All Borough Casualties as % of London and Greater London Totals



***** See also Appendix 2 for percentage comparisons.

Contributing Factors 2020

It must be noted that a maximum of 6 CFs can be attributed by the attending officer, however currently officers are not obliged to enter any nor are CFs recorded for self reported collisions, as not all collisions are attributed to contributory factors. It is extremely unlikely CFs will be recorded for slight. In the current review of STATs 19 reporting recommended that at least one CF must be attributed to the recorded incident.

In Highways England’s reports contributory factors will also look at vehicle decline, road imperfections, weather conditions, layby incidents and collisions occurring during temporary road layout, to name but a few. Within this report we are just considering the top 5 contributory factors.

Top five Contributory factors 2020 vs 2019			
	All casualties	Total 2020	Total 2019
1	405 Driver/ Rider Error or Reaction Failed to look properly	223	250
2	406 Driver/ Rider Error or Reaction Failed to judge other persons path or speed	109	114
3	403 Driver/ Rider Error or Reaction	76	87

	Poor turn or manoeuvre		
4	602 Behaviour or Inexperience Careless/Reckless/In a hurry	72	88
5	802 Pedestrian only casualty Failed to look properly	43	89
	KSIs	total 2020	total 2019
1	405 Driver/ Rider Error or Reaction Failed to look properly	42	47
2	406 Driver/ Rider Error or Reaction Failed to judge other persons path or speed	16	27
3	802 Pedestrian only casualty Failed to look properly	13	26
(4)	403 Driver/ Rider Error or Reaction	Not in top 5 list 2020	17
4	602 Behaviour or Inexperience Careless/Reckless/In a hurry	10	16
5	306 Exceeding speed limit (driver/rider injudicious)	10	not in top 5 list 2019
(5)	808 Pedestrian only casualty Careless reckless or in a hurry	Not in top 5 list 2020	16

It is interesting to see a slight deviation from the top 5 CFs for KSIs between 2019 and 2020. No. 306 (exceeding speed limit driver /rider injudicious) failed to to make the top 5 list in 2019 whereas said CF resulted in 10 casualties being reported in 2020. Both 403 (Driver/Rider Error or Reaction) and 808 (pedestrian only casualty , careless reckless or in a hurry) again failed to make 2020's top 5.

In 2019 there were 628 collisions within the top 5 CF against 523 in 2020 , a decrease of <16.71%. However, as always, these statistics must be interpreted with an element of caution.

Failure to look properly , on behalf of pedestrians , riders and drivers is a very broad explanation. It is difficult to hone in on one particular reason for said "distraction". The rise in use of mobile phones, sat navs, headphones etc on the part of all parties could be relevant, though there is little hard evidence to support this and more studies should be conducted to prove this is the case. Whilst code 508 (driving whilst using a mobile phone) is featured on the Stats 19 sheet, it is difficult to verify post-incident if this was the only or indeed a contributory factor at all.

Other explanations, especially when reviewing borough wards, indicate a vibrant nightlife scene with overuse of alcohol and drug intake, therefore producing a lower perception of danger and diminished awareness of speed etc. - however it is difficult to correlate this aspect with the hospital admissions and it remains for the moment pure conjecture. Indeed it can also be broadly assumed that during lockdown

evidence of this was not recognizable , as social interaction had been limited and therefore most nighttime, evening social pursuits were put on hold resulting in less travel by the majority.

In 2020 , the age group for the fatalities varied with 2 in the 30 -39 age bracket and 2 within the 60+ age group. Looking at the two different age categories , the 30+ incidents (one male and one female/passenger) both involved P2W in the +500cc class. The 2 fatalities recorded in the 60+ category, one was a pedestrian and the other fatality, female 77, is believed to have been caused by heart failure whilst on a bus rather than a collision. However, as this unfortunate episode occurred near the roadside , it was recorded as a road KSI.

Details of 2020 fatalities can be found here below (further comparative information can be found on the following page)

date/time	Fatality details	Incident details	site details	CF	Road Conditions
March 1st 2020 - 13:27 hrs	Female 34 - Not fully known how collision occurs. Police attended	P2W (+500cc) passenger - Collision with single car.	Amhurst Rd, vicinity junction with Andre Street	V1 (car) 405 - failed to look (v.likely) V2 (P2W) 306 - exceeding speed limit (vlikely) V2 (P2W) 406 Failed to judge others speed (v. likely)	Day - dry & fine
March 9th 2020 12:02 hrs	Female , 79. Not know how collision occurs. Police attended	Pedestrian - Collision with single car.	Stoke Newington road, near junction with Brighton road.	V1 (car) 405 failed to look properly (v likely) C1 802 (failed to look properly (possible)	Day, fine & dry
April 17th 2020 08:26hrs	Male 35, Not known how collision occurs. Police attended	P2W +500 cc - Collision with single car,	Pembury road, 50m south of junction with Downs Park road.	V1 (car) 405 failed to look properly (v likely) V1 602 careless/reckless/in a hurry (v likely) V1 306 exceeding speed limit (v likely) V2 (P2W) 410 loss of control (possible) V2 (P2W) 306 exceeding speed limit (v.likely)	Day, dry & fine

July 15th 2020 - 11.34 hrs.	Female, 77. Reported by public on Met website.	Bus passenger	Stamford hill, near junction with Egerton road.	No CFs provided. Reportedly died while on bus of non collision related circumstances	Day, dry
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It would be incorrect to assume that 2020 represented a trend due to the circumstances and the national lockdown in this period.

Fatalities for 2020 remained 4 with no change from 2019.

1 P2W passenger (over 500cc) female (34), 1 ped female (79), 1 P2W (over 500cc) male 35, 1 bus passenger, female (77) * this last incident though registered as a road statistic related to a female (77) who collapsed by the side of the road possibly due to heart failure and not a known collision.***

Whereas some categories showed a net decrease, others increased in comparison to other years.

Pedal cyclist KSIs increased from 36 in 2019 to 43 in 2020 with an increase of incidents on borough roads (+20%) plus a slight increase on TLRN. (18%). However our total VRU KSI injuries decreased from 131 in 2019 to 93 in 2020 a decrease of -29.00% (all age pedestrians/cyclists & P2W)

New modes of transport and traffic management - micromobility & school streets

Since 2020, large numbers of electric scooters (e-scooters) have appeared in the UK. While some people have hailed them as a solution to low-carbon urban mobility, others have questioned their benefits and safety. That there has been a big increase in micro mobility during the pandemic this is shown by the figures of illegal e-scooters that were seized.

2020 saw further increases in the gig economy and e-bike use, cargo bikes and other delivery systems as we turned to home deliveries during this phase. So the actual road use changed dramatically to suit the different work set up of the nation.

In the UK, you can buy e-scooters for personal use, but they cannot be legally ridden on roads, cycle lanes or pavements unless the e-scooter is part of the new trials in which road and cycle lane use is permitted. There are separate rules and regulations for e-bikes (electrically assisted pedal cycles (EAPCs) which do not yet extend to e-scooters.

Transport for London launched their e-scooter trial in June 2021 and the London trial expanded significantly over the first eight months. At the moment Hackney has declined to take part in this scheme. Whilst the trials are being extensively monitored, there is little or no assessment of private e-scooter use and there are significant differences between the rental schemes and private use. A report completed by PACTS does not believe that the learning from the trials will provide an adequate basis for legalisation of private use.*

Privately owned e-scooters will remain illegal on public roads and pavements, with riders risking a £300 fixed penalty notice and six points on their driving licence if

stopped by police. Despite this, private e-scooter use is a common sight across the UK capital, and enforcement by police remains sporadic. Consequently this mode of transport has increased exponentially.

Also micromobility stats are not currently captured on Stats19, and are generally recorded either as other or P2W (which is the category where they sit legally), so it is difficult to accurately assess the impact on casualty levels or those who have been hurt as a result of their use. If a rider has incurred or caused an injury, it is highly unlikely the rider would either stay in situ or self report, due to the illegality of the vehicle's use.

In the first ten months of 2021, there were nine deaths and other casualties involving both e-scooter riders and other road users. Head injuries and rider falls, as well as collisions with a motor vehicle, are a concern.*

* <https://www.pacts.org.uk/wp-content/uploads/PACTS-The-safety-of-private-e-scooters-in-the-UK-Report-5.0.pdf>

<https://tfl.gov.uk/corporate/publications-and-reports/electric-scooter-rental-trial>

Year 2019 Month	Seized		Year 2020 Month	Seized		Year 2021 - Month	Seized
Jan	0		Jan	7		Jan	104
Feb	0		Feb	38		Feb	130
March	0		March	3		March	188
April	0		April	1		April	173
May	0		May	4		May	352
June	0		June	2		June	1103
July	24		July	17		July	511
Aug	14		Aug	15		Aug	398
Sept	3		Sept	72		Sept	416
Oct	5		Oct	42		Oct	262
Nov	4		Nov	46		Nov	280
Dec	3		Dec	37		Dec	70
	53			284			3987

School Streets

School Streets is the Council's innovative traffic management scheme, which aims to transform roads outside schools, so that only pedestrians and cyclists can use them at school start and finish times. The scheme aims to tackle congestion and improve air quality at the school gates, making it easier and safer to walk and cycle to school.

The streets around a school temporarily become a pedestrian and cycle only zone at set times in the morning and afternoon and consequently vehicles are not permitted to enter the zone between these times unless they have been granted an exemption.

Approved traffic signs will inform drivers of the restrictions at the entrance(s) to the closed street(s). Vehicles are not allowed to enter the School Streets zone during the times of operation, unless they are registered for an exemption.

In order to ensure compliance, School Streets will be spot enforced either with fixed camera units, or mobile ones, and also barriers can be used, which are normally monitored by school staff.

The data set is still relatively small and in most cases incidents that occur directly outside school gates are rare. Therefore the comparison will be the immediate vicinity in front of the school, which is normally the limited section that SS covers, and further afield to look at possible traffic displacement issues. In many cases school streets are more commonly utilised for their air pollution aspects. However, arguments that school streets create traffic displacement on already heavily congested roads (an argument already highlighted for LTNs) and consequently more incidents would need to be assessed further. It should also be remembered that there will still be possible exempt vehicles and cyclists accessing the area, and that pedestrians must still be vigilant as the area can never be deemed as 100% safe.

School	Area covered	SS trial initiated	Casualty numbers	
			24 months prior	24 months following or to the end of 2020
St John the Baptist	75 m radius of school gates	26/6/17	26/6/15-25/6/17 1 casualty. Adult 1 between 07.30-09.30 and 15.00-17.00	26/6/17-25/6/19 2 casualties. 1 adult, 1 child (7y) Both between 07.30-09.30 and 15.00-17.00

Gayhurst	75 m radius of school gates	29/1/18	29/1/16-28/1/18 1 casualty. Adult None between 07.30-09.30 and 15.00-17.00	29/1/18-28/1/20 1 casualty. Adult None between 07.30-09.30 and 15.00-17.00
Millfields	75 m radius of school gates	1/2/18	1/2/16 - 31/1/18 0 casualties. None between 07.30-09.30 and 15.00-17.00	1/2/18 - 31/1/20 0 casualties. None between 07.30-09.30 and 15.00-17.00
Tyssen	75 m radius of school gates	6/3/18	6/3/16-5/3/18 0 casualties. 0 between 07.30-09.30 and 15.00-17.00	6/3/18-5/3/20 1 casualty. Adult None between 07.30-09.30 and 15.00-17.00
London Fields	75 m radius of school gates	6/6/18	6/6/16 - 5/6/18 2 casualties. Both adult None between 07.30-09.30 and 15.00-17.00	6/6/18 - 5/6/20 3 casualties. All adult None between 07.30-09.30 and 15.00-17.00
Sebright	75 m radius of school gates	20/5/19	28/10/17-27/10/19 1 casualty. Adult 1 between 07.30-09.30 and 15.00-17.00	20/5/19- 31/12/20 0 casualties 0 between 07.30-09.30 and 15.00-17.00
Southwold	75 m radius of school gates	4/6/19	4/6/17-3/6/19 0 casualties. 0 between 07.30-09.30 and 15.00-17.00	4/6/19-31/12/20 0 casualties 0 between 07.30-09.30 and 15.00-17.00
St Mary's	75 m radius of school gates	28/10/19	28/10/17-27/10/19 1 casualty. Adult 1 between 07.30-09.30 and 15.00-17.00	28/10/19-31/12/20 0 casualties 0 between 07.30-09.30 and 15.00-17.00
William Pattern	100 m of school gates to encompass JW A10	13/1/20	13/1/18-12/1/20 casualties. 6 adult, 1 child (14y) 1 between 07.30-09.30 and 15.00-17.00 (inc child)	13/1/20-31/12/20 2 casualties 1 between 07.30-09.30 and 15.00-17.00

School		SS initiated	24 months prior	24 months following
St John the Baptist	250 m radius of school gates	26/6/17	26/6/15-25/6/17 21 casualties, 1 child 8 between 07.30-09.30 and 15.00-17.00	26/6/17-25/6/19 40 casualties, 2 children 9 between 07.30-09.30 and 15.00-17.00
Gayhurst	250 m radius of school gates	29/1/18	29/1/16-28/1/18 3 casualties. None between 07.30-09.30 and 15.00-17.00	29/1/18-28/1/20 2 casualties. None between 07.30-09.30 and 15.00-17.00
Millfields	250 m radius of school gates	1/2/18	1/2/16 - 31/1/18 2 casualties. 1 between 07.30-09.30 and 15.00-17.00	1/2/18 - 31/1/20 2 casualties. 2 between 07.30-09.30 and 15.00-17.00
Tyssen	250 m radius of school gates	6/3/18	6/3/16-5/3/18 17 casualties, 5 children* 3 between 07.30-09.30 and 15.00-17.00	6/3/18-5/3/20 14 casualty. 2 children. 4 between 07.30-09.30 and 15.00-17.00
London Fields**	250 m radius of school gates	6/6/18	6/6/16 - 5/6/18 24 casualties. 1 child. 11 between 07.30-09.30 and 15.00-17.00	6/6/18 - 5/6/20 18 casualties. All adult 6 between 07.30-09.30 and 15.00-17.00

* 1 collision - 3 children (8,11&11) hit by car at 20.31 hrs in Feb 2018. All serious (Clapham common)

** London Fields has also the combination of a Bus gate filter.

New sites Sept 20 to July 21

School	Designation	Area covered	SS trial initiated	Casualty numbers for 24 month prior to 2020/21 academic year	Casualty numbers to the end of 2020
Queensbridge	SS10	75 m radius of school gates	September 20	1/9/18-31/8/20 2 casualties, all adult 1 between 07.30-09.30 and 15.00-17.00 (adult)	1/9/20-31/12/20 0 casualties
Sir Thomas Abney	SS11	75 m radius of school gates	July 21	1/9/18-31/8/20 1 casualty, adult 0 between 07.30-09.30 and 15.00-17.00	N/A
Holmleigh	SS12	175 m radius to capture whole area	July 21	1/9/18-31/8/20 3 casualties, all adult 0 between 07.30-09.30 and 15.00-17.00	N/A
Colvestone	SS13	75 m radius of school gates	September 20	1/9/18-31/8/20 1 casualty, adult 0 between 07.30-09.30 and 15.00-17.00	1/9/20-31/12/20 0 casualties
Morningside	SS14	75 m radius of school gates	September 20	1/9/18-31/8/20 4 casualties, all adult 2 between 07.30-09.30 and 15.00-17.00 (adults)	1/9/20-31/12/20 0 casualties
Mossbourne Parkside	SS15	75 m radius of school gates	September 20	1/9/18-31/8/20 1 casualty, adult 0 between 07.30-09.30 and 15.00-17.00	1/9/20-31/12/20 0 casualties

Nightingale	SS16	75 m radius of school gates	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
Northwold	SS17	75 m radius of school gates	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
Orchard	SS18	75 m radius of school gates	September 20	1/9/18-31/8/20 4 casualties, all adult 2 between 07.30-09.30 and 15.00-17.00 (adults)	1/9/20-31/12/20 0 casualties
Randal Cremer	SS19	75 m radius of school gates	September 20	1/9/18-31/8/20 1 casualty, adult 0 between 07.30-09.30 and 15.00-17.00	1/9/20-31/12/20 0 casualties
Rushmore	SS20	75 m radius of school gates	September 20	1/9/18-31/8/20 1 casualty, adult 0 between 07.30-09.30 and 15.00-17.00	1/9/20-31/12/20 0 casualties
Springfield	SS21	90 m radius to capture junctions at either end	July 21	1/9/18-31/8/20 6 casualties, 1 child 1 between 07.30-09.30 and 15.00-17.00 (adult)	N/A
St John and St James	SS22	75 m radius of school gates	September 20	1/9/18-31/8/20 2 casualties. 0 between 07.30-09.30 and 15.00-17.00	1/9/20-31/12/20 1 casualty, adult 0 between 07.30-09.30 and 15.00-17.00
St John of Jerusalem	SS23	75 m radius of school gates	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
Baden Powell	SS24	75 m radius of school gates	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
Benthal	SS25	75 m radius of	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties

		school gates			
Woodberry Downs	SS26	166 m radius to capture whole area	July 21	1/9/18-31/8/20 9 casualties, 1 child 3 between 07.30-09.30 and 15.00-17.00	N/A
Betty Layward	SS27	75 m radius of school gates	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
Daubeney	SS28	75 m radius of school gates	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
De Beauvoir	SS29	75 m radius of school gates	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
Grazebrook	SS30	75 m radius of school gates	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
The Olive	SS31	75 m radius of school gates	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
Harrington Hill	SS32	75 m radius of school gates	September 20	1/9/18-31/8/20 1 casualty. 0 between 07.30-09.30 and 15.00-17.00	1/9/20-31/12/20 0 casualties
Holy Trinity	SS33	75 m radius of school gates	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
Hoxton gardens	SS34	75 m radius of school gates	September 20	1/9/18-31/8/20 1 casualty, adult 0 between 07.30-09.30 and 15.00-17.00	1/9/20-31/12/20 1 casualty, adult 0 between 07.30-09.30 and 15.00-17.00
Shoreditch Park	SS35	75 m radius of school gates	September 20	1/9/18-31/8/20 1 casualty. 0 between 07.30-09.30 and 15.00-17.00	1/9/20-31/12/20 0 casualties
Kingsmead	SS36	75 m radius of school gates	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties

Lauriston	SS37	75 m radius of school gates	September 20	1/9/18-31/8/20 4 casualties, all adult 2 between 07.30-09.30 and 15.00-17.00 (adults)	1/9/20-31/12/20 0 casualties
Manderville	SS38	75 m radius of school gates	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
Thomas Fairchild	SS39	75 m radius of school gates	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
St Paul's with St Michael's	SS40	90 m radius of school to cover all gates	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
Parkwood	SS41	75 m radius of school gates	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
St Matthias	SS42	75 m radius of school gates	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
Shacklewell	SS43	75 m radius of school gates	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties
Jubilee	SS44	75 m radius of school gates	July 21	1/9/18-31/8/20 1 casualty. 0 between 07.30-09.30 and 15.00-17.00	N/A
Simon Marks	SS45	75 m radius of school gates	July 21	1/9/18-31/8/20 1 casualty. 0 between 07.30-09.30 and 15.00-17.00	N/A
St Dominics	SS46	75 m radius of school gates	September 20	1/9/18-31/8/20 3 casualties, all adult. 0 between 07.30-09.30	1/9/20-31/12/20 0 casualties

				and 15.00-17.00	
Princess May	SS47	75 m radius of school gates	September 20	1/9/18-31/8/20 6 casualties, 1 child 1 between 07.30-09.30 and 15.00-17.00 (adult)	1/9/20-31/12/20 1 casualty 0 between 07.30-09.30 and 15.00-17.00
St Scholastica's	SS48	75 m radius of school gates	September 20	1/9/18-31/8/20 0 casualties.	1/9/20-31/12/20 0 casualties

Low traffic neighbourhoods

Low traffic neighbourhoods in Hackney are not new. The first was introduced in De Beauvoir in 1974. However, since 2013, there has been a significant rise in the number of car journeys on roads in London, which has been replicated in Hackney. Around 40% of the borough's traffic passes through without stopping or providing any significant benefit to the borough. Department for Transport data (roadtraffic.dft.gov.uk/regions/6) also shows that most of the rise in traffic in London has occurred on minor roads, due to the rise in the use of sat nav apps.

LTNs are one part of the standard traffic management toolkit, but have attracted the most focus and controversy. In order to achieve the Council's Climate Change, Air Quality, Public Health (through active environments) and Transport objectives, the Council needs to complement the LTNs with delivery of other 'parts of the toolkit' to fully gain the benefits and behaviour change started by LTNs. However it can be considered that;

- Low traffic neighbourhoods result in net positive air quality, active travel, climate change and road safety benefits on a population-level and borough-level, although there is some unevenness in the distribution of benefits.
- Overall across the borough there has been a traffic reduction of 2% on main roads.
- Some roads, and therefore some residents have benefited more than others, but from an equalities perspective, a greater proportion of residents living within LTNs are Black, Asian and other non-White British communities than white, and a greater proportion are disabled than not disabled.
- Of the 72 roads that were monitored in the four larger LTNs which had a pre-COVID baseline, 53 showed a reduction in traffic. The remaining roads (19), have seen traffic increases, and mitigations are under development.

- Overall there was a beneficial impact on NO2 annual mean concentrations within and on boundary roads, with the greatest beneficial impact on roads within the LTNs.
- LTNs have attracted very loud opposition, across the country as well as in Hackney, however, the picture from representative polling suggests a more balanced public opinion.

Again some of these schemes are relatively new and were indeed implemented during lockdown so not all data is comparable. Whilst looking at some of the major areas where KSIs were the highest we can start to provide some data sets and look at where we have had a seemingly net improvement though we must err on the side of caution as the periods are relatively small. Going forward there will be a better scope for analysis over the longer periods.

	LTN	radius	1/9/17 - 31/8/20	1/9/20-31/12/20
1	Ashenden/Glyn road	50m of junction	1 casualty, adult, serious	0 collisions
2	Meeson st/Kingsmead way	50m of junction	0 collisions	0 collisions
3	Barnabas road	50m of filter	1 casualty, adult	0 collisions
4	Gore/Lauriston road	50m of junction	7 casualties, all adult, 1 serious	1 casualty, adult
5	Ufton/Downham road	50m of junction	0 collisions	0 collisions
6	Cremer/Nazrul street	50m of junction	10 casualties, all adult, 1 serious	3 casualties, all adult slight
8	Brooke/Evering road	50m of junction	2 casualties, all adult, 1 serious	0 collisions
9	Narford/Brooke road	50m of junction	0 collisions	0 collisions
10	Reighton/Brooke road	50m of junction	0 collisions	0 collisions
11	Maury/Evering road	50m of junction	6 casualties, 1 child (15), 2 serious inc child	2 casualties, both adult slight
12	Benthal/Evering road	50m of junction	2 casualties, both adult slight	1 casualty, adult slight
13	Downs road	50m of filter	3 casualties, all adult, 1 serious.	0 collisions
14	Shepherdess walk/Micawber/Murray	50m of filter	4 casualties, all adult slight	0 collisions
15	Nile street/Provost road	50m of junction	1 casualty, adult slight	1 casualty, adult serious
16	Ebenezer street/Provost road	50m of junction	0 collisions	0 collisions
17	Pritchards road (cat & Mutton)	50m of filter	3 casualties, all adult, 1 serious	0 collisions

18	Forest road/Rosebery place	50m of junction	0 collisions	0 collisions
19	Richmond/Glebe road	50m of junction	2 casualties, both adult slight	0 collisions
20	Middleton/Haggerston road	50m of junction	12 casualties, all adult, 1 serious	0 collisions
21	Lee/Steen street	50m of junction	0 collisions	0 collisions
22	Steen street/Dunstan road	50m of junction	0 collisions	0 collisions
23	Richmond/Eleanor road	50m of junction	1 casualty, adult, slight	0 collisions
24	Richmond/Greenwood road	50m of junction	1 casualty, adult, slight	0 collisions
25	Wilton way/Greenwood road	50m of junction	4 casualties, all adult, slight	0 collisions
27	Powell/Kenninghall road	50m of junction	0 collisions	0 collisions
28	Weymouth terrace/Dunlow	50m of filter	2 casualties, both adult slight	0 collisions
29	Elsdale street	50m of filter	3 casualties, all adult slight	0 collisions
30	Mead place/Elsdale street	50m of filter	0 collisions	0 collisions
31	Woodberry grove/Seven sisters road	50m of junction	14 casualties, 3 serious, 1 child	5 casualties, all adult, 2 serious
32	Clissold crescent	50m of filter	0 collisions	0 collisions
33	Marcon place 10m East Spurstowe terrace	50m of filter	0 collisions	0 collisions
34	Hertford place/De Beauvoir crescent	50m of filter	0 collisions	0 collisions
35	Shore place/King Edwards road	50m of filter	0 collisions	0 collisions
36	Wayland avenue	50m of filter	0 collisions	1 casualty, adult slight
37	Mount pleasant lane/Springfield gardens	50m of filter	0 collisions	0 collisions
38	Downs park road (summer 21)	N/A	N/A	N/A
				* latest date/data currently available on Collstats (Aug 21)

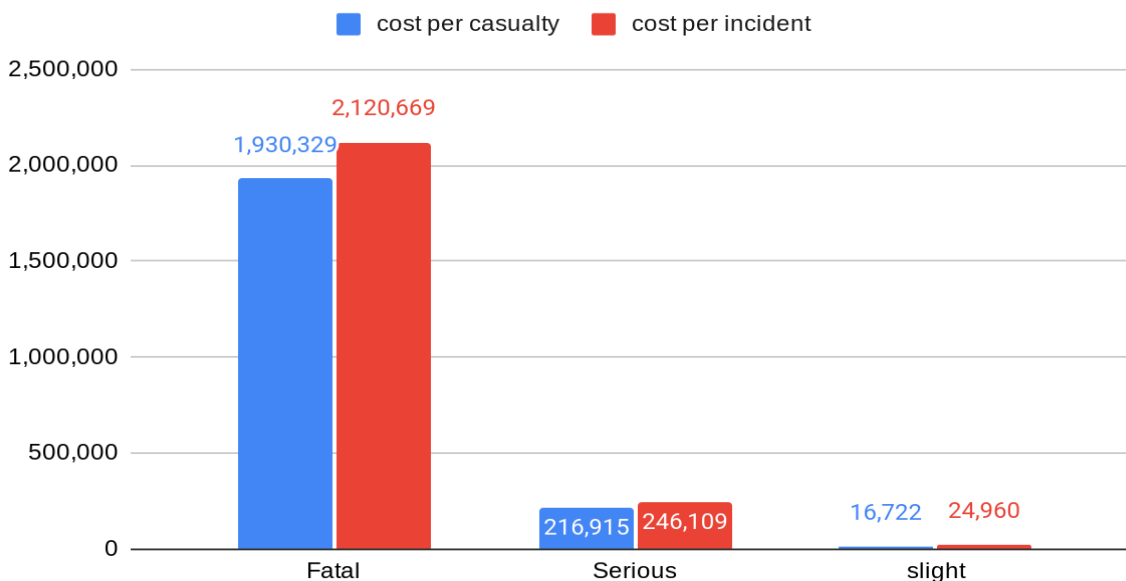
Final points- Summary

In an ideal world, all road users would take on board road safety education, designated training, comply with road traffic laws and use the roads safely. Unfortunately, that is far from the present reality. Safety engineering and technological advances have greatly improved the safety of our roads and vehicles. One day, autonomous vehicles may reduce the risks much further. For now, however, the skills, judgement and decisions on risk-taking remain in the hands of millions of individual road users. While the majority act with care and consideration, many sometimes drive or ride carelessly or dangerously and thousands of deaths and injuries occur every year in the UK as a result.

Around 1,800 people die on UK roads each year – more than twice the number of deaths from homicides and terrorism combined. A further 25,000+ people are seriously injured. Many of these casualties result from a failure to comply with traffic laws – knowingly or otherwise. Around two-thirds of collisions involve excessive speed, a driver over the legal alcohol limit, failure to wear a seat belt, or a combination of these factors. Since 2010, the long-term decline in the number of road deaths and serious injuries has largely ceased. It is widely suggested that this is at least partly due to reductions in road policing. The Covid-19 pandemic provided quiet roads and some drivers and riders saw this as a green light for speeding, drug driving and other dangerous behaviours, but on a positive note there was also an explosion in people walking and cycling during this period though they in turn were more exposed to inconsiderate drivers.

The cost to the British economy is estimated to be in the region of £36 billion a year. The table below shows the average value of prevention by casualty/ collision type. A reduction in accidents also brings economic benefits through the avoidance of their consequential costs, the avoidance of possible traffic delays and road disruption.

Average cost of road casualties and traffic incident severity in great Britain 2020



source: <https://www.statista.com/statistics/322862/average-cost-of-road-accidents-and-casualties-in-great-britain-uk/>

At a borough level , Hackney fully supports Vision zero , which remains at the heart of all road safety aspects. The 4 “E” supports the distinct aspirations of this vision. Education, engagement, enforcement and engineering are reflected within the different strands of Vision Zero - safer speeds, safer behaviour , safer vehicles and safer streets. Whether we examine the causes of road casualties from the perspective of the safe systems approach or the more traditional examination of education, engineering and enforcement, road user behaviour is a key factor affecting road safety.

The recent call for evidence on road policing and review of the highway code, together with a call for stricter measures on motorcycling and CBTs, drug and drive offenders and mobile phone enforcement, show some of the areas that have come under scrutiny in recent years. And some offences continue to remain a factor in the levels of deaths on our roads where enforcement has fallen sharply. For example, not wearing a seat belt was a contributory factor in 27% of fatal collisions in 2017. This was further evidenced in Hackney during school sessions and hand up surveys, that there are still children that do not use seat belts when travelling in the car, nor indeed the correct car seat fitting. And this is merely a very small part of the picture.

Analysis of the national statistics, in the majority of the cases cars are the mode which are the most frequently involved in fatal collisions, which can include a significant proportion of multiple ('3+') vehicle collisions.

Pedestrians and cyclists, sometimes viewed as “unsafe”, pose very little risk to other road users. In fatal collisions between motor vehicles and pedestrians or cyclists, it is almost always the pedestrian or the cyclist who dies, not the occupants of the motor vehicle. To this mix also e-bikes and e-scooter (illegal) which can be modified to some degree to produce higher speed levels.

Enforcement of laws and regulations regarding the use of the roads is variously the responsibility of the Driver and Vehicle Standards Agency (DVSA) and the Driver and Vehicle Licensing Agency (DVLA) as well as the police. Most local authorities, Hackney included, have also adopted a role in enforcement which, rather than safety, primarily relates to managing traffic flow through enforcement of bus lanes, parking, box junctions, LTNs and School Streets.

Speed continues to be one of the main contributory factors and though Hackney has increased its 20mph zones and speed limits on the majority of borough roads, there are still sections of the TLRN that have not been included. This increased number of 20mph speed limits on London’s main roads has raised awareness about the lack of enforcement, which remains with the MET & TfL. Hackney, along with other boroughs, have lobbied the Central Government for the new primary legislation required for partial decriminalisation to allow authorities to enforce some (but not all) speeding offences and have responded in detail to the Roads Policing Call for Evidence outlining aims and concerns.

Other opportunities are available to raise awareness around road safety and vision zero expectations and educate different age groups and communities. Junior Road Watch and Community road watch, Safeways and Safe pass, Exchanging Places, CUBO, run on a regular basis, are all programmes developed with our primary partners which are used to support road safety education.

On 16th April 2019 the European Parliament gave the green light for the fitting of intelligent speed assistance (ISA) systems in new cars sold from 2022. For TfL buses, an Intelligent Speed Assistance (ISA) was fitted onto some vehicles in their fleet and will continue to roll out said system on all new vehicles.

The Direct Vision Standard (DVS) and safety permit for heavy goods vehicles (HGVs) requires operators of lorries over 12 tonnes gross vehicle weight to obtain a safety permit before entering and operating in most of Greater London. Otherwise they could receive a Penalty Charge Notice (PCN). The Direct Vision Standard measures how much an HGV driver can see directly through their cab windows. This indicates the level of risk to vulnerable road users, such as people walking and cycling, near the vehicle. The scheme “exchanging places” which allowed cyclists to understand some of the sight restrictions that HGV drivers have no longer exists from a practical aspect.

This scheme was normally run together with the MET’s cycle safety team and Hackney’s road safety team and taken out into the communities and proved to be a very effective way of relaying the importance of positioning for cyclists and also pedestrians. There have been trials for an online version which has yet to be rolled out.

For innovative vehicle technology , discussions around use and trials of CAVs and dockless e-bikes are being presented to all London boroughs. Swapping the last mile for deliveries for businesses has gained momentum and cargo bike trails will continue, consequently the importance of training also becomes relevant. Micromobility becomes more of a discussion in 2020.

The use of social media messages helps to reach the different road users and an increase in self reporting and cam recording has encouraged the public to be more vigilant. Tailor-made engineering solutions will aid the reduction in incidents to a good degree , however this alone cannot rule out 100% road traffic incidents nor the unpredictability of humans, vehicle malfunction and unfavourable road conditions, to name but a few.

We must therefore continue to increase the training opportunities, to engage with local communities, businesses and educational institutions. Enforcement needs to be preceded with engagement and awareness workshops, wherever feasible.

Sources

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/899574/roads-policing-review-call-for-evidence.pdf

<https://www.pacts.org.uk/wp-content/uploads/PACTS-What-kills-most-on-the-roads-Report-15.0.pdf>

<https://www.pacts.org.uk/roads-policing-and-its-contribution-to-road-safety-report-from-pacts/>

Appendix 1

Cycle KSIs 2016 - 2020

These figures show that the majority of cycle KSIs for male range between 20 – 39 though higher in 30 - 39 years and a similar tendency for female riders.

Pedal Cycle : all casualties by age and gender 2016-2020

2016 Males	Fatal	Serious	Slight	Total	%	2016 Females	Fatal	Serious	Slight	Total	%
0-9	0	0	1	1	0.45	0-9	0	0	0	0	0
10-19	0	1	10	11	4.98	10-19	0	0	1	1	0.45
20-29	0	1	38	39	17.65	20-29	0	1	29	30	13.57
30-39	0	3	48	51	23.08	30-39	0	1	21	22	9.95
40-49	0	4	29	33	14.93	40-49	0	0	6	6	2.71
50-59	0	2	13	15	6.79	50-59	0	0	1	1	0.45
60-69	0	0	4	4	1.81	60-69	0	0	0	0	0
70-79	0	0	2	2	0.91	70-79	0	0	0	0	0
80-89	0	0	0	0	0	80-89	0	0	0	0	0
90-99	0	0	0	0	0	90-99	0	0	0	0	0
Unknown	0	0	5	5	2.25	Unknown	0	0	0	0	0
Total	1	21	137	159	65.43	Total	1	7	76	84	34.57
2017 Males	Fatal	Serious	Slight	Total	%	2017 Females	Fatal	Serious	Slight	Total	%
0-9	0	0	1	1	0.42	0-9	0	0	0	0	0
10-19	0	1	3	4	1.69	10-19	0	1	2	3	1.27
20-29	0	10	40	50	21.11	20-29	0	2	20	22	9.28
30-39	1	9	48	58	24.47	30-39	0	5	29	34	14.35
40-49	0	5	18	23	9.69	40-49	0	1	13	14	5.91
50-59	0	0	9	9	3.79	50-59	0	1	6	7	2.95
60-69	0	0	4	4	1.69	60-69	0	1	0	1	0.42
70-79	0	0	0	0	0	70-79	0	0	0	0	0
80-89	0	0	0	0	0	80-89	0	0	0	0	0
90-99	0	0	0	0	0	90-99	0	0	0	0	0
Unknown	0	1	5	6	2.53	Unknown	0	0	1	1	0.42
Total	1	26	128	155	65.39	Total	0	11	71	82	34.81
2018 Males	Fatal	Serious	Slight	Total	%	2018 Females	Fatal	Serious	Slight	Total	%
0-9	0	1	0	1	0.41	0-9	0	0	0	0	0
10-19	0	3	5	8	3.21	10-19	0	1	1	2	0.81
20-29	0	11	44	55	22.08	20-29	0	1	26	27	10.84
30-39	0	7	57	64	25.71	30-39	0	4	28	32	12.85
40-49	0	4	17	21	8.43	40-49	0	1	11	12	4.81
50-59	0	1	12	13	5.22	50-59	0	0	4	4	1.59

60-69	0	0	2	2	0.81	60-69	0	0	1	1	0.41
70-79	0	0	0	0	0	70-79	0	0	0	0	0
80-89	0	0	0	0	0	80-89	0	0	0	0	0
90-99	0	0	0	0	0	90-99	0	0	0	0	0
Unknown	0	1	4	5	2.01	Unknown	0	0	2	2	0.81
Total	0	28	141	169	67.87	Total	0	7	73	80	32.13
2019 Males	Fatal	Serious	Slight	Total	%	2019 Females	Fatal	Serious	Slight	Total	%
0-9	0	0	0	0	0	0-9	0	0	0	0	0
10-19	0	0	7	7	3.13	10-19	0	0	1	1	0.44
20-29	0	6	28	34	15.24	20-29	0	2	16	18	8.07
30-39	0	11	47	58	26.01	30-39	0	4	29	33	4.79
40-49	0	8	23	31	13.89	40-49	0	0	8	8	3.58
50-59	0	3	13	16	7.17	50-59	0	0	2	2	0.89
60-69	0	1	4	5	2.24	60-69	0	1	3	4	1.79
70-79	0	0	0	0	0	70-79	0	0	0	0	0
80-89	0	0	0	0	0	80-89	0	0	0	0	0
90-99	0	0	0	0	0	90-99	0	0	0	0	0
Unknown	0	1	3	4	1.79	Unknown	0	0	2	2	0.89
Total	0	30	125	155	70.22	Total	0	7	61	68	29.18
2020 Males	Fatal	Serious	Slight	Total	%	2020 Females	Fatal	Serious	Slight	Total	%
0-9	0	0	3	3	1.09	0-9	0	0	1	1	0.36
10-19	0	3	13	16	5.81	10-19	0	1	1	2	0.73
20-29	0	4	39	43	15.64	20-29	0	6	20	26	9.45
30-39	0	9	49	58	21.09	30-39	0	5	35	40	14.54
40-49	0	5	24	29	10.55	40-49	0	1	12	13	4.73
50-59	0	6	14	20	7.28	50-59	0	3	5	8	2.92
60-69	0	1	2	3	1.09	60-69	0	1	0	1	0.36
70-79	0	1	1	2	0.73	70-79	0	0	0	0	0
80-89	0	0	0	0	0	80-89	0	0	0	0	0
90-99	0	0	0	0	0	90-99	0	0	0	0	0
Unknown	0	1	5	6	2.18	Unknown	0	0	4	4	1.45
Total	0	30	150	180	65.46	Total	0	17	78	95	34.54

Pedestrian KSIs 2016 - 2020

These figures show the main cohort of KSIs are male and between the ages of 20 – 39, though unlike other KSI categories there is a more even split between male to female and age groups tended to fluctuate during the pandemic .

Pedestrian : all casualties by age and gender 2016-20

2016 Males	Fatal	Serious	Slight	Total	%	2016 Females	Fatal	Serious	Slight	Total	%
0-9	0	0	6	6	3.92	0-9	0	0	1	1	0.65
10-19	0	0	11	11	7.19	10-19	0	0	11	11	7.19
20-29	1	2	8	11	7.19	20-29	0	3	19	22	14.38
30-39	0	3	18	21	13.73	30-39	0	1	14	15	9.79
40-49	1	3	4	8	5.23	40-49	1	2	7	10	6.54
50-59	0	4	4	8	5.23	50-59	0	0	4	4	2.61
60-69	0	1	6	7	4.58	60-69	0	2	4	6	3.92
70-79	0	0	1	1	0.65	70-79	0	1	2	3	1.96
80-89	0	1	2	3	1.96	80-89	0	0	1	1	0.65
90-99	0	0	0	0	0	90-99	0	0	0	0	0
Unknown	0	0	1	1	0.65	Unknown	0	0	3	3	1.96
Total	2	14	61	77	50.33	Total	1	9	66	76	49.67
2017 Males	Fatal	Serious	Slight	Total	%	2017 Females	Fatal	Serious	Slight	Total	%
0-9	0	3	9	12	4.65	0-9	0	0	11	11	4.26
10-19	0	3	17	20	7.75	10-19	0	0	17	17	6.59
20-29	0	7	21	28	10.85	20-29	0	6	28	34	13.19
30-39	0	7	22	29	11.24	30-39	0	7	14	21	8.14
40-49	0	11	15	26	10.08	40-49	0	1	7	8	3.11
50-59	0	4	13	17	6.59	50-59	0	1	5	6	2.33
60-69	0	0	8	8	3.1	60-69	0	3	4	7	2.71
70-79	0	0	2	2	0.78	70-79	0	0	5	5	1.94
80-89	1	0	0	1	0.39	80-89	0	1	1	2	0.78
90-99	0	0	0	0	0	90-99	0	1	0	1	0.39
Unknown	0	0	2	2	0.76	Unknown	0	0	1	1	0.39
Total	1	35	109	145	56.19	Total	0	20	92	113	43.81
2018 Males	Fatal	Serious	Slight	Total	%	2018 Females	Fatal	Serious	Slight	Total	%
0-9	0	4	5	9	4.32	0-9	0	1	3	4	1.92
10-19	0	2	8	10	4.81	10-19	0	4	10	14	6.73
20-29	0	11	22	33	15.86	20-29	0	9	18	27	12.98
30-39	0	4	8	12	5.76	30-39	0	5	15	20	9.61
40-49	0	6	11	17	8.17	40-49	0	1	5	6	2.88
50-59	0	5	8	13	6.24	50-59	1	1	7	9	4.32

60-69	0	3	5	8	3.84	60-69	0	0	6	6	2.88
70-79	0	2	2	4	1.92	70-79	0	2	0	2	0.96
80-89	0	0	2	2	0.96	80-89	0	2	2	4	1.92
90-99	0	0	1	1	0.48	90-99	0	1	0	1	0.48
Unknown	0	0	4	4	1.92	Unknown	0	0	2	2	0.96
Total	0	37	76	113	54.32	Total	1	26	68	95	45.68
2019 Males	Fatal	Serious	Slight	Total	%	2019 Females	Fatal	Serious	Slight	Total	%
0-9	0	4	4	8	3.47	0-9	0	2	9	11	4.78
10-19	0	2	12	14	6.08	10-19	0	2	18	20	8.69
20-29	0	11	19	30	13.04	20-29	0	6	23	29	12.61
30-39	0	7	14	21	9.13	30-39	0	2	10	12	5.21
40-49	0	6	12	18	7.82	40-49	0	0	12	12	5.21
50-59	0	3	10	13	5.65	50-59	0	5	7	12	5.21
60-69	2	1	3	6	2.61	60-69	1	3	4	7	3.04
70-79	0	1	2	3	1.31	70-79	0	0	1	1	0.43
80-89	0	1	4	5	2.17	80-89	0	1	3	4	1.73
90-99	0	0	0	0	0	90-99	0	0	0	0	0
Unknown	0	0	2	2	0.86	Unknown	0	0	0	2	0.86
Total	2	36	82	120	52.17	Total	1	21	87	11	47.23
2020 Males	Fatal	Serious	Slight	Total	%	2020 Females	Fatal	Serious	Slight	Total	%
0-9	0	1	7	8	5.59	0-9	0	0	3	3	2.1
10-19	0	1	6	7	4.89	10-19	0	0	9	9	6.29
20-29	0	4	12	16	11.2	20-29	0	2	11	13	9.09
30-39	0	2	13	15	10.49	30-39	0	0	9	9	6.29
40-49	0	5	2	7	4.89	40-49	0	2	4	6	4.19
50-59	0	2	9	11	7.7	50-59	0	2	9	11	7.7
60-69	0	3	5	8	5.59	60-69	0	3	3	6	4.19
70-79	0	1	2	3	2.1	70-79	1	1	2	4	2.8
80-89	0	0	1	1	0.7	80-89	0	0	1	1	0.7
90-99	0	0	0	0	0	90-99	0	0	0	0	0
Unknown	0	1	3	4	2.8	Unknown	0	0	1	1	0.7
Total	0	20	60	80	55.95	Total	1	10	52	63	44.05

P2W riders and passenger: all casualties by age and gender 2016-20

NB: Over the five years, over 55% of all female P2W casualties were as passengers (inc 2020 fatality). The male equivalent was below 5%

2016 Male	Fatal	Serious	Slight	Total	%	2016 Female	Fatal	Serious	Slight	Total	%
0-9	0	0	0	0	0	0-9	0	0	0	0	0
10-19	1	3	20	24	11.43	10-19	0	0	2	2	0.95
20-29	0	9	67	76	36.19	20-29	0	0	4	4	1.91
30-39	0	12	45	57	27.14	30-39	0	0	5	5	2.38
40-49	0	5	19	24	11.43	40-49	0	0	5	5	2.38
50-59	0	0	5	5	2.38	50-59	0	0	0	0	0
60-69	0	0	1	1	0.48	60-69	0	0	0	0	0
70-79	0	0	0	0	0	70-79	0	0	0	0	0
80-89	0	0	0	0	0	80-89	0	0	0	0	0
90-99	0	0	0	0	0	90-99	0	0	0	0	0
Unknown	0	1	6	7	3.33	Unknown	0	0	0	0	0
Total	1	30	163	194	92.38	Total	0	0	16	16	7.62
2017 Male	Fatal	Serious	Slight	Total	%	2017 Female	Fatal	Serious	Slight	Total	%
0-9	0	0	0	0	0	0-9	0	0	0	0	0
10-19	0	5	12	17	7.49	10-19	0	0	0	0	0
20-29	0	15	75	90	39.65	20-29	0	1	4	5	2.2
30-39	0	8	47	55	24.23	30-39	0	1	6	7	3.08
40-49	1	6	21	28	12.34	40-49	0	1	2	3	1.32
50-59	0	3	13	16	7.05	50-59	0	1	0	1	0.44
60-69	0	0	2	2	0.88	60-69	0	0	0	0	0
70-79	0	0	0	0	0	70-79	0	0	0	0	0
80-89	0	0	0	0	0	80-89	0	0	1	1	0.44
90-99	0	0	0	0	0	90-99	0	0	0	0	0
Unknown	0	0	1	1	0.44	Unknown	0	0	1	1	0.44
Total	1	37	171	209	92.08	Total	0	4	14	18	7.92
2018 Male	Fatal	Serious	Slight	Total	%	2018 Female	Fatal	Serious	Slight	Total	%
0-9	0	0	0	0	0	0-9	0	0	0	0	0

10-19	0	4	10	14	7.17	10-19	0	0	0	0	0
20-29	0	14	52	66	33.84	20-29	0	0	3	3	1.54
30-39	0	12	51	63	32.31	30-39	0	2	10	12	6.15
40-49	0	3	11	14	7.18	40-49	0	0	3	3	1.54
50-59	0	3	11	14	7.18	50-59	0	0	1	1	0.52
60-69	0	0	0	0	0	60-69	0	0	0	0	0
70-79	0	0	0	0	0	70-79	0	0	0	0	0
80-89	0	0	0	0	0	80-89	0	0	0	0	0
90-99	0	0	0	0	0	90-99	0	0	0	0	0
Unknown	0	1	3	4	2.05	Unknown	0	0	1	1	0.52
Total	0	37	138	175	89.73	Total	0	2	18	20	10.27
2019 Male	Fatal	Serious	Slight	Total	%	2019 Female	Fatal	Serious	Slight	Total	%
0-9	0	0	0	0	0	0-9	0	0	2	2	0.95
10-19	0	6	6	12	5.68	10-19	0	0	0	0	0
20-29	1	6	54	60	28.43	20-29	0	1	12	13	6.17
30-39	0	13	52	65	30.81	30-39	0	1	7	8	3.79
40-49	0	5	22	27	12.79	40-49	0	0	1	1	0.47
50-59	0	4	7	11	5.22	50-59	0	0	3	3	1.43
60-69	0	1	0	1	0.47	60-69	0	0	0	0	0
70-79	0	0	1	1	0.47	70-79	0	0	2	2	0.96
80-89	0	0	1	1	0.47	80-89	0	0	1	1	0.47
90-99	0	0	0	0	0	90-99	0	0	0	0	0
Unknown	0	0	2	2	0.95	Unknown	0	0	1	1	0.47
Total	1	35	145	180	85.29	Total	0	2	29	31	14.71
2020 Male	Fatal	Serious	Slight	Total	%	2020 Female	Fatal	Serious	Slight	Total	%
0-9	0	0	0	0	0	0-9	0	0	0	0	0
10-19	0	3	7	10	4.1	10-19	0	0	1	1	0.41
20-29	0	8	73	81	33.2	20-29	0	0	7	7	2.87
30-39	1	9	72	82	33.6	30-39	1	1	9	9	3.69
40-49	0	3	27	30	12.29	40-49	0	0	3	3	1.23
50-59	0	0	13	13	5.33	50-59	0	2	2	4	1.64
60-69	0	0	1	1	0.41	60-69	0	0	0	0	0

70-79	0	0	1	1	0.41	70-79	0	0	0	0	0
80-89	0	0	0	0	0	80-89	0	0	0	0	0
90-99	0	0	0	0	0	90-99	0	0	0	0	0
Unknown	0	0	2	2	0.82	Unknown	0	0	0	0	0
Total	1	23	196	220	90.16	Total	1	3	22	24	9.84

Appendix 2

All casualties by category and Greater London Total (GLT) Comparison						
Year	Fatal	% of GLT	Serious	% of GLT	Slight	% of GLT
2016	4	3.4	94	3.9	918	3.3
2017	3	2.2	149	3.9	945	3.2
2018	2	1.8	155	3.9	825	3.1
2019	4	3.2	145	3.8	853	3.2
2020	4	4.1	99	3.3	774	3.6

- 2018 new reporting system

Statutory duties

The borough has produced this equality impact assessment (EQIA) on the proposals contained in its LIP delivery plan 22/23 - 24/25. The assessment considers the impact of the LIP 3 outcomes and programmes on the demographic and social groups in the borough and recommends changes and mitigations where appropriate.

Please note that Census 2021 data became available on the day that this report was due to be complete and it has not been possible to update it in line with the new data. This will be updated in a future version of the EQIA

LIP approval

Hackney will submit its LIP 3 delivery plan 22/23-24/25 to Cabinet in January 2023.

The Equality Act

Hackney Council and its delegated authority decision-makers must have regard to the Public Sector Equality Duty set out in Section 149 of the Equality Act (2010), which requires us to have due regard to the need to

- eliminate discrimination, harassment, victimisation or 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.

As part of our decision-making process on the proposal for each scheme, due consideration has been given to the impact on all people within a protected group as defined by the act. The different groups covered by the Equality Act are referred to as protected characteristics:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- sexual orientation.

The Act goes on to say Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to—

- remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
- take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
- encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to—

- tackle prejudice, and
- promote understanding.

This section has also given consideration to people experiencing or at risk of poverty, as although this is not a protected group, it is a strong component of Council priority.

Who are the main people that will be affected?

It is considered that because the scope of the LIP 3 delivery plan 22/23 - 24/25 is borough-wide; all members of the public, residents, workers and visitors of the Borough as well as business and partner organisations could be potentially affected.

How relevant is the LIP to the following protected characteristics?

Protected Characteristic	Relevance
Age	High
Disability	High
Gender	High
Pregnancy and Maternity	High
Race	Medium
Religion/belief	Medium
Gender Identity	Medium

Sexual orientation	Medium
Marriage and Civil Partnership status	Medium
Poverty	High

Demographic context and transport issues

Age

Consideration has been given to the impact of these proposals in terms of age. The scheme is very relevant to all age groups, but in particular attention has been paid to older people and young children.

In Hackney, the population size has increased by 5.3%, from around 246,300 in 2011 to 259,200 in 2021. This is lower than the overall increase for England (6.6%), where the population grew by nearly 3.5 million to 56,489,800.

Demographics

Hackney is a young borough. The 43% of Hackney's population in their 20s and 30s is one of the highest in the country and compares to just 24% in this age group nationally and 40% in Inner London. A further 25% of the population is under 20. And there are fewer older people; with the 7% of Hackney's population aged over 65 being just one-third of the national figure of 21% (9% in Inner London).¹ The proportion of older people in the borough is expected to rise.

Table XX shows the distribution by ward of the under 25 age group in Hackney. The proportion of young people (under 25) in Hackney is 33.3% which is slightly higher than the London average of 32.1% or the average for England of 31.8%

Table XX: Hackney Under 25 Age Group (in percentages)

Age	Hackney	London	England
0 to 4	7.8	7.2	6.3
5 to 7	3.9	3.7	3.4
8 to 9	2.3	2.2	2.2
10 to 14	5.6	5.6	5.8
15	1.1	1.1	2.2

¹ <https://www.hackney.gov.uk/media/2664/Facts-and-figures/pdf/facts-and-figures>, ONS 2016 Mid-Year Estimates, ONS, June 2017 and also London's Population by Age <https://www.trustforlondon.org.uk/data/londons-population-age/> citing ONS 2016 Mid-Year Estimates.

16 to 17	2.1	2.3	2.5
18 to19	2.2	2.3	2.6
20 to 24	8.8	7.7	6.8
Total	33.3	32.1	31.8

Table XX shows the distribution of the 25-64 age group in Hackney. The proportion of adults (25 - 64) in Hackney is 59% which is considerably higher than the London or England averages.

Table XX: Hackney 25 - 64 Age Group (in percentages)

Age	Hackney	London	England
25 to 29	13.7	10.2	6.9
30 to 44	27.9	25.3	20.6
45 to 59	14.4	17	19.4
60 to 64	3	4.2	6.0
Total	59	56.7	52.9

Table XX shows distribution of the over 65 age group in Hackney

The proportion of the elderly in Hackney is 7% which is less than half the proportion in England (16.4%) and well below the London average 11.1%.

Table XX: Hackney Over 65 Age Group (in percentages)

Age	Hackney	London	England
65 to 74	3.9	5.8	8.6
75 to 84	2.3	3.8	5.5
85 to 89	0.5	1	1.5
90+	0.3	0.5	0.8
Total	7	11.1	16.4

The mode share per age category of trips ending in Hackney is shown on **Figure XX**. Those aged 65+ have a higher mode split of bus use compared to the average with about average walking and car use mode shares. There is very little cycling amongst this age group. Those aged 0 to 15 have much higher walking and bus use than the average and also slightly higher car use but lower cycling rates. Those aged 16 to 19 also have much higher usage of buses and walking than average and the lowest car use of any age group. Cycling is most popular among the working age adult population (10% of trips) but is lower in both younger and older age groups. Car use is relatively low amongst all age groups but is highest among the under 15s

Figure XX: Mode share per age category of trips ending in Hackney (2019 - 20)

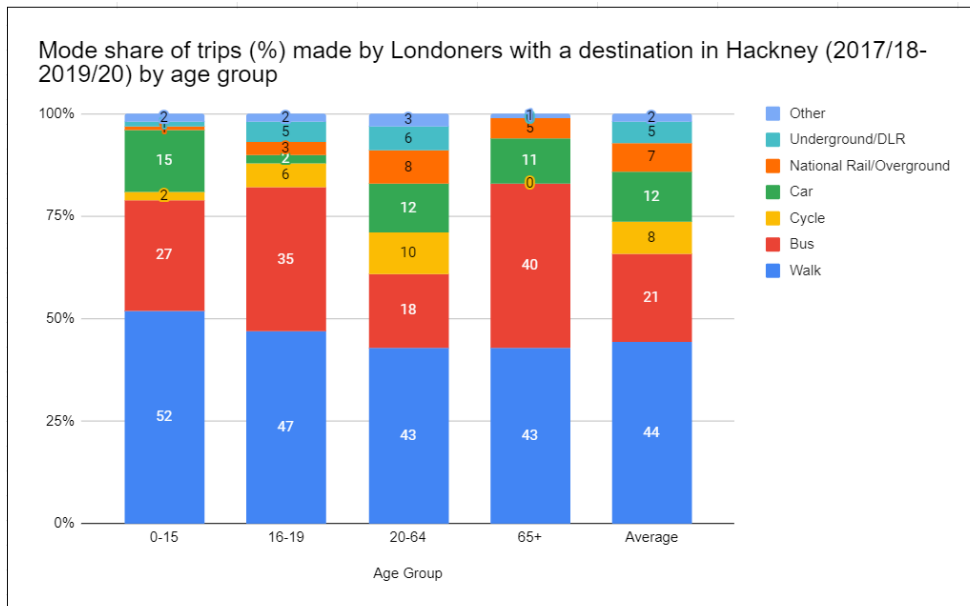


Table 29: Mode share of trips made by Londoners with a destination in Hackney (2017/18- 2019/20) by age group

Main mode	0-15	16-19	20-64	65+	Average
Walk	52	47	43	43	44
Cycle	2	6	10	0	8
Car	15	2	12	11	12
Bus	27	35	18	40	21
Underground/ DLR	1	5	6	0	5
National Rail/ Overground	1	3	8	5	7
Other	2	2	3	1	2

But overall, the potential impact on buses is more important to monitor with respect to young and old age groups. Both 0-15s; 16-19s and over 65s are far more dependent on bus use than the 21% of trips registered among all residents. The highest dependency on bus use is among the over 65s, 40% of whose trips are by bus, but the 0-15 and 16-19 age groups also show higher than average bus use with trips by this mode accounting for 27% and 35% of all the trips in these age groups respectively.

But even among the over 65s, walking mode share exceeds bus use (43% versus 40%) so the substantial potential benefits relating to an improvement in walking conditions and reduced conflicts with motorised vehicles should not be underestimated.

Older people are more likely to suffer from slight mobility impairments due to ageing, which do not fall under the disability PCG. This can include slower movement and reaction time, and some may use mobility aids for walking. Additional space for walking is likely to be particularly beneficial for those who find it difficult to negotiate narrow and crowded footways. As such, improvements for pedestrians will disproportionately benefit this age group.

The health of young and old are impacted disproportionately from the effects of poor air quality. The LIP3's objectives to improve air quality through expanding electric vehicle charging infrastructure; timed street closures and prioritising sustainable travel over private motor travel will particularly benefit these groups. Schemes that target improved footway improvements, crossing facilities are also important to both young and old, while improving accessibility to bus services and other forms of public transport are equally important to older people and parents

with young children. The LIP's focus on Vision Zero (working to eliminate deaths and serious injuries from road traffic collisions by 2041) should help to reduce the number and severity of road traffic accidents for young and old.

Older people are more likely to feel vulnerable and suffer from mobility issues so measures outlined in the LIP3 for Healthy Streets incorporating improved crossings; less traffic dominated streets; footway improvements and better lighting are likely to benefit this group

Younger people are also more likely to walk than other groups, so measures that aim to improve walking for the wider community will particularly benefit this group. The school travel plan and School Streets programmes will assist those young people who are at school and encourage them to travel more healthily. Outside of the educational environment, Play Streets will be of benefit to this group.

Disability

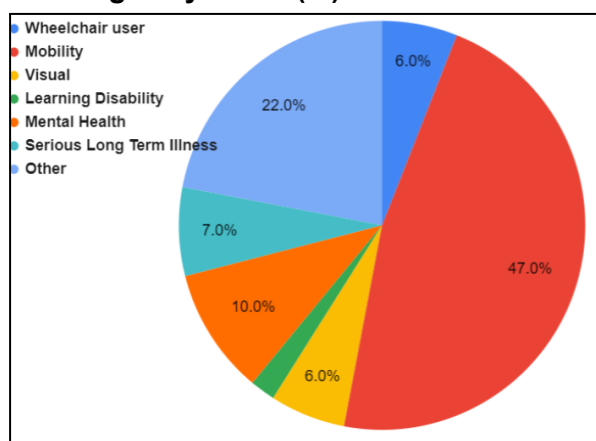
Hackney has lower than average rates of residents who identify as having a disability. In August 2019, 4,157 were in receipt of Disability Living Allowance and 3,273 were in receipt of Attendance Allowance. In the 2011 Census, 14.6% of Hackney respondents said they had a long-term illness that limited their daily activities in some way, compared with 13.6% for London and 17.9% for England and Wales.

There are an estimated 12,102 disabled children (aged 0-19) in Hackney and the City of London.² Estimates suggest that 2.4% of adults in City and Hackney have a learning disability (ranging from 2.6% in those aged under 45, to 1.8% in those aged 85+) - this equates to 4,937 people in Hackney.³

Hackney's lower than average rates for disability and long-term illness are likely to be due to its relatively young population, as disability rates tend to increase with age. Some 7% of Hackney's residents provide at least one hour's unpaid care and support each week to a friend, neighbour or relative because of illness or old age.⁴ This is a smaller proportion than for London or in England and Wales. Again, this is likely to be because Hackney has a much lower older age population than on average.

Disability types in Hackney stated by those who have a disability affecting daily travel (including old age) is shown below in **Figure XX**

Figure XX: Disability Types in Hackney stated by those who have a disability affecting daily travel (%)



Various physical and mental disabilities can lead to travel limitations. It can be seen that mobility impairment (47%) represents the highest proportion followed by

² LB Hackney, Disabled Children's Needs Assessment for London Borough of Hackney and the City of London, 2017

³ LB Hackney, Adult Learning Disability Needs Assessment, 2015

⁴ ONS Census, 2011

impairment due to Mental Health and 'Other' causes - (though this data is based on a small sample).

The main modes of transport used by disabled Londoners at least once a week are walking (78%), bus (55%), car as a passenger (44%) and car as a driver (24%). Disabled Londoners are most likely to use public transport for the purposes of shopping, personal business and leisure. They are considerably less likely to commute than non-disabled Londoners due to lower rates of employment (partly due to the older age profile of disabled people).

Table XX: Proportion of disabled Londoners and the type of transport they use

Proportion of disabled Londoners and the type of transport used at least once a week (in percentages) - Children under 5 not included (2016/17)					
Category	Total	Age 16 - 25	Age 65+	Non Disabled all	Non Disabled 65+
Base	1729	789	863	15831	1828
Walking	81	88	70	96	95
Bus	58	4	48	60	72
Car (as passenger)	42	40	41	45	41
Car as driver	24	26	25	39	52
Tube	21	30	13	43	35
National Rail	9	12	5	17	15
Overground	7	10	3	12	8
PHV - minicab	10	12	8	10	4
Taxi - black cab	3	3	3	2	2
DLR	3	5	2	5	1
Tram	2	3	1	2	2
Motorbike	-	1	-	1	1
Any public transport	61	69	52	74	78

There are 5,664 individuals in Hackney with companion e - Badges (blue badges), which is around 3.5% of the total residential population and 14% of disabled people. The latter figure is lower than the approximately 18.5% in London as a whole and around 20% for England. The figure for England is also around 20%. Some 86% of disabled residents in Hackney do not have a

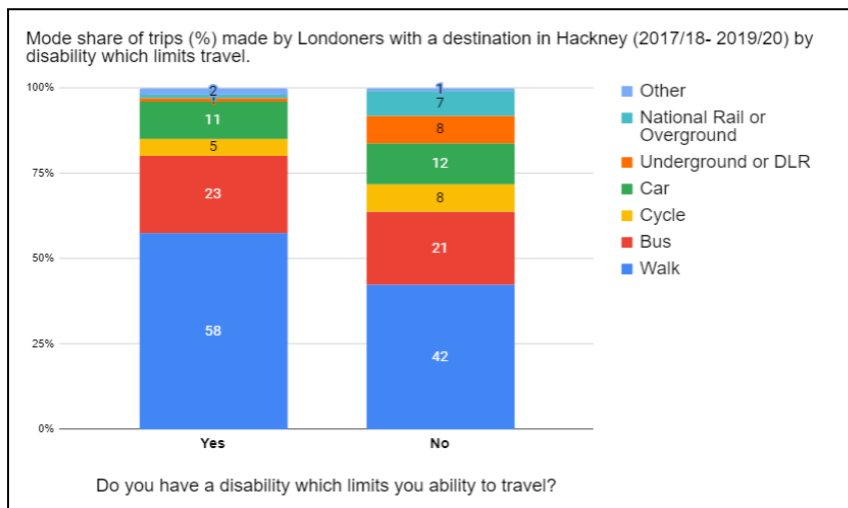
companion e - badge parking permit.

Other mobility impaired people in Hackney do not have their own car but rely on subsidised car-based Community Transport Services. One of the main schemes by which this happens is Taxicard, which is a London-wide service providing subsidised London taxis. It is jointly funded by TfL and London boroughs, and administered by London Councils. There are currently 2,529 active Taxicard users in Hackney.

The 2018 Wheels for Wellbeing annual survey⁵ showed that 72% of disabled cyclists use their bike as a mobility aid, and 75% found cycling easier than walking. Survey results also show that 24% of disabled cyclists bike for work or to commute to work and many found that cycling improves their mental and physical health. Inaccessible cycle infrastructure was found to be the biggest barrier to cycling. The infrastructure introduced by this scheme which reduces traffic within the LTN will benefit disabled cyclists and could potentially encourage people with disabilities to try cycling, if their disability allows.

Analysis based on the London Travel Demand Survey for 2019/20 shows that 7% of trips originating in Hackney are made by someone who has a mental or physical disability affecting daily travel (including old age). Mode split for these trips is shown on Figure XX

Figure XX: Mode share of trips made by Londoners with a destination in Hackney by disability which limits travel



When comparing to the LTDS mode split of trips made by those with a disability in Hackney it is perhaps counterintuitive that those with a disability are much more

⁵ Wheels for wellbeing annual survey 2018:
<https://wheelsforwellbeing.org.uk/wpcontent/uploads/2019/04/Survey-report-FINAL.pdf>

likely to walk compared to those without disabilities (58% of trips by disabled people compared to 42% of those without a disability which affects daily travel).

It is also interesting to note that car use by disabled people is slightly lower than by non-disabled people (making up 11% and 12% respectively of trips taken by the two groups). Disabled people are relatively more dependent on buses (23% versus 21%) and slightly less likely to cycle (5% of trips compared to 8% for non-disabled people in Hackney).

While barriers to public transport use are dependent upon their physical impairment the most commonly raised issues include; varying levels of physical accessibility of the transport system, over-crowding; concerns over anti-social behaviour and crime and accessibility of public transport information.

Within Hackney, common barriers to travel raised by groups representing disabled people include; obstructions to movement caused by cars parked on the pavement, off-carriageway cycle parking and poorly located advertising boards, accessibility to the Overground network and bus stops; difficulties with pedestrian crossings and dropped kerbs; lack of street seating and concerns with shared surface schemes. There are also some concerns raised about the reliability of Dial-a-ride, Community Transport and Taxicard services and fears over the loss of ticket hall staff at public transport stations. Those that use cars have called for more parking bays dedicated to disabled people. Similarly, the needs of non- cohabiting carers parking permits may be an issue.

It is important to ensure that the street environment within the borough is suitable for all users through the removal of unnecessary barriers to movement. Disabled people will particularly benefit from those elements of the plan that improve the accessibility of public transport and the overall public realm and efforts to reduce conflicts between pedestrians and cyclists. The LIP delivery plan balances the needs between discouraging the use of private car journeys in the borough and facilitating the travel requirements for vulnerable residents including carers. It ensures that there is an overall positive impact on vulnerable residents.

Gender

There are slightly more females than males currently living in the borough. Some 137,235 residents are female, 50.2% of the population, and 136,291 residents are male, 49.8%⁶

Women generally have lower levels of access to cars than men and are more likely to travel by bus, where men are more likely to travel by train, underground or car. Personal safety in public spaces and on public transport is often felt to be an issue particularly for women. Poor design of street lighting or bus shelters may increase

⁶ ONS, Mid-Year Population Estimates 2017

feelings of vulnerability and result in a reduced sense of personal security. Objectives and actions in the LIP delivery plan that help address personal security concerns, particularly whilst travelling after dark, are an important aspect for this group. These may include the provision of taxi-ranks, mini-cabs and safe public transport options at night and from busy areas of our night time economy.

Research such as TfL's Analysis of Cycle Potential has also shown that there is a greater potential for cycling for women and research has shown that perception of cycle safety differs between women and men. Therefore, enhancing walking and cycling conditions by reducing traffic and improving road safety will be beneficial in particular for women and their cycle uptake. This will be supported by the Council's ongoing cycle training programme.

Pregnancy and maternity

There were 4,447 live births to women in Hackney in 2016. The fertility rate for Hackney is 59.7 live births per 1,000 women of child-bearing age compared to 55.1 in London and 62.5 in England.⁷ In some parts of Hackney fertility rates are amongst the highest in London, particularly in certain wards in the north-east of the borough.⁸

Many of the issues raised earlier about public transport and the public realm that impact on women, disabled people and older people are relevant here. Research undertaken by TfL before the launch of the Baby on Board badge schemes in 2006 showed that pregnant women often felt awkward - even intimidated - having to ask if they could sit down on public transport. Given that women are often the primary caregivers for young children, projects that promote more accessibility and ease of movement will have a positive impact on the general population including pregnant women and parents with young children. Improvements such as dropped kerbs, new paving, reduced gradients and the installation of Equality Act 2010 - compliant infrastructure at bus stops and rail stations will improve accessibility for parents travelling with young children in pushchairs.

Race and Ethnicity

Just over a third (36%) of respondents to the 2011 Census in Hackney described themselves as White British. The remainder was made up of Black and minority ethnic groups, with the largest group Other White, followed by Black African, 11.4%. The number of Black Caribbean people fell slightly in the first decade of the century. They made up 7.8% of Hackney's population, as opposed to 10.3% in 2001.

Hackney is home to a number of smaller national and cultural communities. Hackney has the largest group of Charedi Jewish people in Europe who predominantly live in

⁷ ONS, Live Births by Area of Usual Residence, 2016

⁸ ONS, Births and Deaths by Ward, 2015

the North East of the borough and represent an estimated 7.4% of the borough's overall population⁹.

Hackney also has a well-established Turkish and Kurdish community; At least 5.6% of the Hackney population describe themselves as Turkish, Turkish Cypriot or Kurdish (according to the 2011 Census). These populations are often captured in the White British/Other White, Other Ethnic Group or, for Turkish people, Arab. Other significant communities in Hackney include Chinese, Vietnamese and Eastern Europeans especially Polish, Western Europeans particularly Spanish and French people, Australasians and residents from North, and Latin America.

Table XX: Ethnic Breakdown of Hackney's Population (Census 2011)

Ethnic Group	Hackney %	London %	England %
White: English/Welsh/Scottish/Northern Irish/British	36.2	44.9	79.8
White: Irish	2.1	2.2	1
White: Gypsy or Irish Traveller	0.2	0.1	0.1
White: Other White	16.2	12.6	4.6
Mixed/multiple ethnic group: White and Black Caribbean	2	1.5	0.8
Mixed/multiple ethnic group: White and Black African	1.2	0.8	0.3
Mixed/multiple ethnic group: White and Asian	1.2	1.2	0.6

⁹ Mayhew population estimate, 2011

Mixed/multiple ethnic group: Other Mixed	2	1.5	0.5
Asian/Asian British: Indian	3.1	6.6	2.6
Asian/Asian British: Pakistani	0.8	2.7	2.1
Asian/Asian British: Bangladeshi	2.5	2.7	0.8
Asian/Asian British: Chinese	1.4	1.5	0.7
Asian/Asian British: Other	2.7	4.9	1.5
Black/African/Caribbean/Black British: African	11.4	7	1.8
Black/African/Caribbean/Black British: Caribbean	7.8	4.2	1.1
Black/African/Caribbean/Black British: Other Black	3.9	2.1	0.5
Other ethnic group: Arab	0.7	1.3	0.4
Other ethnic group: any other ethnic group	4.6	2.1	0.6

London mode choice by ethnicity

TfL data for Greater London, reported in TfLs 'Travel in London: Understanding our diverse communities 2019' summary of research, shows that walking is the most commonly used type of transport by Black, Asian or Ethnic Minorities Londoners (BAME) Note that this report uses use the term BAME as it is included

in references rather than the more inclusive term “ people with Culturally and Ethnically Diverse communities”.

96% of BAME Londoners walk at least once a week, compared to 95% of white Londoners, followed by bus (65% BAME compared to 56% white). The data also indicates that both Mixed or Multiple Ethnic groups, and Other Ethnic Groups, are much more likely to walk (48% and 45%, respectively), whilst mixed and multiple ethnic groups are more likely to cycle (7%), and Asian or Asian British are more likely to drive (6%).

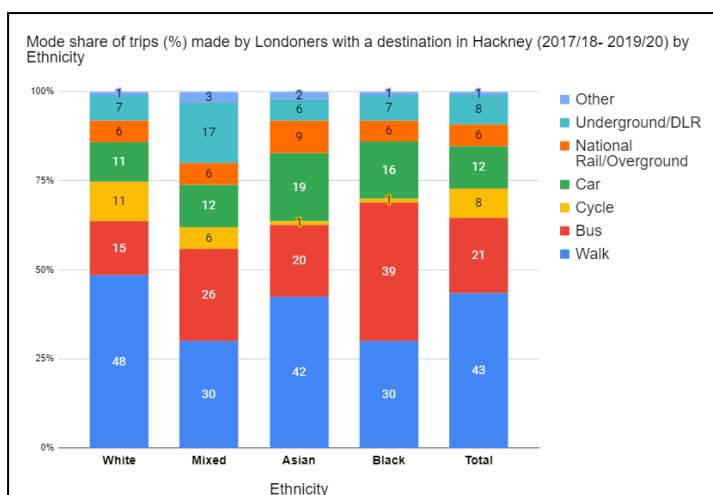
The mode share by ethnic background of trips ending in Hackney is shown in **Figure XX**. Based on average travel modes in journeys ending in Hackney from the 2018-19 LTDS data, Black or Black British people are much likely to use buses as a mode of transport for a trip ending or beginning in Hackney with 39% of these trips being by bus compared to the 21% average for all groups. It is 26% for the Mixed, Other and Arab ethnic Groups.

Asian people in Hackney have a higher dependency on car trips, consisting of 19% of car trips made by this group compared to the average for all ethnic groups of 12%. This figure is 16% for Black or Black British people.

Mixed, Asian and Black people also all have a much lower level of cycling trips than people in the borough as a whole with only 1% of trips by Asian people, for example, being by bicycle compared to 8% for the borough as a whole and 11% by white people.

Walking is also less prevalent as a means of transport for Mixed/Other/Arab; Asian and Black ethnic groups. The lower use of walking as a means of transport is not as extreme as the lower cycling rates but still considerable, for instance only 30% of Mixed/Other/Arab and Black ethnic groups' trips are by walking compared to 43% for the borough as a whole and 48% among white people. For all of the above statements, it should be noted that these percentages may not be precise due to low sample sizes.

Figure XX: Mode share of trips by ethnic background of trips ending in Hackney



Many schemes in the LIP delivery plan are a catalyst for behaviour change towards more active travel. The cost of physical inactivity is huge both in terms of physical and mental health, with the cost of physical activity being estimated to cost society about £7.4bn each year. Some black and minority ethnic (BAME) groups tend to have lower levels of active travel and suffer disproportionately from obesity and being overweight. BAME groups will generally benefit from the policies in the LIP that promote improvements to public transport and those elements that will improve service reliability, safety and security.

Part of this estimated cost is the broader cost to society, including NHS treatment cost for diseases associated with physical inactivity, but a large part is also due to the lower quality of life experienced by populations with mental and physical illness linked to physical inactivity. So creating a positive environment for increased active travel through travel behaviour change is a huge benefit to populations and ethnic groups.

Some schemes such as Low Traffic Neighbourhoods do make certain private motorised vehicle journeys more indirect, due to the introduction of permeable filters and point closures. And this is part of the incentive to create the conditions for positive behavioural change. In the short term this is likely to have disproportionately affected those in the ethnic groups that rely more on driving such as Asian and Black communities. But as described above this is a very passive and short term view of the potential positive impacts of such schemes.

Research such as TfL's Analysis of Cycle Potential has shown that there is a greater potential for cycling for people with Culturally and Ethnically Diverse communities. Research has also shown that these groups are also disproportionately affected by Covid-19 and obesity. Therefore, a scheme improving the walking and cycling conditions in an area and enabling more social distancing in

a town centre will be beneficial for people with Culturally and Ethnically Diverse communities.

But to realise this potential positive impact also requires insight into and strong action to address the barriers to walking and cycling experienced by some ethnic minorities. Hackney has been at the forefront of exploring these barriers through its sponsorship of developing best practice into targeted behaviour change programmes such as its sponsorship of the London Walking and Cycling Conference which in 2020 included themes such as “Walking and cycling whilst Black: barriers, policy and progress” and in 2021 is focussed on the theme of “walking and cycling towards a fair and inclusive city”

As people with Culturally and Ethnically Diverse communities, especially in Hackney, Black and Black British communities are relatively more reliant on bus services, it is important for this particular protected group to ensure that bus services are protected.

All of the proposed measures are likely to improve conditions for pedestrians, by reducing conflicts with motorised vehicles and in many cases potentially enabling more space to be allocated to pedestrians. This will benefit all ethnic groups who make more use of walking and cycling than of car trips.

People from the BAME backgrounds want to be able to feel safe from harassment and abuse when accessing public transport or as pedestrians on the street. General improvements to safety, such as improved street lighting and a well- frequented quality public realm will help to achieve this.

Religion and belief

Hackney's communities represent a diversity of religions and beliefs. Nearly 40% say that they are Christian, 28% say they have no religious belief, 14% say they are Muslim and 6% say they are Jewish. Hackney has significantly more people of the Jewish and Muslim faiths and a higher proportion of people with no religion and those who did not state a religion than London and the UK.

Table XX: Religion and Belief (Census 2011)

Religion	Hackney %	London %	England %
Christian	38.6	48.4	59.4
Buddhist	1.2	1.0	0.5
Hindu	0.6	5.0	1.5
Jewish	6.3	1.8	0.5

Muslim	14.1	12.4	5.0
Sikh	0.8	1.5	0.6
Other religion	0.5	0.6	0.4
No religion	28.2	20.7	24.7
Religion not stated	9.6	8.5	7.2

The impact of anti-social behaviour on faith groups tends to relate to visible signs of a person's faith and is often linked to ethnic minority groups. While in many cases, the objectives and proposals outlined in the LIP are likely to benefit different faith groups in much the same way as other target groups, in many cases this will vary dependent on faith and customs of the individual and groups involved.

Trips where a large number of people travel to other destinations, including sites of worship, can have a significant impact on travel movements. Other factors to consider may include; the times that services are held -often these will be outside the peak 'rush hour' timings which may mean that public transport is less crowded, but also it may run less frequently, making alternatives to the car potentially less attractive/viable compared to people travelling to their place of work; the size of the groups travelling (typically a family as opposed to an individual) and cultural and religious customs e.g. in some interpretations of Jewish law, operating a motor vehicle constitutes multiple violations of the prohibited activities on Shabbat (the Jewish holy day). Such issues are very much on a case-by-case basis and may need to be researched and discussed with the relevant groups involved e.g. through a site or faith-specific Travel Plan.

Gender reassignment

Data on the transgender population is not available at a borough level. The Gender Identity Research and Education Society GIRES, currently estimate there are 650,000 (1% of the population) whose gender identity is incongruent with their assigned gender. This equates to around 2,700 people in Hackney. According to NHS England data, numbers seeking medical support are lower, although increasing by 20% each year.¹⁰

Within this group will be people who do not identify with a specific gender. The Practical Androgyny website estimates that around 0.4% of the UK population, 1 in 250 people in the UK is Non-Binary.¹¹ This equates to around 1,200 people in Hackney.

¹⁰ GIRES, Written Evidence to the Women and Equality Parliamentary Select Committee, 2015

¹¹ Practical Androgyny, How Many People in the United Kingdom are Non-Binary, 2014

Safety and security on trains, buses and stations is known to be of concern to people from this group who often feel vulnerable to attack. An online government survey on transgender issues highlighted that respondents feared most for their safety on the streets and using public transport.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/85499/transgender-survey.pdf

Under section 17 of the Crime and Disorder Act 1998, local authorities have to consider the impacts of its proposals on crime and crime prevention.

Sexual orientation

The July 2017 GP patient survey indicated that, in Hackney there were comparatively high numbers of people who identify as gay or lesbian (5%), bisexual (1%), other (3%). In addition a further 11% preferred not to say. These figures may also under-represent the size of this population, given the problems involved in disclosure of sexual orientation. Some 2.7% of respondents to the Office for National Statistics Household Survey for the year to December 2016 from London identified as Lesbian, Gay or Bisexual.

Safety and security on trains, buses and stations is known to be of concern to people from this group who cite fear of intimidation and/or abuse as a potential barrier to travel (TfL, 2012, p9). Many of the same situations that apply to women, faith groups, and minority ethnic groups will also therefore apply to people in this community.

People experiencing or at risk of poverty

For the purpose of this report, 'poverty' will be broadly defined as not having enough money to meet basic daily needs, or not benefitting from having what most of the UK population have. Approximately 70% of households in Hackney do not own a car, compared to 44% across the whole of London. This was discussed in TfL's Travel in London: Understanding our diverse communities (2019).

While car ownership is not solely dependent on income, there is a correlation between income and car ownership. London-wide, the highest earners are almost 3 times as likely to own one car or more than the lowest earners, with 78% of households on £100k or more having one or more cars vs 23% at £5k or less, 28% at incomes between £5-10k. Those with incomes of between £15k and £20k have car ownership levels of 44%.¹²

¹² [Streetspace funding and guidance - Transport for London \(tfl.gov.uk\)](#) Appendix 7 - Case-making data for boroughs accessed 1/11/21). Based on these figures, measures that de-prioritises car use and generate an inconvenience to drivers could be seen to disproportionately impact those on a higher income.

Measures that de-prioritises car use and generate an inconvenience to drivers could be seen to disproportionately impact those on a higher income.

Furthermore, with 70% of residents not owning a car, a significant proportion of Hackney's population (making up 87.4% of all trips by borough residents in 2020¹³) relies on walking, cycling and public transport for travel and therefore benefits from this proposal regardless of income. At the latest count some 52.1% of trips were by walking or cycling.

Bus use (22.6% of trips) is also very significant. This, once again, highlights the importance of the bus journey time monitoring described in **Section 5** to make sure that local schemes do not compromise bus journey times across the borough.

It is important that we support the 70% of Hackney Households that do not own a car to walk and cycle or use public transport. If even a small proportion of people who used to travel by sustainable or active modes 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 with Culturally and Ethnically Diverse communities, the elderly, and children.

¹³ LTDS 2019/20

ANALYSING THE ISSUES

What research or consultation(s) have been carried out?

The LIP 3 has been informed through a thorough analysis of past, previous and predicted transport trends, through analysis of Census data and review of national, regional and sub-regional policy and guidance that were in themselves, subject to EIAs for example, the Mayor of London's Transport Strategy (MTS) and the Council's Transport Strategy [2015-2025].

What positive impact could there be overall, on different equality groups, and on cohesion and good relations?

The LIP 3 prioritises walking, cycling and public transport in addition to improving road safety, our public realm and reducing pollution and harmful emissions suggesting that the overall equalities impact will be generally positive. The overall impact of the combined schemes should result in a more accessible borough for all groups to move around easily through a choice of transport modes. The LIP builds on the progress that the Transport Strategy [2015-2025] and LIP 1 and 2 made in the borough, through supporting the growth of Hackney by prioritising sustainable transport. The LIP 3 has a strong emphasis on walking, cycling, improved public transport and road safety (which differentially affects various ethnic groups) alongside new initiatives to reduce the environmental impact of motor traffic.

Key transport issues relating to EIA groups.

The key transport issues relating to this EIA include; improving accessibility for all to employment, essential services and leisure facilities, road safety, personal security and environmental concerns such as public realm and air quality improvements. The table below provides a summary of the expected impacts of the LIP delivery plan 22/23-24/25.

Examples of how some of the LIP's policies and proposals are expected to impact on specific EIA groups can be summarised as follows:

Assessment of the LIP's objectives on equality groups.

Key: P - Positive Impact; N – Neutral Impact; A – Adverse Impact

Objective	Age	Disability	Sex	Pregnancy and maternity	Race	Religion and beliefs	Gender Reassignment	Sexuality	Poverty
1. Reallocation of Road Space The council will continue to reallocate carriageway road space from private motor vehicles to cycle route provision or cycle parking, walking or bus infrastructure. (C08)	P	P	P	P	P	P	P	P	P
2. To increase walking levels in Hackney for journeys to work, recreation and education and to our town centres by promoting modal shift from private vehicles and buses. (W)	P	P	P	P	P	P	P	P	P
3. Ensure that the needs of older people and those with visual and mobility impairments are considered in all plans and proposals to upgrade the public realm. (W)	P	P	N	P	N	N	N	N	P
4. To make Hackney's roads the most attractive and safest roads for cycling in the UK, and a place where it is second nature for everyone to cycle, no matter what their age, background or ethnicity.	P	P	P	P	P	P	P	P	P
5. Reduce the dominance of vehicles to support more sustainable transport options. Hackney will explore the use of road user charging with the Mayor of London and neighbouring boroughs. (LN23)	P	P	P	P	P	P	P	P	P
6. Transport will play an important role in improved resident's health and wellbeing as well as tackling obesity levels through higher rates of active travel (HTS)	P	P	P	P	P	P	P	P	P

7. 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 School Streets by 2022. (LN20, MC)	P	P	P	P	P	P	P	P	P
8. All roads in Hackney need to be suitable for cycling with the exception of the A12 (C16)	P	P	P	P	P	P	P	P	P
9. Hackney will have the most liveable and sustainable neighbourhoods and streets in London and residents will not need to own a private car because of the ease of using sustainable modes of transport (LN)	P	P	P	P	P	P	P	P	P
10. The council will continue to implement smarter travel programmes to support the uptake of active travel work (C42, C45, W23, W24)	P	N	P	P	P	P	P	P	P
11. Reducing road danger for all our residents but particularly more vulnerable groups such as the older people and children, cyclists, pedestrians and motorcyclists. (HTS)	P	P	P	P	P	P	P	P	P
12. Hackney is a place where people feel they get on well with others of different backgrounds. We plan to build on this strength and, in the context of population growth and development, to foster a greater sense of living in a socially cohesive place. (HTS)	P	P	P	P	P	P	P	P	P
13. Continue to work with partners to reduce crime and the fear of crime on the bus network (PT22)	P	P	P	P	P	P	P	P	P
14. Every household in the borough will have access to secure cycle parking (C)	P	P	P	P	P	P	P	P	P
15. To work with the local policing team to enforce 20mph limits on Hackney roads (C51-c)	P	P	P	P	P	P	P	P	P
16. Cycle training will continue to be available to everyone in Hackney (C, C47)	P	P	P	P	P	P	P	P	P

17. Pedestrians and cyclists will co-exist harmoniously, cyclists will adhere to road rules and be considerate to pedestrians (C13)	P	P	P	P	P	P	P	P	P
18. Reduce the level of motor traffic in Hackney (HTS, MTS, LN)	P	P	P	P	P	P	P	P	P
19. Reduce the dominance of cars by reducing car parking to support more sustainable modes of transport (LN17)	P	P	P	P	P	P	P	P	P
20. Improve the efficiency of our streets with the continued reduction of motorised vehicles. This will include a restriction of the levels of external vehicular traffic entering and exiting the borough and using it as a rat-run to get elsewhere (LN14, LN15, LN23)	P	P	P	P	P	P	P	P	P
21. Hackney will work with partners and stakeholders to develop a Freight Action Plan for the borough to reduce the impacts of deliveries and servicing on our road network by 2019 and progress trials. (MC, LN26)	P	P	P	P	P	P	P	P	P
22. Hackney will work with partners to facilitate and promote ultra low or zero emission deliveries and last mile deliveries in the borough (LN6)	P	P	P	P	P	P	P	P	P
23. Work with businesses to promote Hackney's "Driving for Better Business" Policy with the aim of managing Work Related Road Risk WRRR and to encourage the adoption of the CLOCS scheme where relevant. (LN26)	P	P	P	P	P	P	P	P	P
24. Hackney will seek to reduce NO2 emissions to achieve the National Air Quality objective of 40µg/m3 or less and work with the Mayor of London to meet or maintain compliance with the national air quality objective. Transport-related emissions of NO2, CO2, PM10 and PM2.5 will all be monitored as part of the delivery of this LIP. (LN3)	P	P	P	P	P	P	P	P	P
25. Hackney's neighbourhoods and streets will be equipped to facilitate the transition to electric vehicle technology, and traffic based air pollution is no longer affecting the	P	P	P	P	P	P	P	P	P

health of residents. (LN25)									
26. 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 (LN4)	P	P	P	P	P	P	P	P	P
27. Hackney's neighbourhoods and streets will be prepared for the implications of climate change. (LN, MC)	P	P	P	P	P	P	P	P	P
28. We will develop a Public Realm Green Infrastructure Plan, with the aim of ensuring the selection and spatial distribution of our trees and plants is driven by the best available research to improve Hackney's resilience to climate change-induced extreme weather events, such as floods and heatwaves, and contribute towards fighting the borough's poor air quality (MC)	P	P	P	P	P	P	P	P	P
29. Hackney will better connect green spaces to each other and to the wider public realm, creating parks without borders (MC)	P	P	P	P	P	P	P	P	P
30. Enhanced residents' access to jobs, training and essential services without increasing congestion on public transport or roads. (HTS)	P	P	P	P	P	P	P	P	P
31. Crossrail 2 proposals will be well advanced with an alignment through Hackney that maximises benefits to the borough. (PT)	P	P	P	P	P	P	P	P	P
32. The east of the borough will have seen a substantial improvement in public transport services. (PT)	P	P	P	P	P	P	P	P	P
33. Stations in Hackney will contribute positively to local character and distinctiveness and will be built to the highest standards of design offering a safe, secure and attractive environment at all times. (PT)	P	P	P	P	P	P	P	P	P

34. The accessibility of Hackney's public transport will have been vastly improved with a fully accessible bus stop network, increased real-time service information, and step free access to the majority of stations in the borough. (PT)	P	P	N	P	N	N	N	N	P
35. Hackney will have improved community transport services for those who find it hard to access public transport, to support independent living so that they can access jobs, education and essential services. (PT)	P	P	N	N	N	N	N	N	P
36. Hackney will work with TfL to halt and reverse the recent declines in public transport use in the borough. (MC)	P	P	P	P	P	P	P	P	P
37. Hackney will work with TfL to develop and protect Hackney's bus network to serve the borough and ensure the bus speeds are maintained or improved. (MC)	P	P	P	P	P	P	P	P	P
38. The Overground network will have had further improvements providing additional capacity on congested routes. (PT)	P	P	P	P	P	P	P	P	P
39. The council will continue to review the level of cycle parking at stations and public transport interchanges in order to ensure that (wherever possible) supply meets demand (PT8)	P	P	P	P	P	P	P	P	P
40. All new development must contribute to the Healthy Streets approach to improve air quality, reduce congestion and make Hackney's diverse communities become greener, healthier and more attractive places in which to live, play and do business. (LP33)	P	P	P	P	P	P	P	P	P
41. All new residential development in the borough will be Car Free. (LP33)	P	N	P	P	P	P	P	P	P
42. New development must provide cycling parking for building users and visitors in accordance with Hackney's cycle parking standards and will include provisions to support cycle usage. (LP33)	P	P	P	P	P	P	P	P	P

<p>43. New development will only be permitted where it reduces the need to travel by encouraging high-density and high trip generating development around transport nodes</p> <p>encourages mixed use development; compact growth and regeneration (LP33)</p>	P	P	P	P	P	P	P	P	P	P
<p>44. New development must fully mitigate any adverse impacts upon the capacity of transport infrastructure and public transport services including pavements and other walking routes, cycle routes, bus and rail services, rail stations and roads (LP33)</p>	N	N	N	N	N	N	N	N	N	N

Objective	Commentary
<p>1. Reallocation of Road Space The council will continue to reallocate carriageway road space from private motor vehicles to cycle route provision or cycle parking, walking or bus infrastructure. (C08)</p>	<p>Pedestrian, Cycle and bus infrastructure improvements should benefit all groups but particularly older persons, parents with young children and those with mobility impairments. All decisions about reallocation of road space need to take into account the needs of elderly and mobility impaired.</p>
<p>2. To increase walking levels in Hackney for journeys to work, recreation and education and to our town centres by promoting modal shift from private vehicles and buses. (W)</p>	<p>Increased walking has health benefits and contributes to fewer motorised journeys. All sectors of the community would benefit from better air quality and safer roads arising from less traffic.</p>
<p>3. Ensure that the needs of older people and those with visual and mobility impairments are considered in all plans and proposals to upgrade the public realm. (W)</p>	<p>The benefit to older and disabled people is clear from this objective, but many of the benefits will extend to all groups.</p>
<p>4. To make Hackney's roads the most attractive and safest roads for cycling in the UK, and a place where it is second nature for everyone to cycle, no matter what their age, background or ethnicity.</p>	<p>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. Improvements to cycle infrastructure will be sensitive in particular to the needs of pedestrians and public transport users.</p>

<p>5. Reduce the dominance of vehicles to support more sustainable transport options. Hackney will explore the use of road user charging with the Mayor of London and neighbouring boroughs. (LN23)</p>	<p>Reducing the dominance of vehicles is a key enabler for sustainable transport, however as above it is accepted some mobility impaired people may continue to be dependent on motorised modes to an extent and their needs would need to be taken into account through discounts and exemptions for any proposed scheme. This would enable them to fully benefit from the air quality and decongestion benefits which would be the key aim of any road user charging scheme. In addition behaviour change which road charging is designed to achieve may be more difficult among groups with large families such as the Charedi Jewish population who in some cases are currently quite car dependent.</p>
<p>6. Transport will play an important role in improved resident's health and wellbeing as well as tackling obesity levels through higher rates of active travel (HTS)</p>	<p>Improved health through active travel will have positive impacts for all EQIA groups particularly those groups in Hackney that have been identified as having particular issues with Type 2 diabetes and obesity. Efforts to promote active travel need to be sensitive to the needs of the elderly and mobility impaired.</p>
<p>7. 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 School Streets by 2022. (LN20, MC)</p>	<p>While children enabled to travel by active and sustainable modes to school will be the primary beneficiaries of this objective, These schemes will have positive impacts for parents and children in particular. Playstreets are also beneficial for social cohesion and community spirit which benefits all groups. 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 disabled residents who need access to their properties.</p>
<p>8. All roads in Hackney need to be suitable for cycling with the exception of the A12 (C16)</p>	<p>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>9. Hackney will have the most liveable and sustainable neighbourhoods and streets in London and residents will not need to own a private car because of the ease of using sustainable modes of transport (LN)</p>	<p>Liveable and sustainable neighbourhoods enabled by reduced car ownership will have positive impacts on all equality groups in terms of congestion, air quality and health. The majority of Hackney's households (65%) do not own cars. Any measures to provide alternatives to private ownership will benefit them.</p> <p>It is recognised that some residents including disabled and older people and carers that will require the use of a car particularly where the use of Community Transport or Dial A Ride cars or car clubs are unsuitable. These considerations will be taken into account in applications for car free housing, planning applications generally and through the consultation process for changes to street design. Behaviour change may be more difficult among groups with large families such as the Charedi Jewish population who in some cases are currently quite car dependent.</p>
<p>10. The council will continue to implement smarter travel programmes to support the uptake of active travel work (C42, C45, W23, W24)</p>	<p>Increased walking and cycling and public transport use has health and congestion reduction benefits - these include improved air quality and a safer environment. However as above it is accepted that cycling and walking may not be appropriate for some groups reliant on motorised transport and their needs will need to be assessed on a case by case basis and through the flexible customised approaches encapsulated in the Smarter Travel engagement method.</p>
<p>11. Reducing road danger for all our residents but particularly more vulnerable groups such as the older people and children, cyclists, pedestrians and motorcyclists. (HTS)</p>	<p>This objective will benefit all residents in the borough. Schoolchildren, older people and BAME groups have been identified as being most at risk of being injured on our roads. Measures will be targeted to particularly benefit these equality groups.</p>
<p>12. Hackney is a place where people feel they get on well with others of different backgrounds. We plan to build on this strength and, in the context of population growth and development, to foster a greater sense of living in a socially cohesive place. (HTS)</p>	<p>The goal should help to improve interaction and promote social cohesion between all groups.</p>
<p>13. Continue to work with partners to reduce crime and the fear of crime on the bus network (PT22)</p>	<p>The LIP should help reduce crime and the fear of crime on buses and improve the safety for all groups. Measures to be considered could include improved lighting and in some instances the installation of CCTV.</p>
<p>14. Every household in the borough will have access to secure cycle parking (C)</p>	<p>Secure cycle parking helps to enable Increased cycling which 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>15. To work with the local policing team to enforce 20mph limits on Hackney roads (C51-c)</p>	<p>Reduced speeds are a measure proven to reduce the frequency and injury severity of road traffic collisions. This objective will benefit all residents in the borough. Schoolchildren, older people and BAME groups have been identified as being most at risk of being injured on our roads.</p>
<p>16. Cycle training will continue to be available to everyone in Hackney (C, C47)</p>	<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>17. Pedestrians and cyclists will co-exist harmoniously, cyclists will adhere to road rules and be considerate to pedestrians (C13)</p>	<p>Managing pedestrian cycle conflict through engagement activities will mean that improving facilities for cycling will not come at the expense of making walking more difficult. Hence active travel with all of its health and decongestion benefits can be maximised to benefit of all groups</p>
<p>18. Reduce the level of motor traffic in Hackney (HTS, MTS, LN)</p>	<p>Reducing the level of motor traffic can bring health and traffic decongestion and improved public realm benefits to all groups when they are encouraged to travel actively and/or by public transport. Those elderly or disabled people who remain dependent on cars for some trips can benefit from decreased journey times in the road space that has been freed up.</p>
<p>19. Reduce the dominance of cars by reducing car parking to support more sustainable modes of transport (LN17)</p>	<p>Reducing the supply of parking is a proven effective measure to encourage sustainable travel and can bring health and traffic decongestion and improved public realm benefits to all groups when they are encouraged to travel actively and/or by public transport. Those elderly or disabled people who remain dependent on cars for some trips can benefit from decreased journey times in the road space that has been freed up. Some designated parking for disabled people should be retained on or off street to prevent an unfair impact on these groups.</p>
<p>20. Improve the efficiency of our streets with the continued reduction of motorised vehicles. This will include a restriction of the levels of external vehicular traffic entering and exiting the borough and using it as a rat-run to get elsewhere (LN14, LN15, LN23)</p>	<p>A reduction in through traffic will result in less congestion and better air quality for all residents. BAME groups tend to live nearer busy arterial roads – therefore a reduction in traffic should benefit this group in particular.</p>
<p>21. Hackney will work with partners and stakeholders to develop a Freight Action Plan for the borough to reduce the impacts of deliveries and servicing on our road network by 2019 and progress trials. (MC, LN26)</p>	<p>Reducing the impact of freight on the road network will help encourage active and sustainable transport use through reducing road traffic domination and create healthier and safer streets for all groups.</p>

<p>22. Hackney will work with partners to facilitate and promote ultra low or zero emission deliveries and last mile deliveries in the borough (LN6)</p>	<p>Lower emission freight deliveries will help address poor air quality issues on local streets in Hackney. All groups should benefit.</p>
<p>23. Work with businesses to promote Hackney’s “Driving for Better Business” Policy with the aim of managing Work Related Road Risk WRRR and to encourage the adoption of the CLOCS scheme where relevant. (LN26)</p>	<p>Reducing the road danger risk freight on the road network will help encourage active and sustainable transport use through reducing road traffic domination and create healthier and safer streets for all groups.</p>
<p>24. Hackney will seek to reduce NO2 emissions to achieve the National Air Quality objective of 40µg/m3 or less and work with the Mayor of London to meet or maintain compliance with the national air quality objective. Transport-related emissions of NO2, CO2, PM10 and PM2.5 will all be monitored as part of the delivery of this LIP. (LN3)</p>	<p>Improved air quality should benefit all groups but especially children with asthma who are more at risk from the effects of pollution because of faster breathing rates and the fact that their lungs are still developing. Air pollution can also be particularly damaging to elderly people with chronic health conditions. BAME groups could also benefit more as there is a tendency for them to live nearer busy arterial roads which currently suffer from high levels of air pollution. Reducing CO2 emission will benefit all members of society as the risks of climate change are reduced.</p>
<p>25. Hackney’s neighbourhoods and streets will be equipped to facilitate the transition to electric vehicle technology, and traffic based air pollution is no longer affecting the health of residents. (LN25)</p>	<p>The benefit in terms of improved air quality and reduced CO2 emissions as described above benefit all groups. Care needs to be taken to so that electric vehicle charging infrastructure does not create footway obstructions.</p>
<p>26. 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 (LN4)</p>	<p>Improved air quality should benefit all groups but especially children with asthma who are more at risk from the effects of pollution because of faster breathing rates and the fact that their lungs are still developing. Air pollution can also be particularly damaging to elderly people with chronic health conditions. . BAME groups could also benefit more as there is a tendency for them to live nearer busy arterial roads which currently suffer from high levels of air pollution. The City Fringe LEN maximises these benefits by focusing on an area of existing poor air quality.</p>
<p>27. Hackney’s neighbourhoods and streets will be prepared for the implications of climate change. (LN, MC)</p>	<p>This objective will benefit all equality groups particularly those that live near areas of localised flooding and heat stress.</p>

<p>28. We will develop a Public Realm Green Infrastructure Plan, with the aim of ensuring the selection and spatial distribution of our trees and plants is driven by the best available research to improve Hackney's resilience to climate change-induced extreme weather events, such as floods and heatwaves, and contribute towards fighting the borough's poor air quality (MC)</p>	<p>This objective will benefit all equality groups particularly those that live near areas of localised flooding, heat stress and poor air quality</p>
<p>29. Hackney will better connect green spaces to each other and to the wider public realm, creating parks without borders (MC)</p>	<p>The objective will benefit all equality groups</p>
<p>30. Enhanced residents' access to jobs, training and essential services without increasing congestion on public transport or roads. (HTS)</p>	<p>All residents of the borough should benefit through increased access to employment, goods and services which should reduce deprivation.</p>
<p>31. Crossrail 2 proposals will be well advanced with an alignment through Hackney that maximises benefits to the borough. (PT)</p>	<p>All residents of the borough should benefit through increased access to employment, goods and services which should reduce deprivation. Travel patterns of BAME and school children groups show high public transport trips. Therefore this objective should benefit these groups in particular. New stations will be required to be Equality Act 2010 -compliant thus benefiting older people, those with children and those with mobility impairments.</p>
<p>32. The east of the borough will have seen a substantial improvement in public transport services. (PT)</p>	<p>Eastern Hackney has higher levels of BAME and other low income groups than the rest of the borough and improving transport links here will help improve the access to jobs and services for these groups</p>
<p>33. Stations in Hackney will contribute positively to local character and distinctiveness and will be built to the highest standards of design offering a safe, secure and attractive environment at all times. (PT)</p>	<p>Perceptions of security and safety at stations can be a strong influence on whether stations are used by women particularly after dark.</p>
<p>34. The accessibility of Hackney's public transport will have been vastly improved with a fully accessible bus stop network, increased real-time service information, and step free access to the majority of stations in the borough. (PT)</p>	<p>Improving accessibility of the public transport network will be particular benefit to elderly and disabled people as well as pregnant women and parents with young children.</p>
<p>35. Hackney will have improved community transport services for those who find it hard to access public transport, to support independent living so that they can access jobs, education and essential services. (PT)</p>	<p>This objective will benefit elderly and disabled people with mobility issues</p>

<p>36. Hackney will work with TfL to halt and reverse the recent declines in public transport use in the borough. (MC)</p>	<p>Increasing public transport patronage involves tackling the barriers to public transport use which includes addressing the reasons why particular groups use public transport less, so this objective should be positive for all groups.</p>
<p>37. Hackney will work with TfL to develop and protect Hackney's bus network to serve the borough and ensure the bus speeds are maintained or improved. (MC)</p>	<p>The bus network is currently the most accessible form of mass public transport both in terms of network extent, affordability and ease of use by the mobility impaired. This objective should be positive for all groups.</p>
<p>38. The Overground network will have had further improvements providing additional capacity on congested routes. (PT)</p>	<p>Capacity improvements on the Overground should reduce overcrowding on the network helping make travel on these trains more pleasant for all groups.</p>
<p>39. The council will continue to review the level of cycle parking at stations and public transport interchanges in order to ensure that (wherever possible) supply meets demand (PT8)</p>	<p>There are numerous environmental, social and health benefits for all sectors. However cycling improvements may not have specific benefit for those with mobility impairments although parking for disability adapted bicycles can be included. In general, however, increased cycling has health, congestion and air quality benefits for young and old.</p>
<p>40. All new development must contribute to the Healthy Streets approach to improve air quality, reduce congestion and make Hackney's diverse communities become greener, healthier and more attractive places in which to live, play and do business. (LP33)</p>	<p>The Healthy Streets design check aims to make London's streets "welcoming places for everyone to walk, spend time in and engage in community life." So measuring the mix of people using and enjoying the street is a key metric which should mean that all groups benefit from changes to the street. The clean air objective will be of especial benefit to young people and those with chronic health conditions more prevalent among the elderly. The safety objective will benefit the several groups (based on religion, sexual identity and ethnicity) who currently sometimes feel threatened in public spaces. The places to stop and rest objective will be of particular benefit to disabled and elderly people.</p>
<p>41. All new residential development in the borough will be Car Free. (LP33)</p>	<p>Reducing the supply of parking is a proven effective measure to encourage sustainable travel and can bring health and traffic decongestion and improved public realm benefits to all groups when they are encouraged to travel actively and/or by public transport. Those elderly or disabled people who remain dependent on cars for some trips can benefit from decreased journey times in the road space that has been freed up. Some designated parking for disabled people should be retained on or off</p>

	street to prevent an unfair impact on these groups.
42. New development must provide cycling parking for building users and visitors in accordance with Hackney's cycle parking standards and will include provisions to support cycle usage. (LP33)	Secure cycle parking helps to enable Increased cycling which has health and congestion reduction benefits - these include improved air quality and a safer environment. This will be of benefit to all groups
43. New development will only be permitted where it reduces the need to travel by encouraging high-density and high trip generating development around transport nodes encourages mixed use development; compact growth and regeneration (LP33)	Reducing the need to travel in particular by motor vehicle can bring health and traffic decongestion and improved public realm benefits to all groups when they are encouraged to travel actively and/or by public transport. Those elderly or disabled people who remain dependent on cars for some trips can benefit from decreased journey times in the road space that has been freed up. Mixed use development means that access to goods and services close to where people live is ensured without the need to travel.
44. New development must fully mitigate any adverse impacts upon the capacity of transport infrastructure and public transport services including pavements and other walking routes, cycle routes, bus and rail services, rail stations and roads (LP33)	The benefits of sustainable low trip generating development will not only be of benefit to the residents of the new developments but will also extend to existing residents in the borough including those from all EIA groups who will have any adverse effects on the transport network mitigated by the developer.

What negative impact could there be overall, on different equality groups, and on cohesion and good relations?

No negative impacts have been identified. The vast majority of the 44 LIP objectives and schemes arising to support the delivery of these objectives offer a positive impact on the eight protected characteristics and those in poverty or at risk of poverty.

DELIVERY – MAXIMISING BENEFITS AND MANAGING RISKS

No	Objective	Actions	Outcomes highlighting these will be monitored	how these will be	Timescales / Milestones	Lead Officer
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1	Ensure that issues and concerns raised by EIA groups in the LIP are addressed satisfactorily	The Council will continue to periodically arrange general liaison meetings with representatives of Age UK East London, Living Streets, Hackney Head teachers and other relevant stakeholders to discuss a range of issues - both location/scheme specific and strategic objectives.	The objectives and outcomes of the LIP and its Delivery Plan will be monitored on a regular basis to identify if and where adverse impacts occur and mitigation measures will be proposed if required	On-going (meetings expected to continue 2 times a year)	Tobias Newland/Constant McColl
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DELEGATED REPORT OF

Strategic Director, Sustainability and Public Realm

OFFICER KEY DECISION CHE S122

**STOKE NEWINGTON CHURCH STREET BUS GATE AND LOW TRAFFIC
NEIGHBOURHOOD (LTN)**

DATE: 19 January 2023

CLASSIFICATION: Open

If exempt, the reason will be listed in the main body of this report.

WARD(S) AFFECTED

Clissold, Stoke Newington

1. RECOMMENDATIONS

For the reasons set out in this report, and in noting that this report contains the results of the monitoring, consultation responses and objections received for the Stoke Newington Church Street Low Traffic Neighbourhood (LTN) experimental scheme, it is recommended that the Strategic Director of Sustainability and Public Realm:

1.1 Approves the decision to proceed with the statutory process of advertising the necessary Traffic Management Orders, subject to the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, to make permanent the Stoke Newington Church Street Low Traffic Neighbourhood LTN scheme, as listed below:

- (i) Prohibition of motorised vehicles on Stoke Newington Church Street, from its junction with Marton Road to its junction with Lordship Road (western arm), 7am to 7pm. Access through the restriction will be allowed for: Local buses (Buses as Public Service Vehicles), Emergency service vehicles and authorised vehicles being used for emergency services, Hackney waste services, Hackney residents with companion e-badge or who are blue badge holders and have registered one vehicle for an exemption permit, Pedal Cycles.
- (ii) Prohibition of motorised vehicles, at all times, except for: Local buses (where appropriate), Emergency service vehicles and authorised vehicles being used for emergency services, Hackney waste services, Pedal Cycles at the following locations:
 - (a) Bouverie Road at the junction with Stoke Newington Church Street.
 - (b) Lordship Road at the junction with Lordship Terrace
 - (c) Nevill Road 5m north of the junction of Barbould Road.
 - (d) Oldfield Road 5m south of the junction with Kynaston Road.
 - (e) Yoakley Road at the junction with Stoke Newington Church Street.
 - (f) Lordship Road, eastern arm, at the junction with Stoke Newington Church Street
- (iii) Replacement of the northbound one-way of Edward's Lane with southbound one-way.
- (iv) Permanent removal of the following parking bays to be replaced by

double yellow line “at any time” waiting restrictions:

- (a) Lordship Terrace, south side, outside 30-54 Denham House.
- (b) Defoe Road - east side outside Nos. 40-46 and outside Nos. 16-30 Defoe Road. West side, flank wall of No. 84 Kynaston Road to 53 Defoe Road, outside Nos. 1-18 Defoe House, Defoe Road, Outside No.3 Defoe Road.
- (c) Bouverie Road - the west side, flank wall of No. 102 Stoke Newington Church Street.
- (d) Oldfield Road - the west side, outside Nos. 84-88 Oldfield Road. East side, flank wall of No. 79 Kynaston Road and outside Nos. 81 and 81 Oldfield Road.
- (e) Nevill Road - the west side, outside Nos. 91 and 89 Nevill Road and the flank wall of No. 49 Barbauld Road. East side, outside No. 68 Nevill Road.
- (f) Yoakley Road - the east side, outside Levy Memorial Gardens.
- (g) Lordship Road, the east side, from No. 42b Lordship Road to No. 50 Lordship Road

2. REASONS FOR DECISION

- 2.1. Making these temporary measures permanent would assist in making Hackney a more sustainable, greener and safer borough by helping create healthy neighbourhoods that are low-traffic or traffic-free, with a more pleasant residential environment that is safe and suitable for an environmentally sustainable 21st century lifestyle.
- 2.2. Making the temporary measures permanent would encourage users of the borough to give further consideration to using more sustainable modes of transport. They help in the reduction of the use of residential roads by through-traffic, which in turn assists with improving local air quality, reducing car dominance and reducing accidents, to create a quieter and less toxic environment for residents.
- 2.3. It is accepted that certain disabled motorists may be more adversely affected by Low Traffic Neighbourhood measures, and in accordance with the agreed exemption policy it is considered appropriate to maintain exemption for companion e-badge holders to the filter on Stoke Newington Church Street. This will allow companion e - badge holders ease of access to their properties and

through the Low Traffic Neighbourhood.

- 2.4. The measures also help residents feel safe and potentially more confident to take up sustainable modes of transport, such as walking and cycling, as part of a healthy lifestyle in their own environment.
- 2.5. They help reinforce residents' awareness of issues such as poor air quality and the impacts of the type of fuels used by the vehicles that they use on a day to day basis.
- 2.6. The Council is committed to its 2019 Climate Emergency Declaration to achieve a 45% reduction in emissions against 2010 levels and net zero emissions by 2040. Delivering low traffic neighbourhoods and a reduction in the number of cars through our borough is seen as a key contributor to Hackney achieving this target.
- 2.7. Under the Traffic Management Act 2004, local authorities have a duty of care to all road users, including pedestrians and cyclists, and to facilitate more sustainable and better use of road space.
- 2.8. It is considered that the experimental scheme has been successful in achieving the following objectives, and therefore, should be made permanent:
 - Reduction of congestion in Stoke Newington Town Centre, while improving conditions for pedestrians and supporting bus services and emergency vehicles
 - Reduced vehicle traffic levels on Stoke Newington Church Street, Albion Road and the surrounding neighbourhood
 - Improved walking and cycling conditions in the local area, including on the C1 Cycle route and along Stoke Newington Church Street, in line with guidance from the DfT
 - Supported recovery from Covid-19 pandemic measures by creating more pedestrian space to allow for social distancing, including at bus stops, and prevent a car-based recovery, in line with guidance from the DfT
 - Improved air quality on Stoke Newington Church Street and in the surrounding neighbourhood, including outside several schools
 - Reallocated road space to more sustainable modes such as walking and cycling, following the Healthy Streets Agenda
 - Improved road safety in the town centre and reduce conflicts between modes, including on the C1

- Contributed to a variety of Hackney's Transport Strategy and the Mayor of London's Transport Strategy policy objectives.
- 2.9. The overall scheme was approved by Cabinet in September 2020. Subsequent to that, detailed designs were approved by the Head of Streetscene on 17th August 2021 and now formal approval is sought to make these measures permanent.

3. BACKGROUND

- 3.1. Stoke Newington Church Street is a street in the Clissold and Stoke Newington Wards that fulfils many different functions. It is a busy town centre, it is a B-road (B104) together with Albion Road, it hosts a number of local amenities including schools, Stoke Newington Fire Station, Stoke Newington Town Hall and it is an important street for bus services and walking and cycling routes, amongst other functions. The frontages on either side of the street consist of a mix of residential and commercial premises, including shops on the bottom floor and flats above.
- 3.2. Whilst Stoke Newington Church Street provides a mix of functions as above, the surrounding area is mostly residential. Parade of shops in the local area include Albion Parade and Kynaston Road, while other local restaurants and businesses can be found on the residential roads, particularly to the south.
- 3.3. The Stoke Newington and Clissold Ward profiles can be found here: <https://hackney.gov.uk/hackney-ward-profiles>. Whilst data is from the census in 2011, it still provides an important introduction to the local area. Compared to Hackney as a whole, both wards have relatively more adults and less young adults/children, proportionately more white British and fewer black African and Caribbean people, and unemployment in these wards is proportionately lower than the Hackney average.
- 3.4. Looking wider, the Clissold ward is within the 40% most deprived wards in London, and is just outside the top 20% of English wards in terms of deprivation. The Stoke Newington ward is within the 30% most deprived wards in London, and is within the 20% most deprived wards in England.
- 3.5. In a time when people are urged to go out for physical activity, be it by walking or cycling, concerns over the impact of the outdoor environment on the health of children, the elderly and other protected groups have been raised.
- 3.6. The quality of air in London is of high and increasing concern, particularly around schools and nurseries.

- 3.7. The presence of high volumes of traffic travelling at speeds inappropriate or too fast for the local area can be intimidating to some people. Road safety concerns over the lack of controlled crossing points for pedestrians, refurbished pavements and lighting on roads have been raised as issues of concern to the Council.
- 3.8. Transport for London (TfL) is engaging and working with London boroughs to make changes 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”. Schemes such as Ultra Low Emission Zones (ULEZ), School Streets and LTNs were introduced to combat issues affecting air quality and the environment.
- 3.9. LTNs are not a new concept in London, as they have been successfully introduced in other boroughs, such as Waltham Forest, before the current programme. Locally, LTNs were already in operation nearby in the Brownswood and Walford areas, although they were not named as such. Across the borough there are in excess of 130 filters that have been implemented over the last decades, with some of the earliest examples in De Beauvoir ward dating back to the 1970s.
- 3.10. It is critical that we address the risks of growing traffic on residential streets. The phenomenon, which can be due to ‘rat running’ enabled by the use of route planning and sat-nav devices, represents an imbalance in priorities in favour of through traffic, prejudicing the interests of residents.
- 3.11. Scheme development**
- 3.12. The Scheme was developed over a period of more than one year, stemming from the LEN16 project, which was a Low Emission Neighbourhood (LEN) project funded by the Mayor’s Air Quality Fund, announced by the Mayor of London in June 2019. That project had the objective to reduce polluting traffic on Stoke Newington Church Street.
- 3.13. In September 2020 Cabinet approved the implementation of traffic measures, using an experimental traffic order, in the Stoke Newington Church Street Area as part of the Council’s Rebuilding a Greener Hackney programme. The aim of the Rebuilding a Greener Hackney programme is to improve Hackney for walking and cycling, encourage people to spend time in their local area and create quieter, greener, safer and more pleasant neighbourhoods. The traffic measures, aligned with Hackney’s Emergency Transport Strategy, were rolled out during the coronavirus pandemic to help residents maintain social distancing, and aim to encourage active forms of travel, enabling a green recovery from the pandemic.

- 3.14. The original proposals were featured in the September 2020 Cabinet Report on the Emergency Transport Plan (ETP). In that report, the plans were presented and the following recommendations were made and approved:
- “Subject to obtaining funding from the DfT Emergency Active Travel Fund...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.”*
- 3.15. The Scheme was submitted to the DfT’s Active Travel Fund (ATF) for funding which came through TfL’s Streetspace programme as TfL administers the funding on behalf of all London Boroughs.
- 3.16. A complementary workstream resulted in designs for “Stoke Newington Church Street Phase 2: Footway Widening Scheme”, which was approved on 14 June 2021 to enable complementary improvements.
- 3.17. A separate bus priority scheme that was already in progress, was brought forward to align with the timeline of the Stoke Newington Church Street scheme and on 14 July 2021 a decision was made for “Minor works to alter Parking on Manor Road, Stoke Newington in order to improve bus journey times.”
- 3.18. The Cabinet approval of September 2020 delegated minor amendments to the final design of the scheme to the Head of Streetscene. Reflecting feedback from stakeholders such as the emergency services, the following minor changes were made to the designs:
- The majority of LTN filters are ‘open’ to support emergency response times, i.e. traversable for emergency vehicles and camera enforced rather than featuring physical measures, such as bollards.
 - Vehicle parking bays in the immediate area of planters and LTN filters were removed to better aid movements of emergency vehicles through the closures.
 - A width of 4m is maintained for all LTN filters as well as the traffic filter itself.

- A lockable bollard was used for the closure at Lordship Road slip road to allow access for Waste Services.
- 3.19. A Delegated Powers Decision (DPD), and the final proposals and recommendations presented within it, was then brought forward in August 2021. This resulted in the Head of Streetscene authorising the required measures on the basis of an Experimental Traffic Order.
- 3.20. On 31 August 2021 a DPD named “Minor works to alter Parking on Manor Road, Stoke Newington in order to improve bus journey times” was approved to allow for additional parking controls found necessary at the final stage of laying out the design.
- 3.21. The interactive online engagement platform, Commonplace, was used at several stages during [design](#)¹ and [trial](#)² to consult local residents and interested stakeholders. During the trial those without online access were given the opportunity to provide their feedback offline through writing to ‘Freepost Streetscene.’ Residents were also able to electronically write to streetscene.consultations@hackney.gov.uk (see section 7).
- 3.22. The current document considers the responses to the consultation and sets out the reasoning for making the experimental order permanent.
- 3.23. Other relevant projects in the area**
- 3.24. There are a number of local projects that may have a bearing on the scheme. The cumulative impacts of these projects are recognised and will receive particular attention in the ongoing monitoring and evaluation of impacts.
- 3.25. LEN16 - this was a Low Emission Neighbourhood project funded by the Mayor’s Air Quality Fund, which focussed on Stoke Newington Church Street and the surrounding area that launched in spring 2019. One of the central aims of the LEN16 is to reduce polluting traffic on Stoke Newington Church Street.
- 3.26. The Walford Road Road Safety and Traffic Reduction Scheme (“Walford Road Scheme”) - this was a scheme introduced in September 2020 as three experimental traffic filters south of Stoke Newington Church Street that have subsequently been made permanent.
- 3.27. The Emergency Transport Plan (ETP) - collated and described a variety of other interventions to aid social distancing, promote walking and cycling and prevent a car-led recovery from the Covid-19 Pandemic in the borough. It included a proposed

¹ <https://stokey.commonplace.is/>

² <https://rebuildingagreenerhackney.commonplace.is/>

traffic filter installed on Clissold Crescent, as well as experimental cycle lanes introduced on Green Lanes. Both have since been made permanent.

- 3.28. School Streets - before the pandemic there were already two school streets active in the local area, one on Barn Street near St Mary's Primary School and one on Dumont Road, Dynevor Road & Lancell Street near William Patten Primary School. As part of the ETP more School Streets were introduced across the borough. In Stoke Newington these include one on Grayling Road near Grazebrook Primary School.

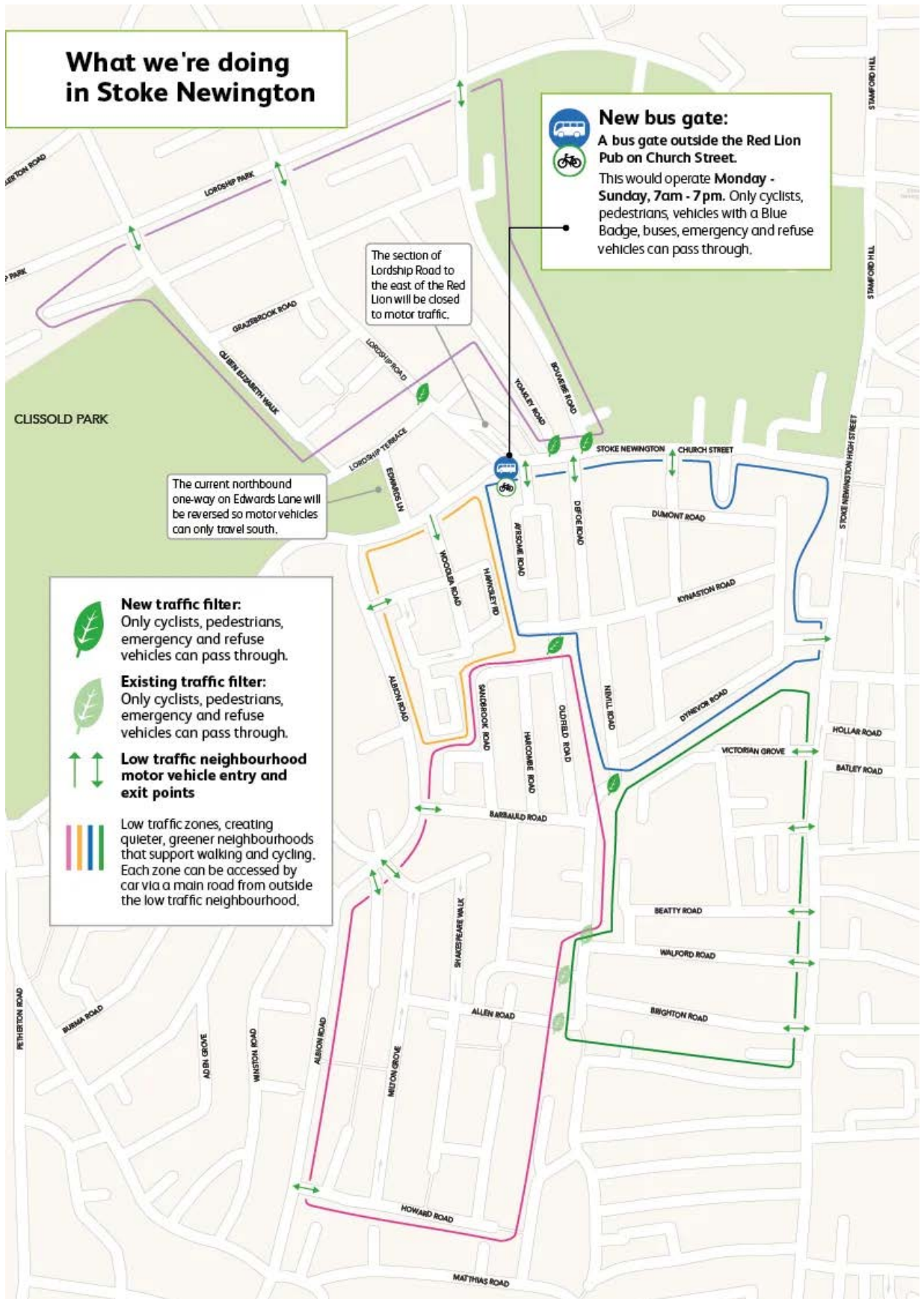
4. SCHEME DESCRIPTION

- 4.1. Stoke Newington Church Street is a street that fulfils many different functions. It is a busy town centre, it is a B-road (B104) together with Albion Road, it hosts a number of local amenities including schools, Stoke Newington Fire Station, Stoke Newington Town Hall and it is an important street for bus services and walking and cycling routes, amongst other functions. The frontages on either side of the street consist of a mix of residential and commercial premises, including shops on the bottom floor and flats above.
- 4.2. Whilst Stoke Newington Church Street provides a mix of functions, as above, the surrounding area is mostly residential. Parades of shops in the local area include Albion Parade and Kynaston Road, while other local restaurants and businesses can be found on the residential roads, particularly to the south.
- 4.3. Several bus routes, including a night bus, use Stoke Newington Church Street and Albion Road. These bus services (routes 73, 393, 476 and the N73) are important for the local community in the absence of other public transport options such as the Overground or Underground stations.
- 4.4. There is no specific infrastructure for London licensed black cabs (taxis) in the local area such as taxi stands or dedicated taxi bays where cab drivers can park and wait. Albion Road has recently seen the installation of a rapid charging point for electric vehicles that is publicly-available and there are two other electric charging points on Yoakley Road. There are several Blue Badge holder bays in the area, including one outside 92 Stoke Newington Church Street. There are also several special bays in the area for healthcare services including ambulance bays on Yoakley Road.
- 4.5. The scheme for Stoke Newington Church Street ("the scheme") can be summarised as three main elements:

- A traffic filter installed on Stoke Newington Church Street, from its junction with Marton Road to its junction with Lordship Road (western arm), operating from 7am-7pm, Monday to Sunday.
- Five supporting LTN filters to the north and south of Stoke Newington Church Street to prevent drivers from going around restrictions. These LTN filters are enforced 24/7.
- To help the scheme function and facilitate 'exit routes' for vehicles that needed to exit the area, the one-way on Edward's Lane was reversed, a minor slip road on Lordship Road closed and permit parking bays in the area were removed.

4.6. **Figure 1** shows the general layout in a drawing as included with the public consultation

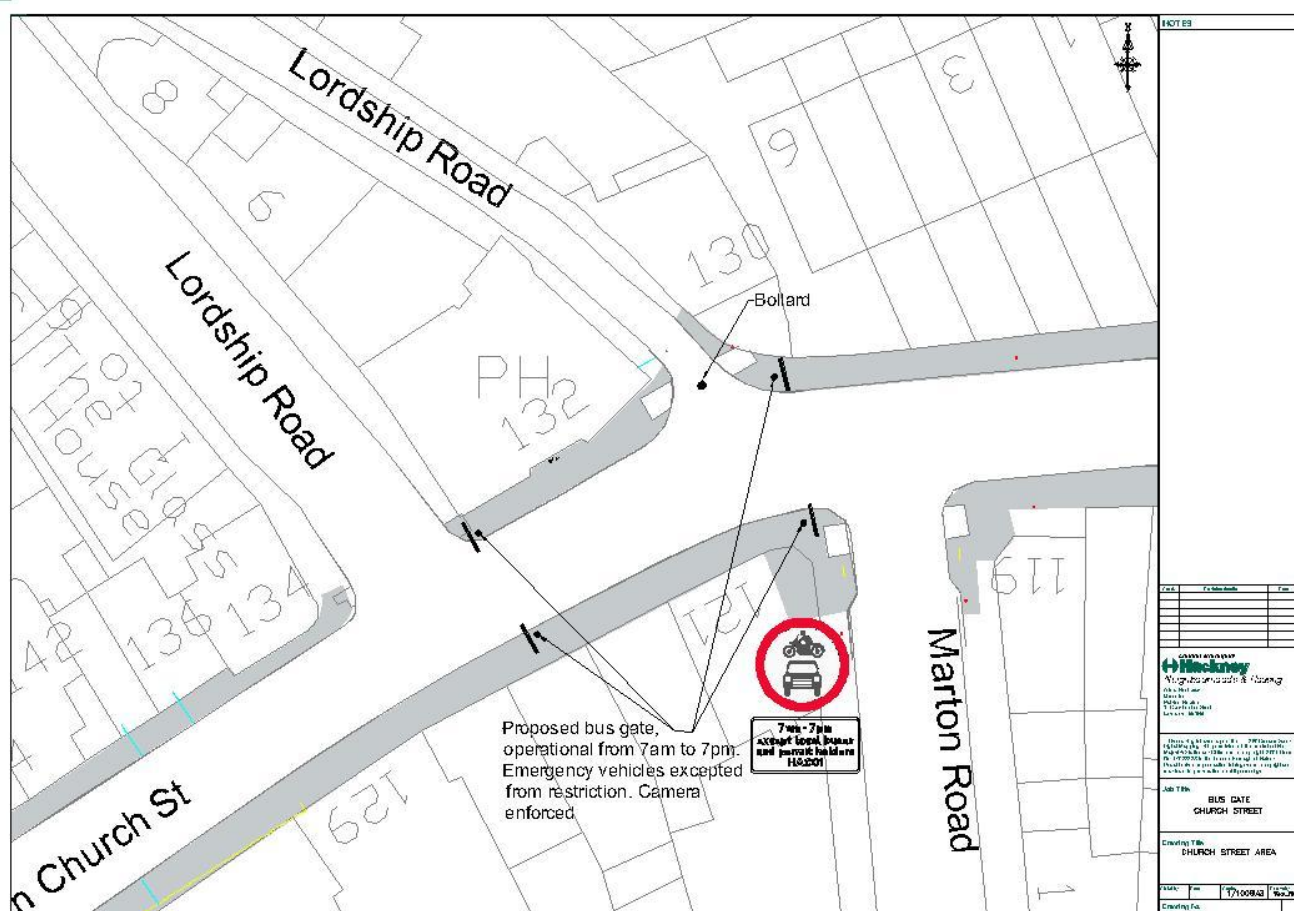
Figure 1: General Layout of Church Street scheme



4.7. Road Layout - Stoke Newington Church Street

- 4.8. Stoke Newington Church Street is a very narrow street. Several sections are only 10-12m in width, including pavements. This resulted in a two-way road with vehicle lanes averaging 3-3.5m in width and pavement widths of 1.5-2m. Building frontages are often situated directly on the pavement edge and do not have front gardens.
- 4.9. The bus gate restriction point was introduced at the junction of Stoke Newington Church Street and Lordship Road. This was chosen as it required the fewest number of supplementary restrictions. It also means that traffic is most reduced at a location where the overall road width was narrowest.

Figure 2: Stoke Newington Church Street bus gate restriction point



- 4.10. The traffic filter (see **Figure 2 above**) is a timed prohibition of motor vehicles restriction, with exemptions for local buses and other specified categories. This approach has been implemented at a variety of other schemes across the Borough.
- 4.11. The operational days for the traffic filter of Monday to Sunday followed local engagement as Stoke Newington Church Street is part of an important local town centre and many shops are open six or seven days a week. To accommodate local visitors it is therefore necessary to reduce traffic on all days of the week. This also ensures that walking, cycling and buses are supported every day of the week.
- 4.12. The restrictions of between 7am-7pm daily aimed to ensure that the main commuting and shopping hours benefit from a reduction in traffic, with the corresponding beneficial impacts (**see Section 5**). This is especially important for the C1 cycle route crossing on Stoke Newington Church Street and people visiting local shops. This time period was chosen instead of a 24 hour restriction to alleviate traffic displacement impacts during the evening and night and to give more flexibility to delivery and freight traffic e.g. before 7am or after 7pm this type of traffic will be able to approach premises from both sides of the traffic filter.
- 4.13. The restriction is indicated by a prohibition of motor vehicles ‘flying car/motorbike’ sign (DfT Diagram 619) and the road space where the traffic filter is situated has distinctive road markings. This is consistent with the Traffic Signs Manual, which states that while there are four ways that a bus gate can be indicated “... [t]he “no motor vehicles” sign to diagram 619 with an appropriate supplementary plate (S3-2-12).... should be used where vehicles other than buses, cycles, and taxis are permitted to use the road (e.g. permit holders, for access, for loading etc.)”³. As the bus gate is designed to allow certain Blue Badge holders through, by way of permit ‘HAC01’, this form of signing is most appropriate. See **Figure 3 below**:

Figure 3: Photo of Stoke Newington Church Street restriction looking east

³ Traffic Signs Manual, Chapter 3, section 9.7.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/782724/traffic-signs-manual-chapter-03.pdf [Accessed 12 Jan 2023]



4.14. As a result of feedback from stakeholders such as the LFB and TfL Buses, signage was installed only on the pavement as opposed to designs at other locations that have used planters or other types of street furniture in the carriageway to highlight their presence; however, it was noted that the remaining road width would in this case be too narrow for buses and larger LFB vehicles to navigate in both directions.

4.15. Design of Low Traffic Neighbourhood (LTN) Filters

4.16. In total, five LTN Filters were introduced. The location plan and designs for the LTN filters are described below. The LTN filters operate 24/7. This limits immediate alternative diversion routes that otherwise could result from vehicles trying to avoid the Stoke Newington Church Street traffic filter, and effectively creates two LTNs, one north and one south of Stoke Newington Church Street.

4.17. Lordship Road at Lordship Terrace

4.18. This mitigates the effects of the Scheme on Lordship Road, in particular by ensuring that north-south traffic can no longer use the route of Albion Road / Stoke Newington Church Street / Lordship Road to avoid Green Lanes. It also ensures that traffic cannot circumvent the traffic filter by using Lordship Road and Manor Road. Northbound traffic is directed back towards Lordship Terrace, while traffic coming from Lordship Terrace is directed southbound on Lordship Road. Southbound traffic on Lordship Road (north of the LTN filter) is able to turn around in the additional space created. This closure is camera enforced, following feedback from the emergency services. A mini-roundabout, painted in the space created, ensures that

north-south access for Emergency Services through the LTN filter is uninhibited. Three parking bays were removed from the east side to ensure emergency services can still travel through the closure and general vehicular traffic can use the mini-roundabout, immediately to the north, to avoid going through the filter. See Figures 4a and b

Figure 4a: Construction drawing for Lordship Road

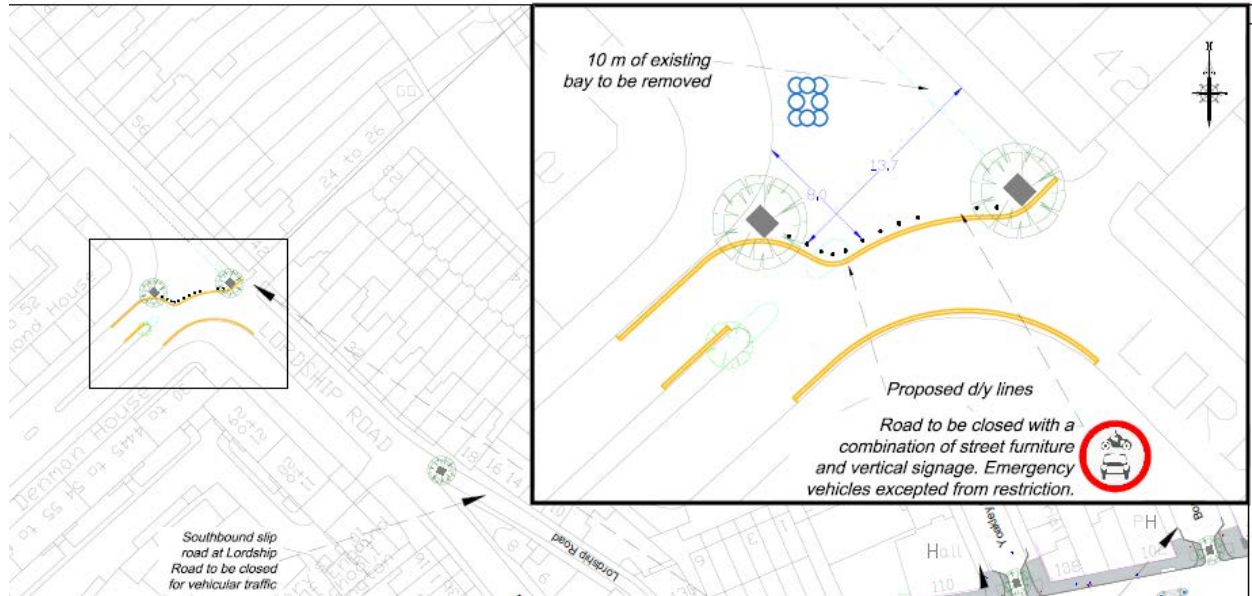


Figure 4b: View of Lordship Road/Lordship Terrace filter looking north



4.19. Yoakley Road at the junction with Stoke Newington Church Street

4.20. This filter prevents traffic from moving between Manor Road and Stoke Newington Church Street, circumventing the traffic filter. This closure remains accessible for emergency services, in response to feedback from the London Ambulance Service (LAS), and enforced by camera. Traffic on Stoke Newington Church Street cannot turn into Yoakley Road. Southbound traffic has to turn around on Yoakley Road. Approximately two parking bays were removed to facilitate this movement.

4.21. The LTN filter is supported by signage and planters. **See Figures 5a and b.**

Figure 5a: View of Yoakley Road restriction point looking south



Figure 5b: View of Yoakley Road restriction looking north (with parklet in the background)



4.22. Bouverie Road at the junction with Stoke Newington Church Street

4.23. This prevents traffic from moving between Manor Road and Stoke Newington Church Street, circumventing the traffic filter. This closure remains accessible for emergency services, following feedback from the LAS and the LFB, and is enforced by traffic camera. Traffic on Stoke Newington Church Street can not turn into Bouverie Road. Southbound traffic has to turn around on Bouverie Road. One parking bay was removed to facilitate this movement.

4.24. This LTN filter is defined by signage and planters see Figure 6. This helps to increase compliance whilst keeping it accessible to emergency services as well as cyclists, as it is part of the CS1 route. Through the separate footway improvement workstream, the side road crossing has since been upgraded to a blended crossing.

Figure 6a: Bouverie Road looking south



Figure 6b: Bouverie Road looking north (with parklet in the background)



- 4.25. **Oldfield Road between the junctions of Kynaston Road and Sandbrook Road.**
- 4.26. This road closure prevents traffic from moving between Albion Road and the A10 or Albion Road and Stoke Newington Church Street to circumvent the traffic filter. This LTN filter is a set of planters on Oldfield Road, at the junction with Kynaston Road.
- 4.27. This LTN filter is further supported by signage on the planters, as well as the removal of approximately seven car parking spaces around both sets of planters. Access to

properties on Oldfield Road between the junctions of Kynaston Road and Sandbrook Road is maintained from the south. This has been discussed with the emergency services. **See Figure 7.**

Figure 7: Oldfield Road at the junction with Sandbrook Road facing north



- 4.28. **Nevill Rd at the junction with Dynevor Rd and at the junction with Barbauld Rd.**
- 4.29. Filtered with planters, this is traversable for Emergency Services and the LTN filter is camera enforced.
- 4.30. Aside from the planters and signage, the closure is supported by the removal of approximately two parking bays to ensure emergency services can still travel through the closure. Northbound traffic on Nevill Road can turn into Barbauld Road, whilst southbound traffic can turn into Dynevor Road.
- 4.31. This road closure works in conjunction with the Walford Road scheme, which is located further south on Nevill Road. This road closure remains 'open' and camera enforced to allow emergency services through the area. It also supports movements on the C1 cycle route as it still allows unimpeded access to cyclists. **See Figure 8.**
Figure 8a: Restriction Points on Nevill Road

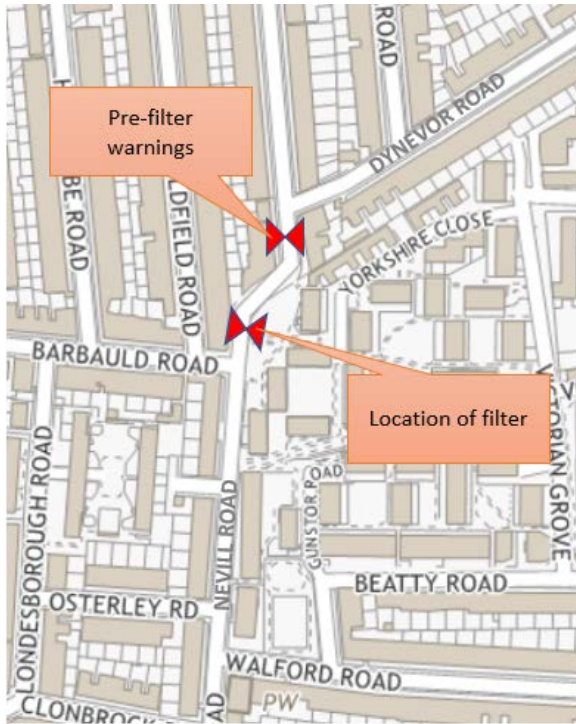


Figure 8b: Barbauld Road/Nevill Road junction filter facing south (parklet in the foreground)



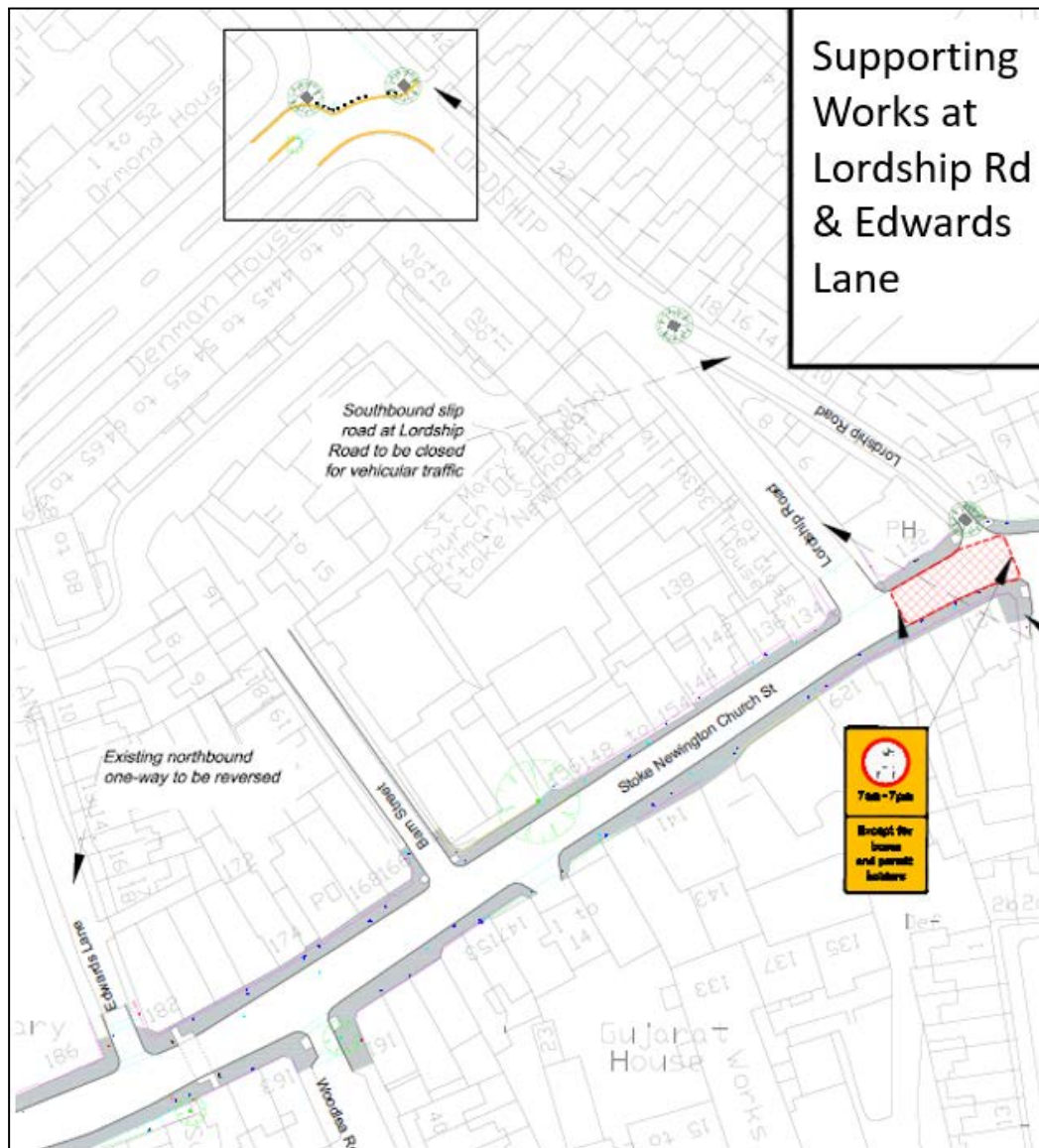
4.32. Design of Supporting Works

- 4.33. A lockable bollard has been placed on the southbound slip road on Lordship Road, at the junction with Stoke Newington Church Street to help with compliance of the traffic filter, and improve pedestrian priority at this junction. The northern side of this slip road remains open after feedback from the emergency and waste services that

require access to local properties. Residents can also apply for access through the lockable bollard if something unexpected should arise.

- 4.34. To support the Lordship Road modal filter and the route avoiding the traffic filter on Stoke Newington Church Street it was necessary to reverse the one-way on Edward's Lane, changing it from northbound only to southbound only. This was to help eastbound traffic on Stoke Newington Church Street turn away from the traffic filter into Lordship Road, into Lordship Terrace and then Edward's Lane, getting back to Stoke Newington Church Street. **See Figure 9.**

Figure 9: Construction Drawing for Supporting Works



4.35. Pavement Widening

- 4.36. As part of a suite of measures aimed at achieving the objective to improve public realm and encourage more people to walk, shop and spend time in the area, and reduce congestion in Stoke Newington Town Centre, a parallel workstream to widen pavements has been progressed. This has included various pavement widening sections on Stoke Newington Church Street to support pedestrians, bus users and local businesses and blended crossings at side road junctions to improve the priority for pedestrians at the junctions.
- 4.37. Pavement widening proposals were initially developed alongside the proposal for the LTN, but are funded separately and were the subject of separate decisions as it was seen as a separate package of works with less impact on traffic.
- 4.38. Further details of the pavement widening scheme, are available here <https://hackney.gov.uk/stoke-newington-ltn> it should be noted that this element of the scheme, although discussed with stakeholders, is being treated as a separate phase of works with its own governance pathway and therefore approval is not sought within this report.

4.39. Improvements to Boundary Roads

- 4.40. As shown in section 5, roads that were at risk of receiving traffic displacement include Manor Road and Lordship Park, Mildmay Road, Matthias Road and Crossway, Green Lanes and the A10. Although these roads are referred to as 'boundary roads' in this report, this term is used to include any neighbouring roads that have been directly and specifically impacted by the scheme.
- 4.41. New cycle lanes have recently been installed experimentally on Green Lanes. These measures have helped create more distance between vehicle traffic and pedestrians and will improve road safety for cyclists, even if the road carries more traffic. The Cycle Future Route (C23) also aims to improve walking and cycling conditions on Crossway, including the introduction of a new upgraded signalled crossing. The scheme also includes a new crossing at the A10/John Campbell Road/Sandringham junction. This work will be carried out in 2034/24, dependent on funding. This latter intervention will make it less attractive to drive through Crossway. Proposals by Islington council in the Mildmay area will also make this area less attractive for driving
- <https://www.islington.gov.uk/roads/people-friendly-streets/liveable-neighbourhoods/mildmay>

4.42. TfL is responsible for all highway and traffic issues on the Transport for London Road Network (TLRN), commonly called the Red Routes. Therefore, whilst Hackney cannot directly make changes to the A10 (which is a Red Route), the Council is working with TfL to investigate improvements to improve these routes. This includes looking at modifying signal timings to reflect the changing traffic patterns and minimise the impact on bus services.

4.43. Manor Road and Lordship Park

4.44. Being the closest east-west route to Stoke Newington Church Street, and in recognition of its function and surroundings, the council has commissioned TFL to make an amendment to the signals at the Brownswood Road/Lordship Park/Green Lanes junction. This change will hold the Green Lanes southbound flow longer which will provide an opportunity to better clear the junction for those vehicles turning right into Lordship Park after proceeding northbound on Green Lanes.

4.45. Although subsequent traffic measurements suggest mitigation measures on Manor Road and Lordship Park are not a requirement of the current scheme, it is still an ambition of the council to improve this road through its Healthy Streets programme.

4.46. In discussion with bus operators, locations where drivers experienced 'pinch points' along Manor Road were identified during the first weeks of operation. Changes were duly made to the kerbside controls to address these, including installing double yellow lines on several sections of road to remove pinch points by controlling kerbside parking.

4.47. Other changes taken forward included liaison with TfL to examine and change the signal phasing at the Manor Road/A10 junction.

4.48. The boundary roads in general and Manor Road/Lordship Park in particular will continue to receive attention, and opportunities for further improvement will be sought. In Its LIP funding submission to TfL the Council has applied for funding for public realm improvements to Manor Road as part of its Healthy Streets programme.

4.49. It is recognised that there might be cumulative effects of projects in this part of the borough (for example with the roll-out of School Streets). These will be monitored separately but careful attention will be paid to this area, and any necessary further works will be investigated and brought forward as funding becomes available.

5. IMPACT

- 5.1. While the scheme proposals contain separate elements (e.g.traffic filter, LTN filters) with supporting interventions, they can be viewed as one holistic scheme. For example, the bus gate on Stoke Newington Church Street would not be able to function properly without the neighbourhood filters.
- 5.2. Therefore the impacts of the scheme will be assessed as a whole, instead of going through each element. This report will outline the impacts in terms of traffic, air quality, road safety, Covid-19 and other impacts.
- 5.3. One challenge throughout the assessment of the impacts of the scheme is that the trial occurred during a period of time where the UK was affected by Covid and the impact of Covid, its associated lockdowns and the changes in living patterns which resulted, changed during the course of the experimental period. Naturally the change of the influence of Covid on the public's living patterns had impacts on traffic and air quality in addition to any impacts of the scheme itself.

5.4. Traffic Impacts

- 5.5. The scheme is being monitored through a combination of data sources. The data in this report compares the same period of the year, where possible, before and after the scheme was introduced. Some snapshot counts were carried out on affected roads and the dates of these are shown. This is a more comprehensive traffic analysis of all information being used to monitor the scheme than the interim reports released in October 2021 and March 2022.
- 5.6. Continuous traffic counters were installed and have been active since 1 September 2021 on Stoke Newington Church Street, Lordship Park, Lordship Road and Green Lanes to measure the volume of cycles, pedestrians and several classes of motor vehicles based on size: cars, Light Goods Vehicles (LGV), Buses, Rigid large vehicles (OGV1) and the largest vehicles such as heavy goods vehicles (OGV2). Further snapshot traffic counts were undertaken in May to June 2022.

5.7. Key findings

- All motor traffic is **down 53.3%** on Stoke Newington Church Street across a 24 hour period and **down 60.4%** during the operational hours of the bus gate (7am - 7pm).

- Average pedestrian flows on Stoke Newington Church Street are **up 6.0%** across a 24 hour period and **up 16.0%** during the operational hours of the bus gate (7am - 7pm).
- Average cycle flows on Stoke Newington Church Street are **up 30.3%** across a 24 hour period and **up 38.0%** during the operational hours of the bus gate (7am - 7pm).
- A negligible increase on Lordship Park (**up 0.4%**) in all motor traffic can be seen during the hours of operation (7am - 7pm). Overall there is a reduction in east/ west traffic across the Stoke Newington Church Street and Lordship Park east/ west routes.
- Buses on both Stoke Newington Church Street; Manor Road and Green Lanes have not seen significant changes in average journey times.

5.8. Wider traffic context

5.9. The UK has experienced a long term upward trend in motor vehicle use, as seen in **Figure 10a** below. It is clear that the Covid 19 pandemic had a significant impact on overall traffic volumes, but as the DfT report summarises:

5.9.1. *“Whilst historically significant, the long term trends can be misleading in most cases due to the extraordinary circumstances observed as a result of the coronavirus pandemic. Vehicle miles travelled in Great Britain have had year-on-year growth in each year between 2011 and 2019. Following a sharp decline in 2020, traffic levels for 2021 have increased on the previous year but still remain lower than the 2011 levels. Therefore, to say traffic has fallen over the last decade would misconstrue, as the overall decrease is entirely due to the decline in traffic levels observed in the 2020-2021 estimates.”*⁴

⁴ <https://roadtraffic.dft.gov.uk/summary>

Figure 10a: Traffic in Great Britain from 1993 to 2021 by Vehicle Type (vehicle miles, billions)

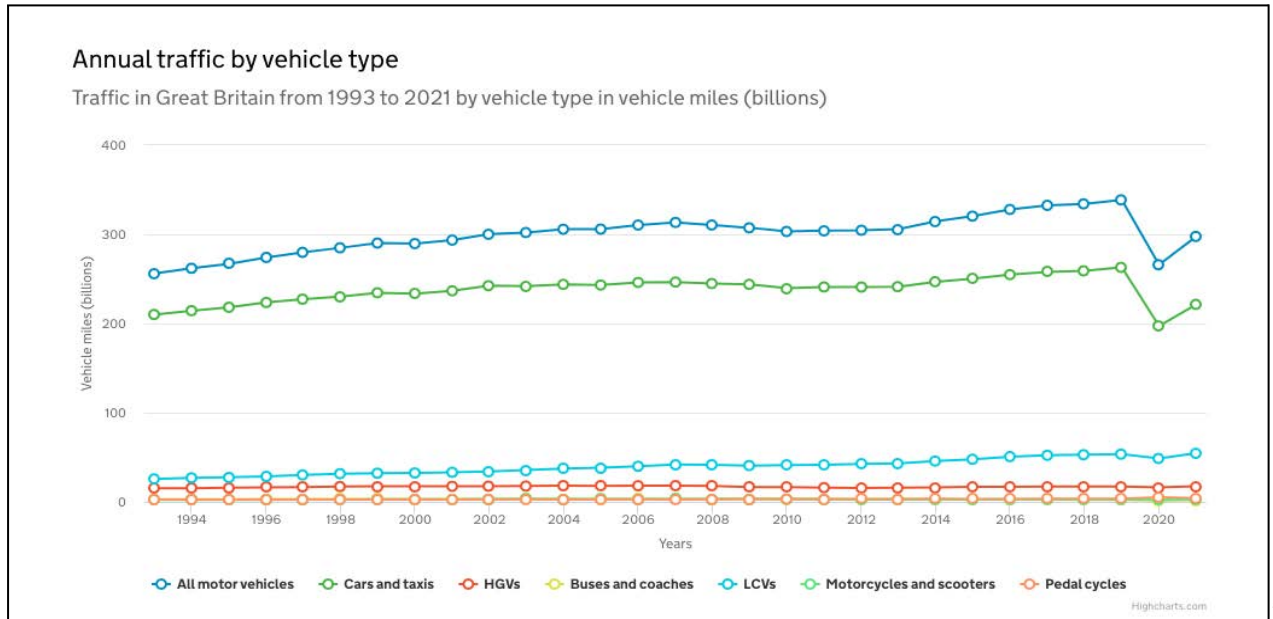
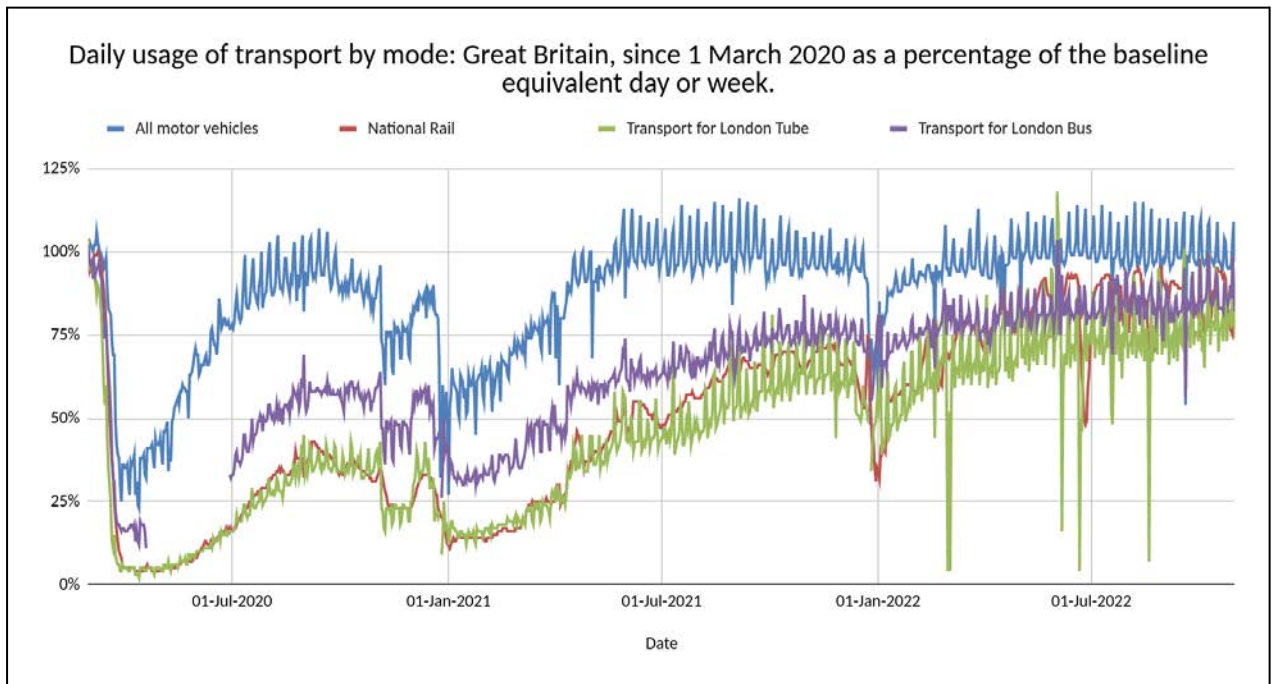


Figure 10b: Daily usage of transport by mode: Great Britain, March 2020 to 31 October 2022 (% of baseline equivalent day or week)

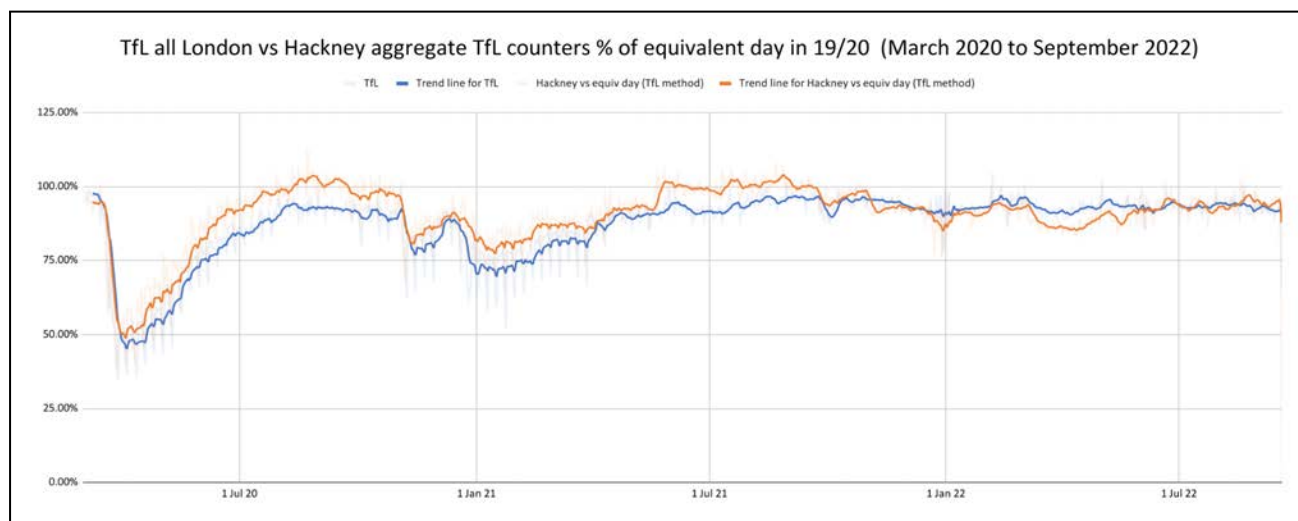


5.10. More recent data on the National traffic trends from the DfT illustrated in **Figure 10b** shows that since March 2020 general motor traffic has broadly returned to pre-pandemic levels. However, public transport has only returned to around 80% of pre pandemic levels.

⁵ <https://roadtraffic.dft.gov.uk/summary>

- 5.11. The duration of the experimental trial analysed in this report was not subject to Covid-19 national lockdowns. However, the UK was still emerging from the pandemic, and in December 2022 in response to the omicron variant, the UK went into 'Plan B'. This meant that, among other measures, people were asked to work from home where possible and this impact is evident in national traffic trends at the time. Travel patterns, more generally, have been affected by Covid-19 and the full impacts of these changes are still to be fully understood.
- 5.12. **Figure 11** below shows traffic volumes across the whole of London and locally in Hackney since the beginning of the first lockdown period in March 2020. National traffic trends suggest that road traffic has broadly returned to pre-pandemic levels by 2022. Data for Hackney main roads suggests that in 2021 Hackney traffic levels had returned to pre-pandemic levels, and then proceeded to drop to about 6% below pre-pandemic levels in 2022 following Londonwide trends.

Figure 11: TfL all London vs Hackney aggregate TfL counters (% of equivalent day in 19/20)



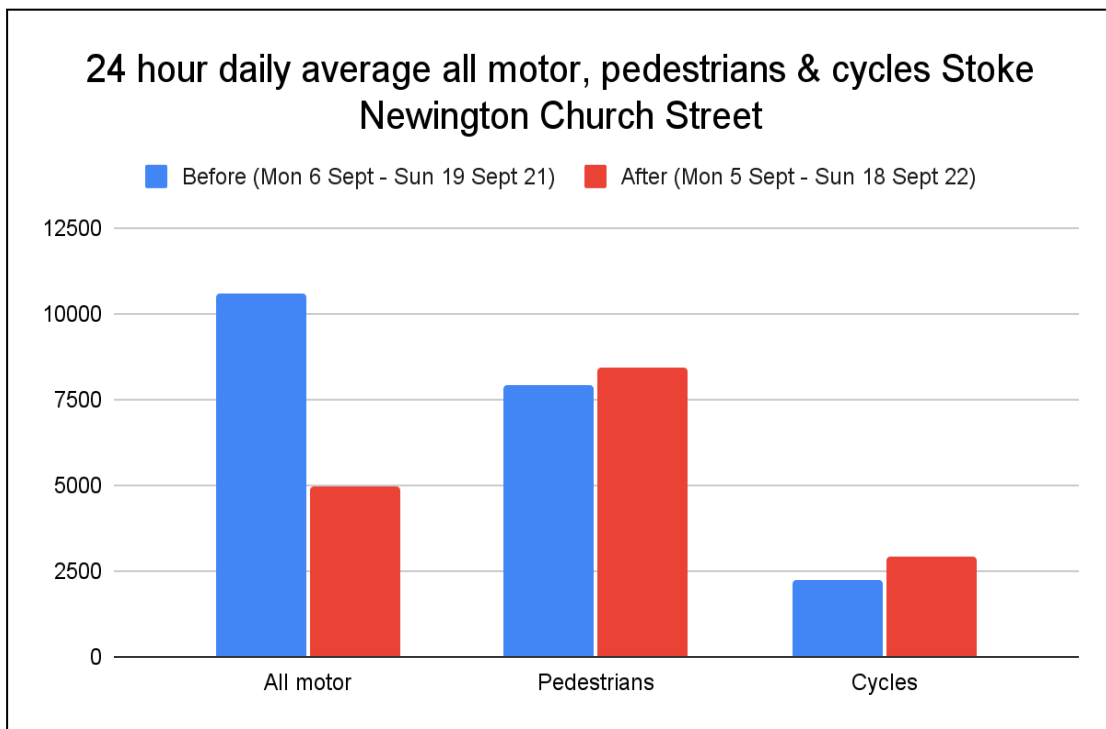
5.13. Traffic on Stoke Newington Church Street

- 5.14. The traffic counter on Stoke Newington Church Street is located east of Kersley Street, therefore it does not measure the exact number of vehicles that travel through the bus gate further west, as there are three 'exit routes' between the counter and the bus gate restriction. Compliance with the bus gate restriction is monitored by the enforcement cameras at the location and a review of this data is in the Compliance Section.
- 5.15. To simplify the data into a 'before' and 'after' comparison, the daily average traffic volume was taken for the two week period before the scheme was

introduced in 2021 and with the scheme operating in the equivalent two week period in 2022.

- 5.16. There were no Covid-19 restrictions in place during either two week period in 2021 or 2022.
- 5.17. The UK entered into a period of national mourning from 09 September to 19 September 2022. There was no evident significant deviation in traffic levels, either nationally (figure 10b) or at the local sites with continuous monitors during this period, with the exception of the Bank Holiday for the State Funeral of Queen Elizabeth II on 19 September, which saw a decrease in traffic, nationally and locally.
- 5.18. The weather was broadly the same for both periods analysed.
- 5.19. **Figure 12 and table 1** show data from the Stoke Newington Church Street traffic counter east of Kersley Road and is a view of traffic patterns in the two week period before the scheme was introduced in 2021 and of the scheme operating in the same two week period in 2022.

Figure 12: Stoke Newington Church Street: 24 hour Average Flow of all Motor Vehicles, Pedestrians and Cycles before and after scheme.



- 5.20. **Table 1** shows that the average daily flow of motor traffic has reduced by 53.3% from 10,605 to 4,948. Pedestrian flows have increased by 6.0%. Cycling flows have also increased by 30.3%. The number of buses appears to

be down 10.3% and is likely to be non TfL buses being banned from passing through the bus gate rather than a reduction in service. This could include coaches and other minibuses that get counted as buses.

Table 1: Stoke Newington Church Street: 24 hour Average Flow of all Motor Vehicles, Pedestrians and Cycles (Mon 6 Sep - Sun 19 Sept 21 vs Mon 5 Sept - Sun 18 Sept 22)

	All motor	Pedestrians	Cycles	Bus
Before (Mon 6 Sep - Sun 19 Sept 21)	10605	7934	2250	822
After (Mon 5 Sept - Sun 18 Sept 22)	4948	8408	2932	737
change	-5657	474	682	-85
% change	-53.3%	6.0%	30.3%	-10.3%

5.21. **Figure 13 and Table 2/2a** compares motor vehicle traffic and pedestrians and cycle traffic on Stoke Newington Church Street during the hours of operation of the bus gate in the two week period before the scheme was introduced in 2021 and of the scheme operating in the same two week period in 2022. It shows that the average flow of motor traffic during the bus gate operational hours (7am to 7pm) has reduced by 60.42%, from 7157 to 2833. Hackney residents who are Blue Badge holders are eligible for an exemption from the bus gate on Stoke Newington Church Street. Some of the car traffic is likely to be Blue Badge holders, so a base level of car traffic is expected even during operation of the bus gate. The category of 'all motor vehicles' also includes buses, which continue to operate on the street during bus gate hours.

5.22. Pedestrian flows increased by 15.9%. Cycling flows have also increased by 38% while the bus gate is in operation.

Figure 13: Average of motor vehicle, pedestrian and cycle flows (7am-7pm)

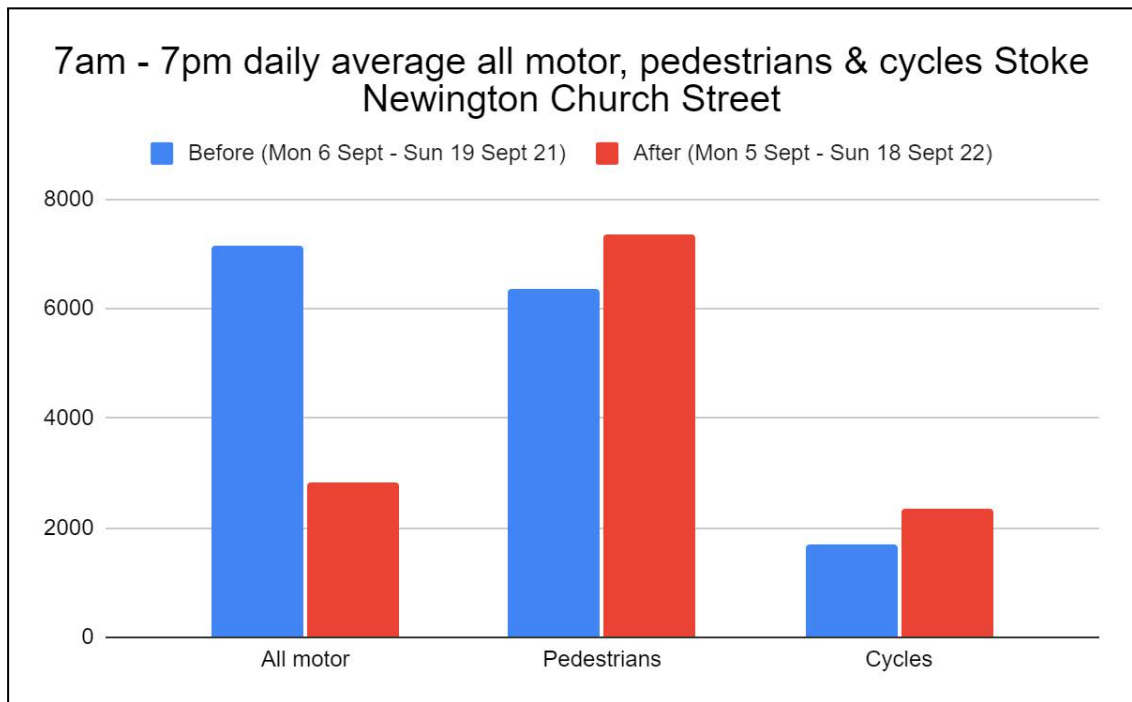


Table 2: Stoke Newington Church Street: 7am to 7pm hour Average Flow of Motor Vehicles, Pedestrians and Cycles (Mon 6 Sep - Sun 19 Sept 21 vs Mon 5 Sept - Sun 18 Sept 22)

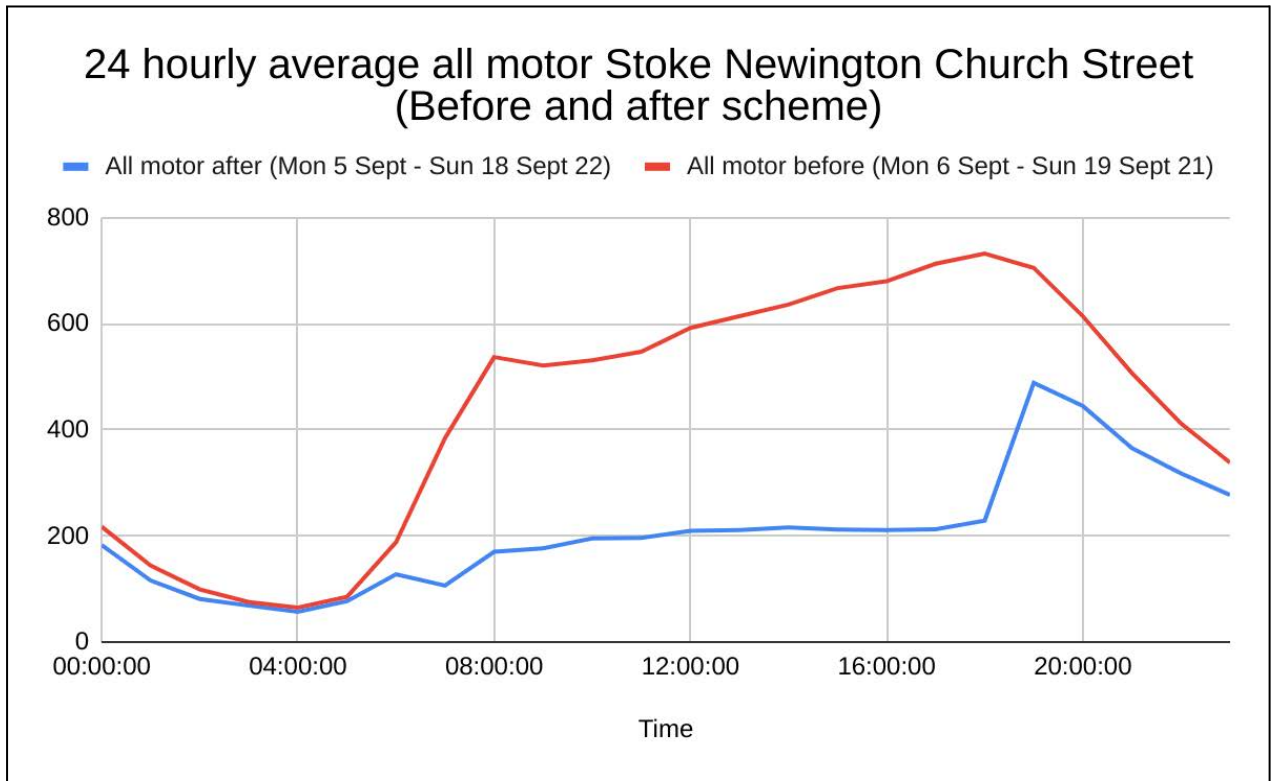
	All motor	Pedestrians	Cycles
Before (Mon 6 Sep - Sun 19 Sept 21)	7157	6359	1711
After (Mon 5 Sept - Sun 18 Sept 22)	2833	7373	2362
Change	-4324	1014	651
% change	-60.4%	16.0%	38.0%

Table 2a: 7am to 7pm hourly average Motor Vehicles on Stoke Newington Church Street: Expanded Motor Vehicle categories (Mon 6 Sep - Sun 19 Sept 21 vs Mon 5 Sept - Sun 18 Sept 22)

Date	Car	P2W	Bus	OGV1	OGV2	LGV
Before (Mon 6 Sep - Sun 19 Sept)	5123	965	583	109	3	1079
After (Mon 5 Sept - Sun 18 Sept)	1532	319	504	60	2	417
change	-3591	-646	-79	-49	-1	-662
% change	-70.1%	-66.9%	-13.6%	-44.7%	-47.6%	-61.4%

5.23. **Figure 14** shows the level of motor traffic across an average 24 hour period before and after the scheme, which clearly shows the impact of the scheme in reducing traffic during the operational hours of 7am-7pm, but also shows lower traffic levels into the evening after a jump just after 7pm when the restriction ends each day.

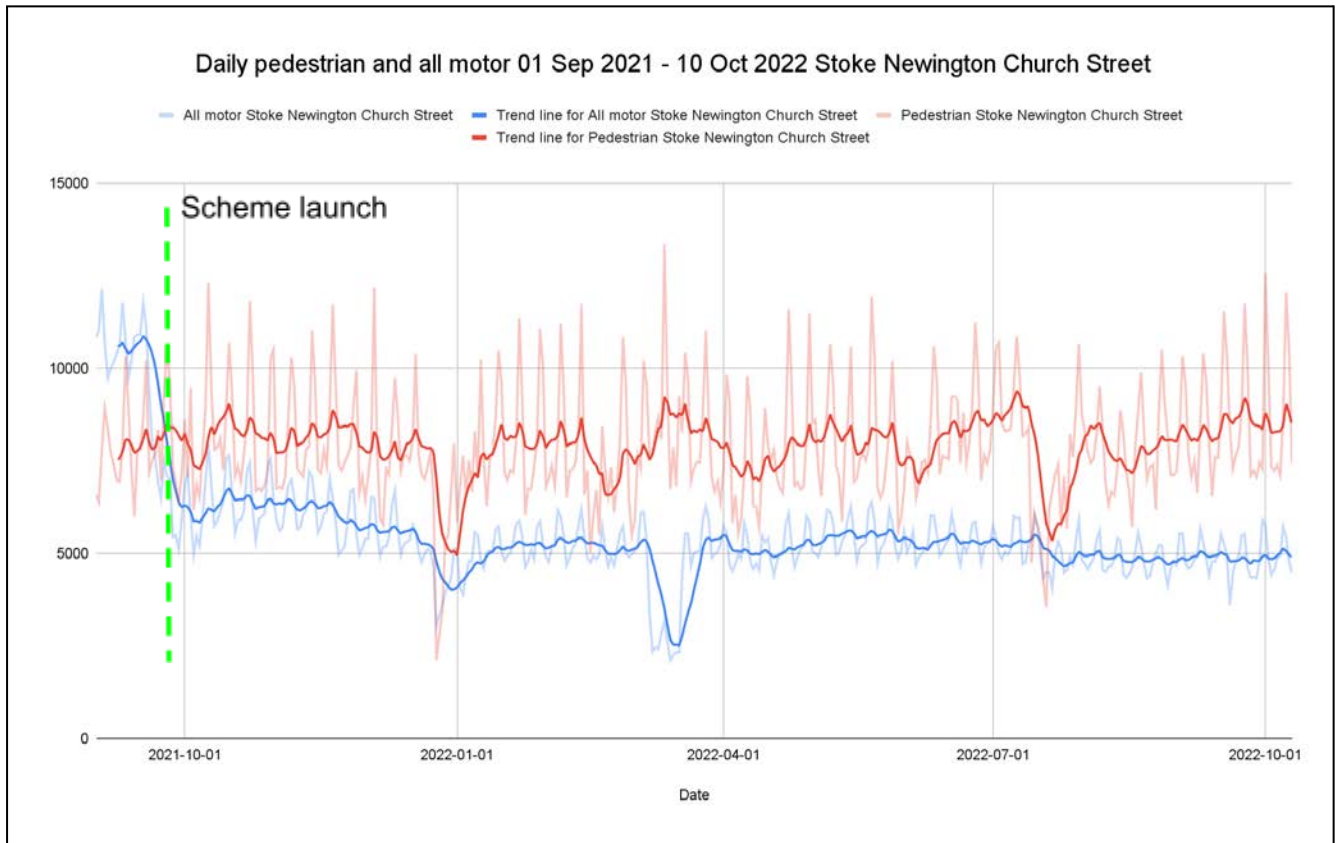
Figure 14: Motor traffic in Stoke Newington Church Street by time of day (Mon 06 Sep to Sun 19 Sep 2021 versus Mon 05 Sep to Sun 18 Sep 2022)



5.24. Pedestrians and Cyclists on Stoke Newington Church Street

5.25. The traffic counter on Stoke Newington Church Street was able to count the number of pedestrians at a point just west of the Fire Station. **Figure 15** shows that the total daily flows of all motor vehicles on Stoke Newington Church Street decreased after the scheme was installed to less than the number of pedestrians and remains lower than total daily flows of pedestrians after the date the bus gate was implemented (19 September 2021).

Figure 15: Daily all motor and pedestrian flow Stoke Newington Church Street over the past 13 months (01 Sep 2021 - 10 Oct 2022)



5.26. **Table 3** shows averages taken from two week time samples over the 12 month time period from September 2021 to September 2022 and shows that pedestrian movements have increased during that time, with seasonal differences showing less increase during winter months, but with a September to September comparison showing 16% increase.

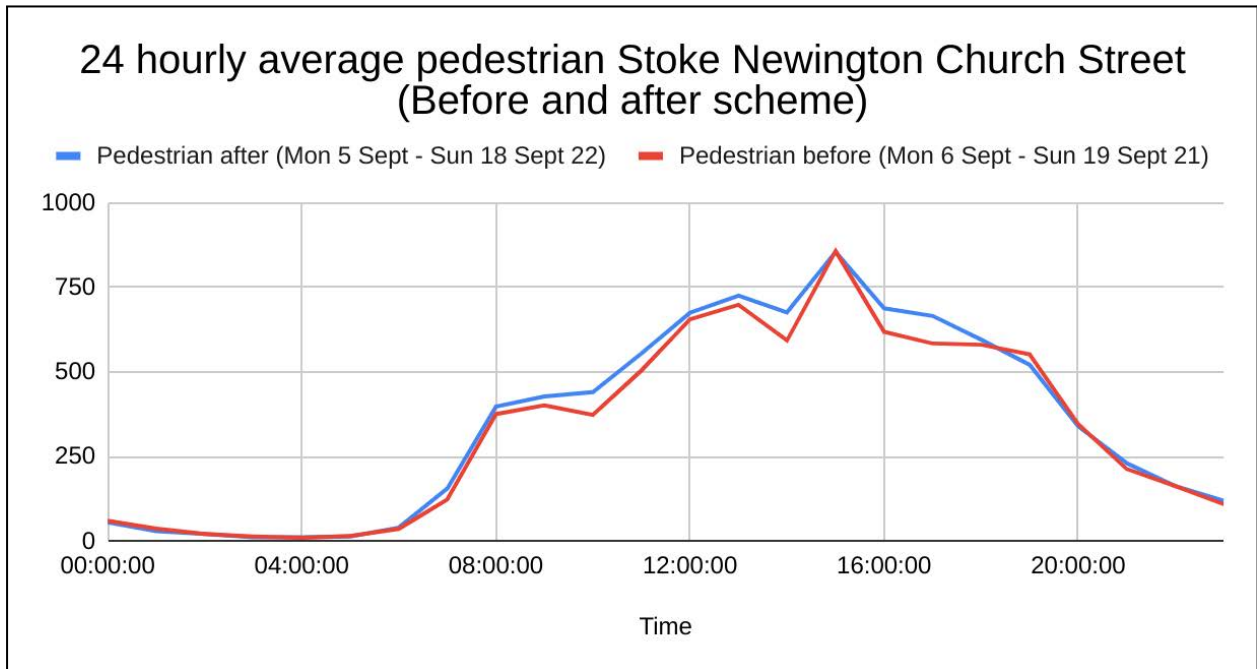
Table 3: Stoke Newington Church Street - Daily average pedestrian flows (two week periods), 7am - 7pm, before and after the scheme

	Before	After				
	2021	2021			2022	
	Mon 6 Sep - Sun 19 Sept	Mon 4 Oct - Sun 17 Oct	Mon 1 Nov - Sun 14 Nov	Mon 6 Dec - Sun 19 Dec	Mon 10 Jan - Sun 23 Jan	(Mon 5 Sept - Sun 18 Sept)
Pedestrians	6359	6690	6528	6380	6616	7373
Change vs before		331	169	21	257	1014
% change		5.21%	2.66%	0.33%	4.04%	15.95%

5.27. **Figure 16** shows the level of pedestrians across an average 24 hour period before and after the scheme. The time bands with the greatest difference

before and after the scheme are the time bands 2pm to 3pm and 4pm to 5pm, which show more pedestrians on the street at those times of the day after the scheme than before.

Figure 16: Hourly average pedestrians Stoke Newington Church Street (Mon 06 Sep to Sun 19 Sep 2021 versus Mon 05 Sep to Sun 18 Sep 20)



- 5.28. The pedestrian count data is consistent with data on retail spending provided by the High Streets Data Partnership. **Figures 17a and 17b** show anonymised and aggregated Mastercard data for the period 10 Oct 2020 to 10 October 2022 showing the actual number of transactions for weekdays and weekends respectively.
- 5.29. This report shows the Mastercard data, as reported by the High Streets Data team at the GLA. The number of transactions are reported here as supporting evidence of increased footfall that aligns with the Vivacity pedestrian counts and not as an indication of business performance more generally.
- 5.30. The Mastercard data is limited to card transactions on Mastercard only and does not show transactions made through other payment providers. The Mastercard data shown represents actual transactions and is not adjusted to reflect cash to card changes.

Figure 17a: Stoke Newington Church Street Mastercard Transactions for Eating and Retail - 10/10/2020 to 10/10/2022, Weekdays (Mon-Fri), Number of transactions

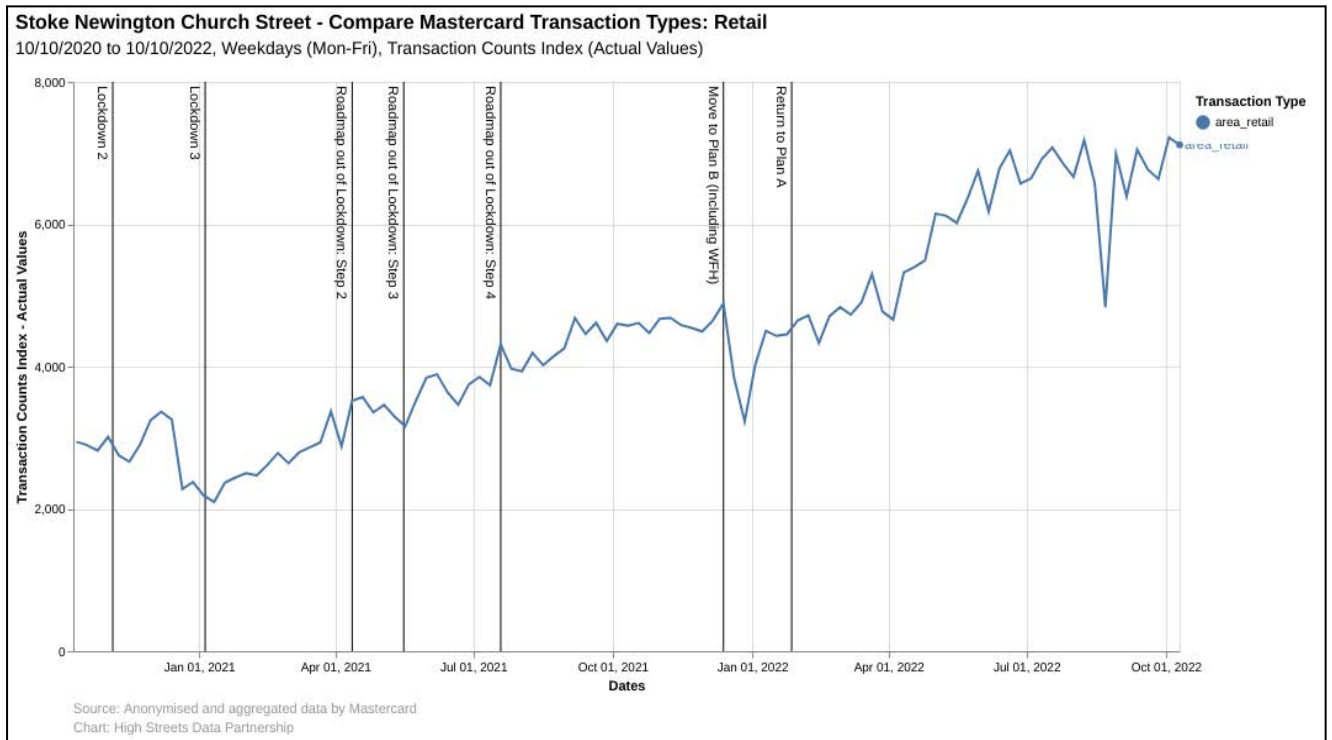
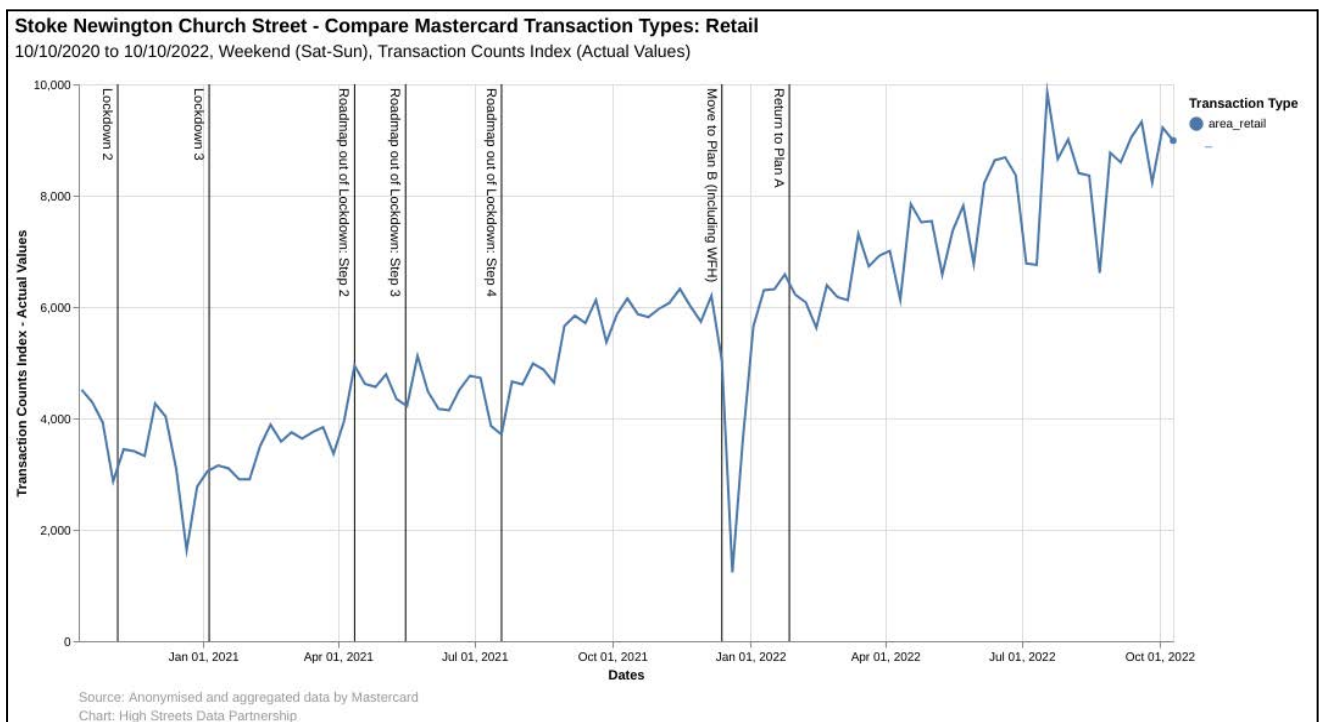


Figure 17b: Stoke Newington Church Street Mastercard Transactions for Eating and Retail - 10/10/2020 to 10/10/2022, Weekends (Sat - Sun), Number of transactions



5.31. The traffic counters used were able to distinguish between motor vehicles and cyclists. **Figure 18a** shows the daily number of cycles on Stoke Newington Church Street from 1 September 2021 to 10 October 2022. Following a seasonal decrease through the winter months, the number of cycles increased

from April 2022 onwards and in September 2022 was higher than before the scheme in September 2021.

Figure 18a: Daily cycles on Stoke Newington Church Street between 1 September 2021 to 10 October 2022

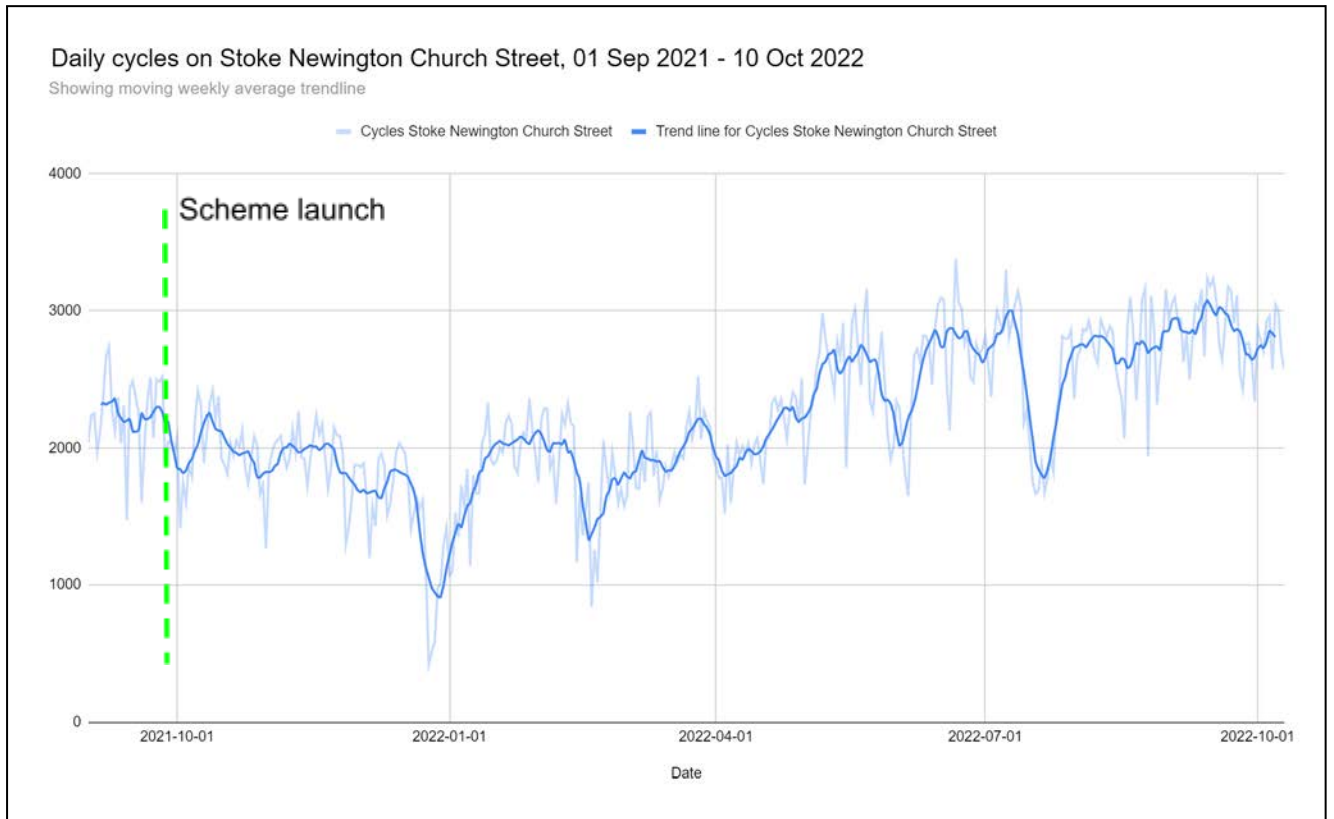
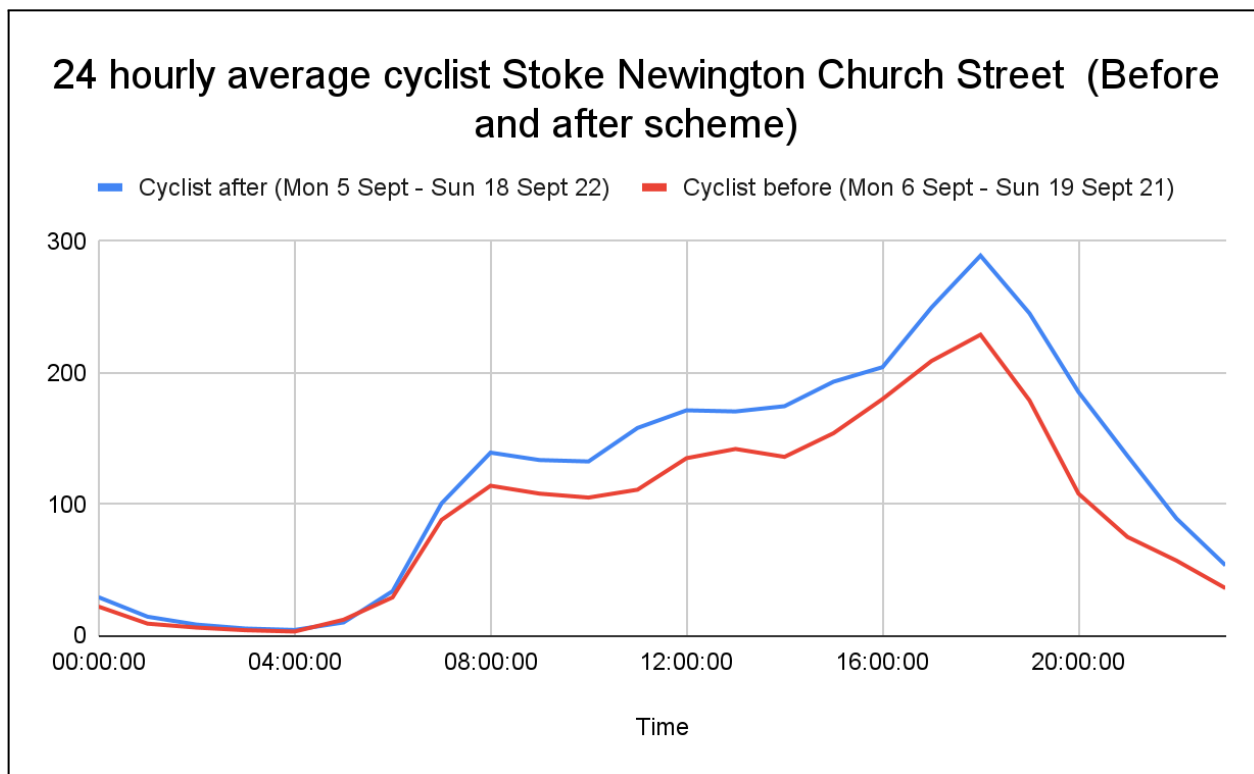


Figure 18b: Cyclists in Stoke Newington Church Street by time of day (Mon 06 Sep to Sun 19 Sep 2021 versus Mon 05 Sep to Sun 18 Sep 2022)



5.32. **Figure 18b** shows the level of cycles across an average 24 hour period before and after the scheme, showing a consistent increase in cycles across the day and into the evening, with less difference overnight.

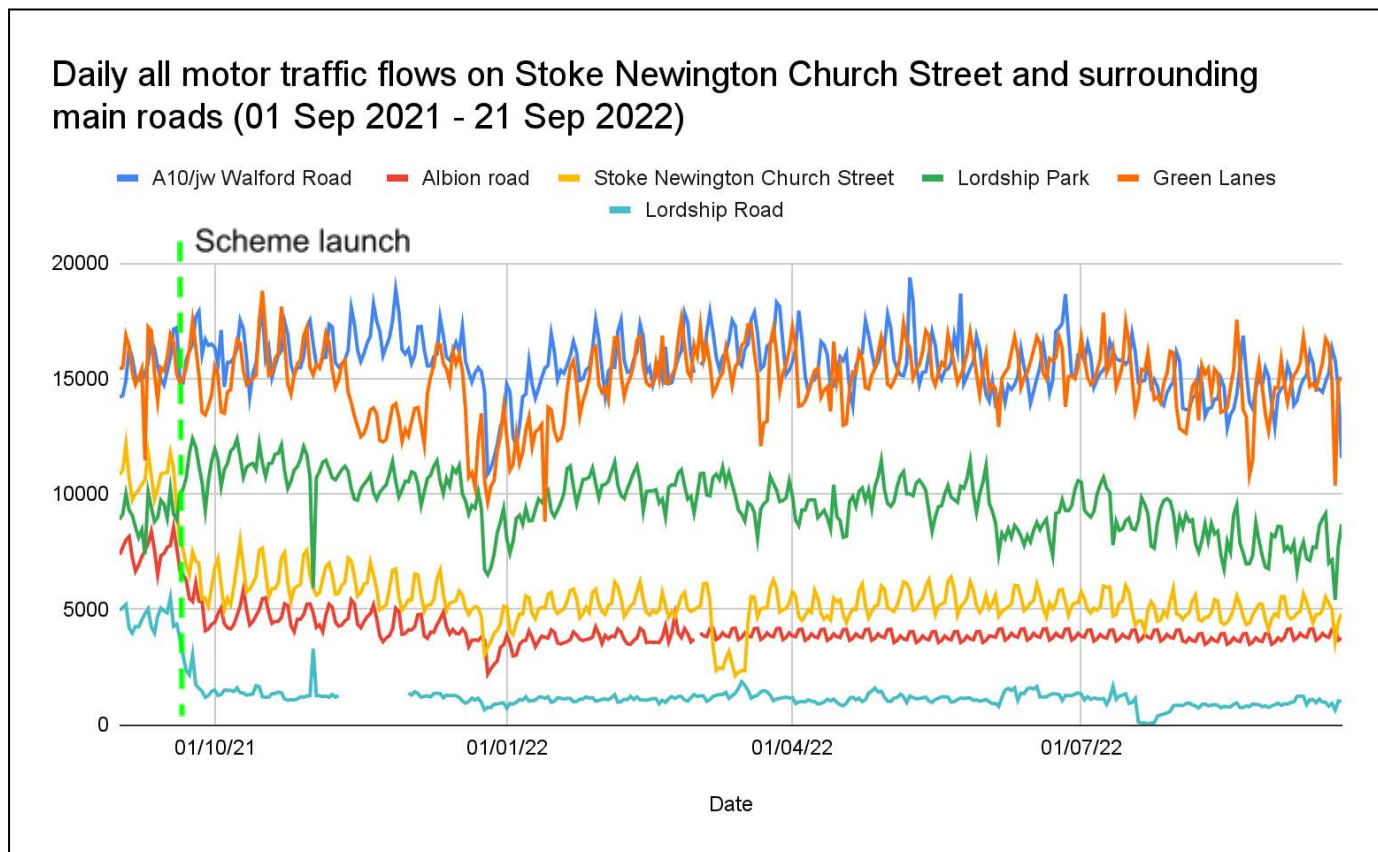
5.33. Motor traffic across the wider area

5.34. **Figure 19 and Table 4** show the daily traffic flows on Stoke Newington Church Street and on surrounding roads (where continuous traffic counters are situated) over a 12 month period from September 2021 to September 2022. This shows the immediate drop-off in traffic on Stoke Newington Church Street and Albion Road, due to the introduction of the scheme. Traffic on Lordship Park showed an initial increase in traffic which may have been due to traffic displacement from Stoke Newington Church Street, but the traffic displacement did not last. By March 2022, the traffic levels on Lordship Park were broadly back to pre-scheme implementation levels and as the year progressed continued to fall below scheme levels at times. Although there were fluctuations in traffic on both Green Lanes and the A10 with some periods of higher traffic, the changes did not occur immediately when the scheme was introduced and by September 2022 both had returned to levels similar to those measured pre-scheme at around 15,000 vehicles per day.

5.35. In the purely local context, Stoke Newington Church Street was experiencing over 10,000 vehicles daily and post-scheme this number is around 5000. Based on the sites with continuous traffic counters, traffic across the main

roads in the immediate area does not show signs of direct like-for-like displacement onto the immediate surrounding roads. The total volume of traffic measured to have been displaced on immediately surrounding main roads is less than the total volume of traffic previously using the roads that are now restricted.

Figure 19: Daily all motor traffic Stoke Newington Church Street and surrounding main roads (01 Sep 2021 - 21 Sep 2022)



5.36. Other events took place on and around Stoke Newington Church Street over this time period that will have had temporary but significant impacts on traffic flows: including gas main works, pavement widening, Thames Water works and road resurfacing and which explains some of the short term peaks and troughs in the chart.

5.37. **Table 4** below shows averages taken from two week time samples before and after the scheme (in September 2021 and September 2022). One year after the scheme, traffic on the A10 was 3.9% down on pre-scheme levels, while traffic on Green Lanes was 7.5% higher.

Table 4: Daily average motor vehicle traffic on Stoke Newington Church Street and surrounding main roads before and after installation (Mon 06 Sep to Sun 19 Sep 2021 versus Mon 05 Sep to Sun 18 Sep 2022)

	Stoke Newington Church Street	Lordship Road	Green Lanes	Lordship Park	A10 jw Walford Road	Albion Road	Combined
Before (6/9/19 - 19/9/19)	10605	4637	14360	8408	15665	7499	61174
After (5/9/22 - 18/9/22)	4948	1025	15439	7707	15050	3891	48060
Change	-5657	-3612	1079	-701	-615	-3608	-13114
% change	-53.3%	-77.9%	7.5%	-8.3%	-3.9%	-48.1%	-21.4%

5.38. East / West traffic on Stoke Newington Church Street and Lordship Park

5.39. Traffic flows have also been monitored on Lordship Park in order to monitor potential traffic reduction and displacement effects in the two week period before the scheme was introduced in 2021, and during the same two week period in 2022. Looking at the average daily 7-7 motor flow gives the best picture of the impact of the Stoke Newington Church Street restriction. Between 7am-7pm traffic on Stoke Newington Church Street declined by just over 4300 vehicles while traffic on Lordship Park rose by 25 vehicles in the same period. Combined traffic on the two roads fell by 31.5%. These figures are shown in **Table 5** below.

Table 5: 7am to 7pm Daily average East / West all motor traffic on Stoke Newington Church Street and Lordship Park (Mon 06 Sep to Sun 19 Sep 2021 versus Mon 05 Sep to Sun 18 Sep 2022)

	Stoke Newington Church Street	Lordship park	Combined
Before (6/9/19 - 19/9/19)	7157	6477	13634
After (5/9/22 - 18/9/22)	2833	6502	9335
Change	-4324	25	-4299
% change	-60.4%	0.4%	-31.5%

5.40. North / South traffic on Albion Road, Green Lanes and A10

5.41. Traffic flows have also been monitored on the north/ south route in order to monitor potential traffic reduction and displacement effects in the two week period before the scheme was introduced in 2021 and after during the same

two week period in 2022. The average daily 7-7 motor flow on Albion Road declined by just over 3600 vehicles while traffic on the parallel routes of Green Lanes and the A10 increased by a combined 464 vehicles. Combined traffic on the three roads fell by 8.4%. These figures are shown in **Table 6** below.

Table 6: 7am to 7pm Daily average motor traffic on Green Lanes, A10 and Albion Road, (Mon 06 Sep to Sun 19 Sep 2021 versus Mon 05 Sep to Sun 18 Sep 2022)

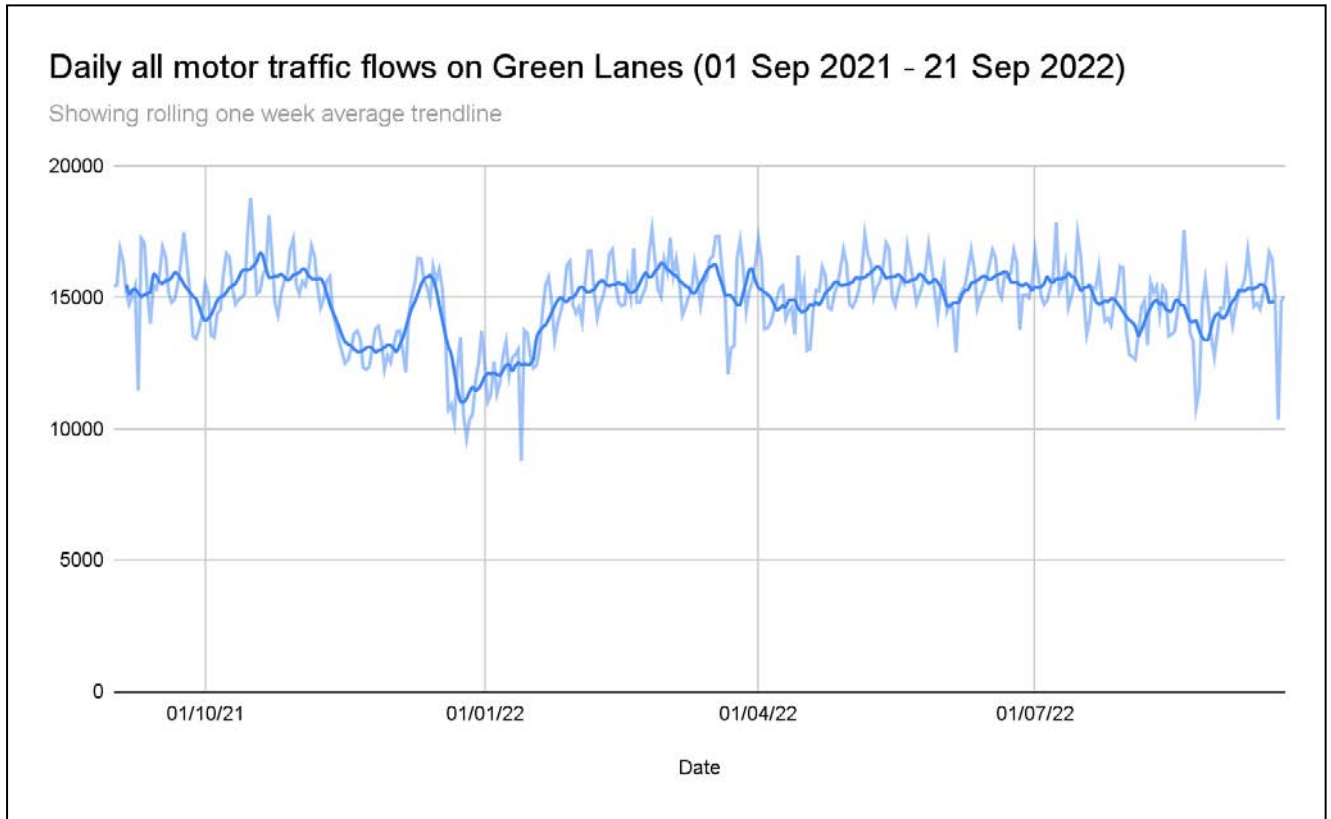
	Green Lanes	A10 jw Walford Road	Albion Road	Combined
Before (6/9/19 - 19/9/19)	14360	15665	7499	37,524
After (5/9/22 - 18/9/22)	15439	15050	3891	34,380
Change	1079	-615	-3608	-3,144
% change	7.5%	-3.9%	-48.1%	-8.37%

5.42. While most of the main roads surrounding the Stoke Newington LTN monitored by continuous counters showed decreases in traffic, the one exception was the counter on Green Lanes. While this showed a modest 7.5% rise in traffic, this deserves further investigation.

5.43. **Figure 20** below shows the considerable level of variation in the traffic counts at the Green lanes count location and highlights that the traffic here was highly affected by wider influences such as the trajectory of the pandemic, with a significant decrease in traffic in November and December 2021 when the country was affected by Covid. Compared with the pre-scheme counts in September 2021 of 14,330 the average in September 2022 was 1079 higher, though this was lower than the increase in the immediate post-scheme period.

5.44. A continuous counter using video and artificial intelligence has been installed on Green Lanes and will be used as part of ongoing monitoring.

Figure 20: Daily motor vehicles on Green Lanes (September 2021 to September 2022)



- 5.45. Green Lanes is part of a continuous route along western edge of the Stoke Newington LTN and to the south of the wider area where a previous LTN prevents through traffic travelling from Green Lanes to the A10. Traffic counts, using one-week pneumatic traffic counters, were conducted across the wider area, including roads such as Crossway, Boleyn Road, Matthias Road and Mildmay Road.
- 5.46. **Table 7** below includes the before and after counts for the east/ west routes to the south of the wider area of the Stoke Newington LTN. These show an increase on Matthias Road, Mildmay Road, Crossway and Boleyn Road (south of Crossway). Due to the existing road layout of the area bounded by Newington Green/ Newington Green Road, Matthias Road/ Boleyn Road, and Balls Pond Road, the count points at Boleyn Road south of Crossway and Crossway are useful as a 'screen line' count to provide an estimate of the total traffic moving from east to west in the area bounded by the roads above. This shows an increase of 948 between July 2021 before the scheme to May 2022 after the scheme, which broadly corresponds to the circa 1,000 vehicle increase on Green Lanes.

Table 7: Before and after traffic counts on Crossway and Boleyn Road south of Crossway, presented as daily average (tube counter 7-days, all motor vehicles)

ROAD	July 21 BEFORE	Nov 21 - AFTER	May 22 - AFTER	Change July 21 vs May 22	Change %
Crossway	12303	12577	13650	1347	
Boleyn Road S of Crossway	4520	3487	4121	-399	
Combined	16823	16064	17771	948	+5.6%

5.47. Further traffic counts

5.31 In addition to the results obtained from continuous counters described above, there were a series of temporary counters placed across the area. These use pneumatic pressure tubes stretched across the road and left in place for a minimum of one week. Although not as detailed as the continuous counters, 7 day counts give a good indication of traffic patterns at a relatively low cost and so allow for monitoring at further locations. **Table 8** shows how measured traffic counts have changed at specific locations while **Figure 21** shows the percentage change traffic counts at these locations as well as the locations and traffic count changes for those key strategic count locations discussed earlier in this section.

5.32 Good practice is to use traffic counts within the same season for comparison. July has been used in this case as they are the most recent counts available before the scheme. Where July 2021 traffic counts were not available we have compared against November 2020. It is recognised that traffic levels during all of the comparative dates were subject to seasonal influences as well as the general effects of Covid restrictions and changed travel behaviours but this represents best possible data available at the time.

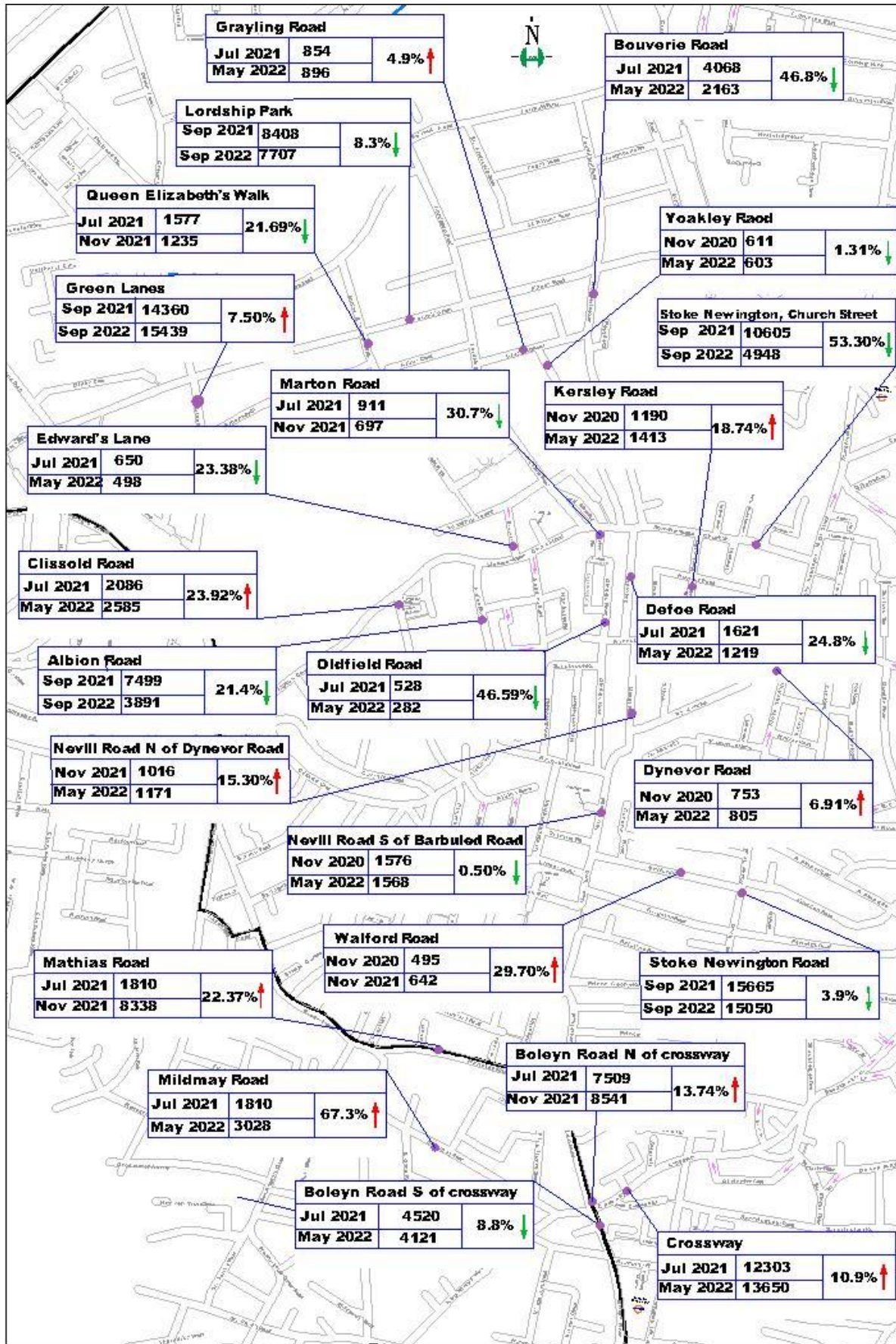
Table 8: Other ‘before and after’ short-term traffic counts in scheme area (7-day average)

ROAD	Nov 20 BEFORE	July 21 BEFORE	Nov 21 - AFTER	May 22 - After	% change from most recent data vs July 2021 or November 2020 (Before)
Queen Elizabeth Walk	1037	1577	1235	<i>No data collected</i>	-21.69%
Grayling Road	714	854	682	896	4.9%
Yoakley Road	611	<i>No data collected</i>	568	603	-1.31%

Bouverie Road	1255	4068	2125	2163	-46.8%
Marton Road	<i>No data collected</i>	911	697	<i>No data collected</i>	-30.7%
Oldfield Road	<i>No data collected</i>	528	<i>No data collected</i>	282	-46.59%
Defoe Road	<i>No data collected</i>	1621	1087	1219	-24.8%
Kersley Road	1190	<i>No data collected</i>	1259	1413	18.74%
Dynevor Road jw A10	753	<i>No data collected</i>	384	805	6.91%
Mildmay Road	2662	1810	1507	3028	67.3%
Matthias Road	8341	6814	8338	<i>No data collected</i>	22.37%
Crossway	8988	12303	12577	13650	10.9%
Boleyn Road N of Crossway	<i>No data collected</i>	7509	8541	<i>No data collected</i>	13.74%
Boleyn Road S of Crossway	2840	4520	3487	4121	-8.8%
Amhurst Park	14260	16830	17449	17183	2.1%
Nevill Road S of Barbauld Rd	1576	<i>No data collected</i>	1661	1568	-0.5%
Nevill Road N of Dynevor Rd	1131	<i>No data collected</i>	1016	1171	15.3%
Walford Road	495	<i>No data collected</i>	642	<i>No data collected</i>	29.70%
Clissold Road North of Satar Mews	<i>No data collected</i>	2086	2132	2585	23.92%
Edward's Lane	<i>No data collected</i>	650	550	498	-23.38%

5.33 Pneumatic tube counters are prone to damage and to data being unavailable due to cars parking on the tubes. They are relatively inexpensive but still represent a cost to the Council and so decisions were taken regarding how often each site was counted. This explains some of the unavailability of data. However, given the high number and density of locations of these counts, together the data provides a picture of traffic impacts in the area, and is consistent with on site observations.

Figure 21: Daily motor vehicle flow changes on roads in wider Stoke Newington LTN area (pre and post scheme)



5.34 It should be noted that some of the percentages are based on a low baseline (such as Walford Road) which will affect the magnitude of the apparent change. At some counters, such as on Mildmay Road, the detailed level showed unusual patterns that varied from day to day. This may indicate an tube counters, and such sites (including Grayling Road; Clissold Road, Nevill Road, Kersley Road and Dynevor Road) will be prioritised for further investigation and traffic counts if necessary. However, for the purposes of this decision process, the worst case scenarios have been considered.

5.39 Bus times

5.40 **Figures 22a and 22b** show the average bus journey time across two bus corridors, Stoke Newington Church Street and Manor Road. Bus times on both Stoke Newington Church Street and Manor Road have not seen significant changes in average journey times. Manor Road bus corridor did see initial increases to journey times, but bus times have now returned to similar levels seen before the scheme.

5.41 The average timetabled time it takes for a bus to travel along the Stoke Newington High street bus corridor has not changed since the implementation of the bus gate. With the significant reduction in general motor traffic it may be expected to see an improvement in bus times. Although there is potential for improved bus times with the bus gate, timetables and scheduling have not yet been updated to reflect bus times. Hackney Council is in discussion with TfL to explore the possibility of amending timetables to improve bus times in this corridor. This could help counteract any delays occurring at other locations on the surrounding roads.

Figure 22a: Average bus times by day Stoke Newington Church Street corridor (15 Mar 2019 - 09 Sep 2022)

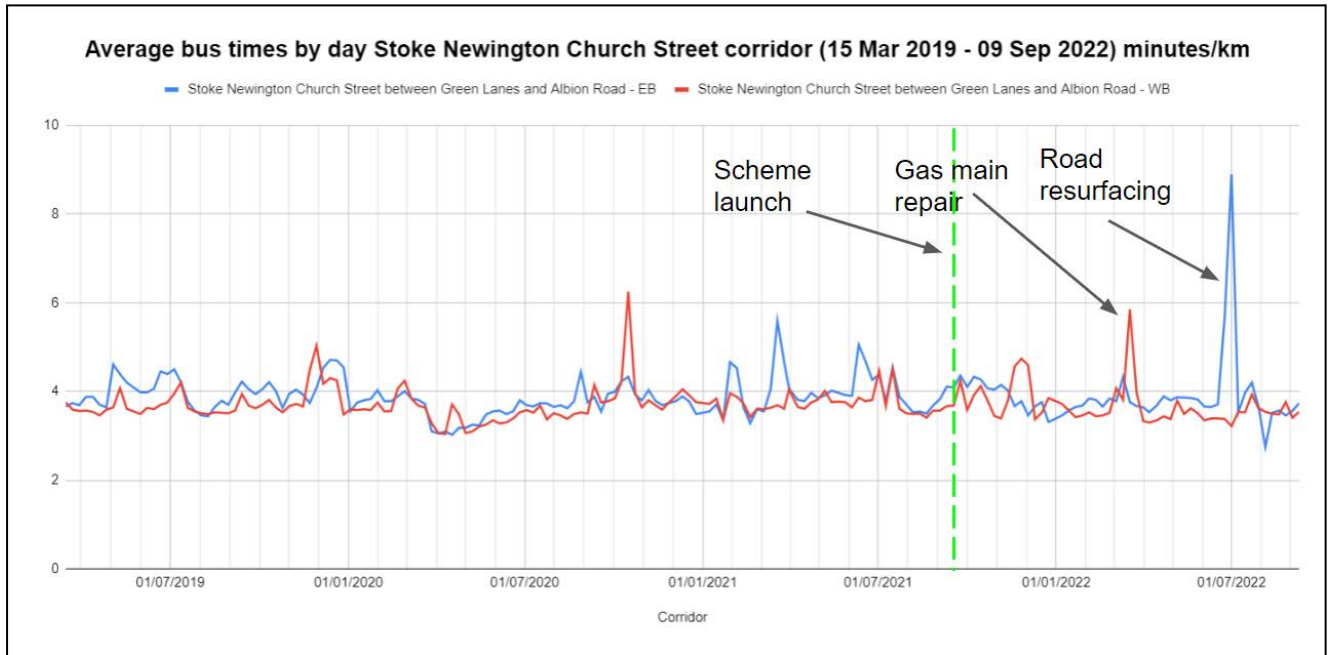
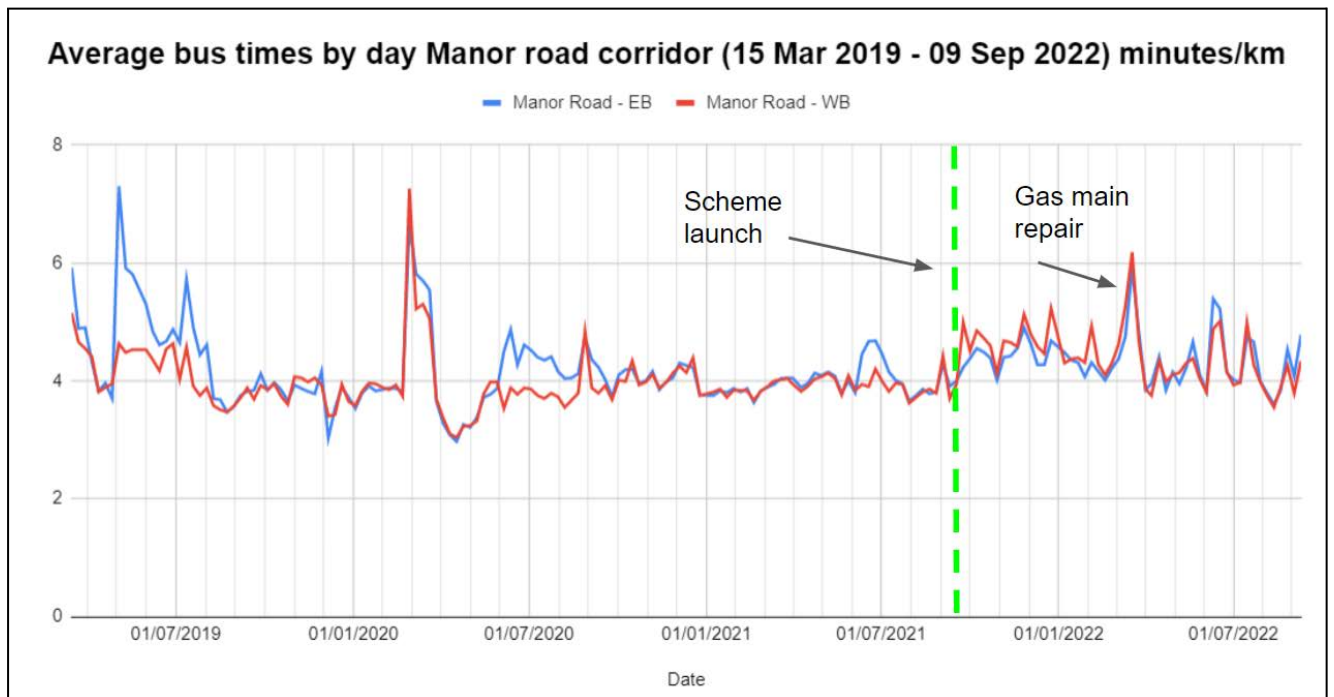
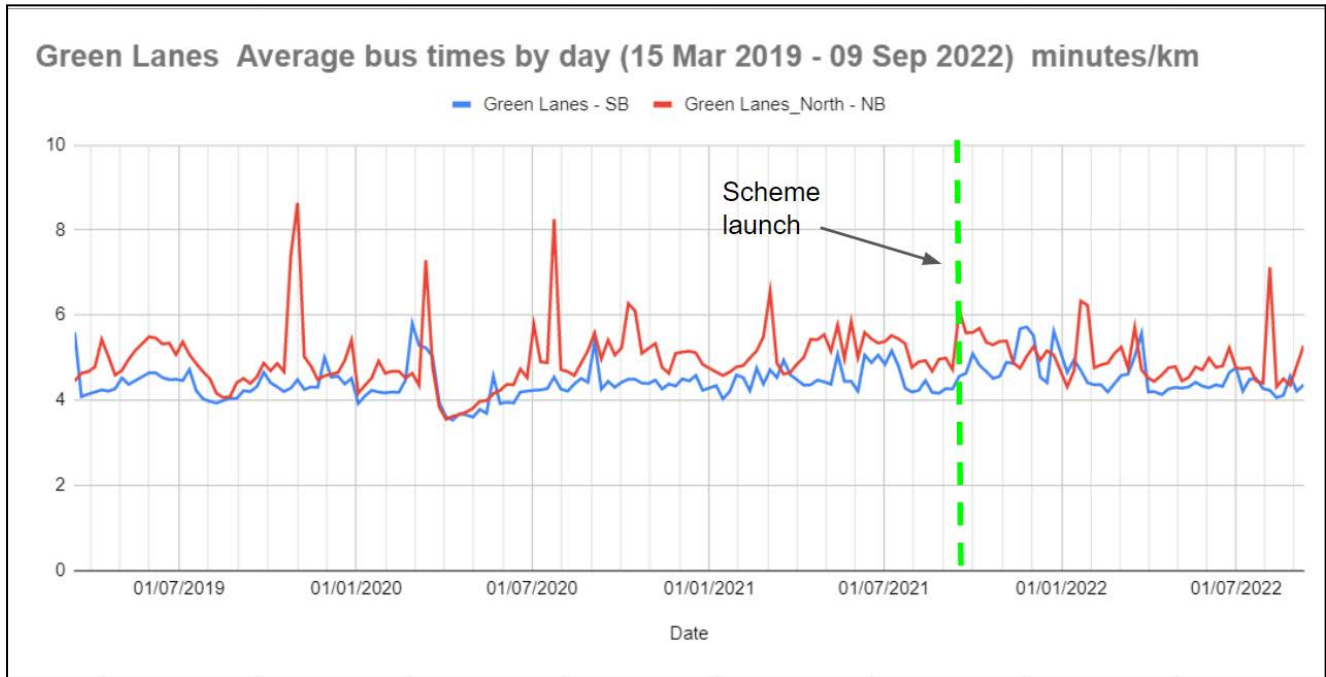


Figure 22b: Average bus times by day Manor Road corridor (15 Mar 2019 - 09 Sep 2022)



5.42 **Figure 23** shows average bus journey times on Green Lanes which have seen no overall significant changes since the introduction of the LTN. This is despite some increase in general traffic noted earlier in this report.

Figure 23: Average bus times by day Green Lanes corridor (15 Mar 2019 - 09 Sep 2022)



5.43 **Figures 22a; 22b and 23** do confirm, however, that disruptions to bus times are, regrettably, a common occurrence before and after the introduction of the scheme. A number of events can be the cause of such spikes in journey time, including the impact of the works required to implement the scheme itself, major Gas and Water utility works, as well as EV charging infrastructure around the area. Just after Stoke Newington Church Street restrictions were introduced that saw temporary traffic lights being used on Green Lanes at the junction with Stoke Newington Church Street and with Lordship Park. Even works on King Henry’s Walk might have influenced traffic flows on Green Lanes. Some faults were also suspected with the junction traffic signals at around this time and were investigated with TfL. A pattern of note is that spikes in journey time appear lower and less frequent after the introduction of the scheme than before it.

5.44 Another metric for bus performance on this corridor with continuous official monitoring by TfL is Excess Waiting Time (EWT). This measures the extra waiting time that bus passengers have to wait at bus stops compared to the scheduled service frequency gap. **Figures 24a and 24b** show trends in average EWT for the entire route of bus services 341 and 141 (i.e. not just Green Lanes). This metric did get close to exceeding the threshold considered ‘acceptable’ by TfL, but only for very short periods of time.

Figure 24a Excess Waiting Times on Bus Route 341 (September 2020 and

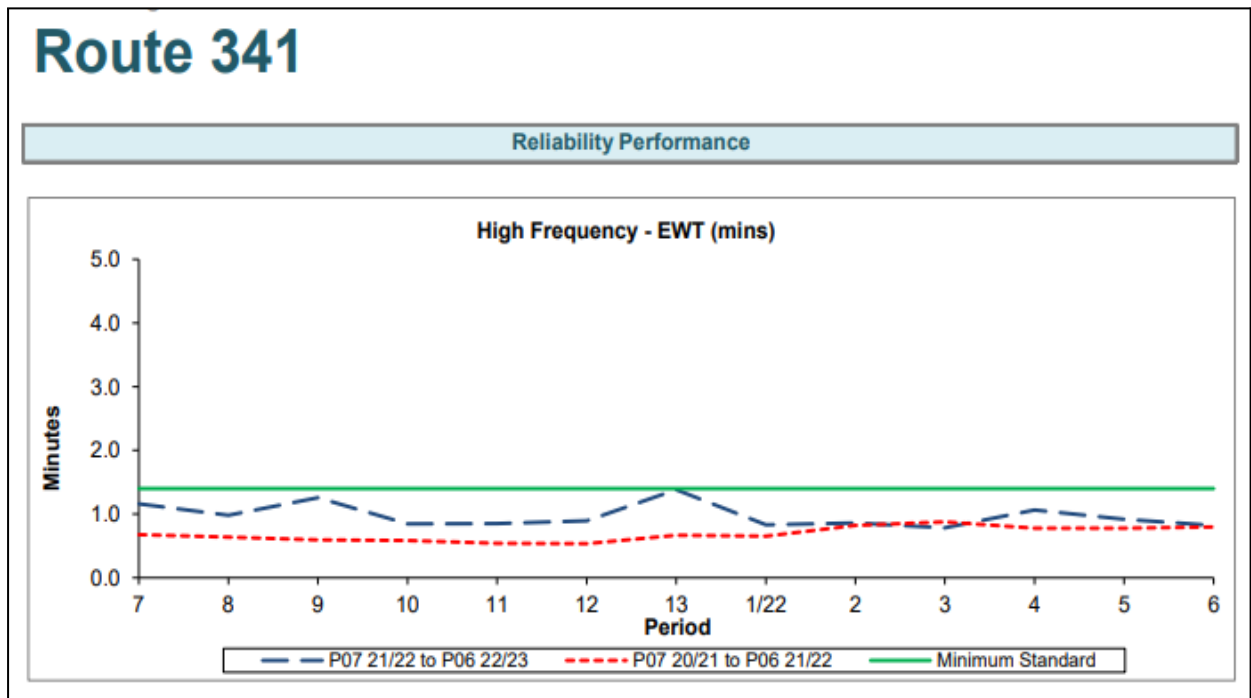
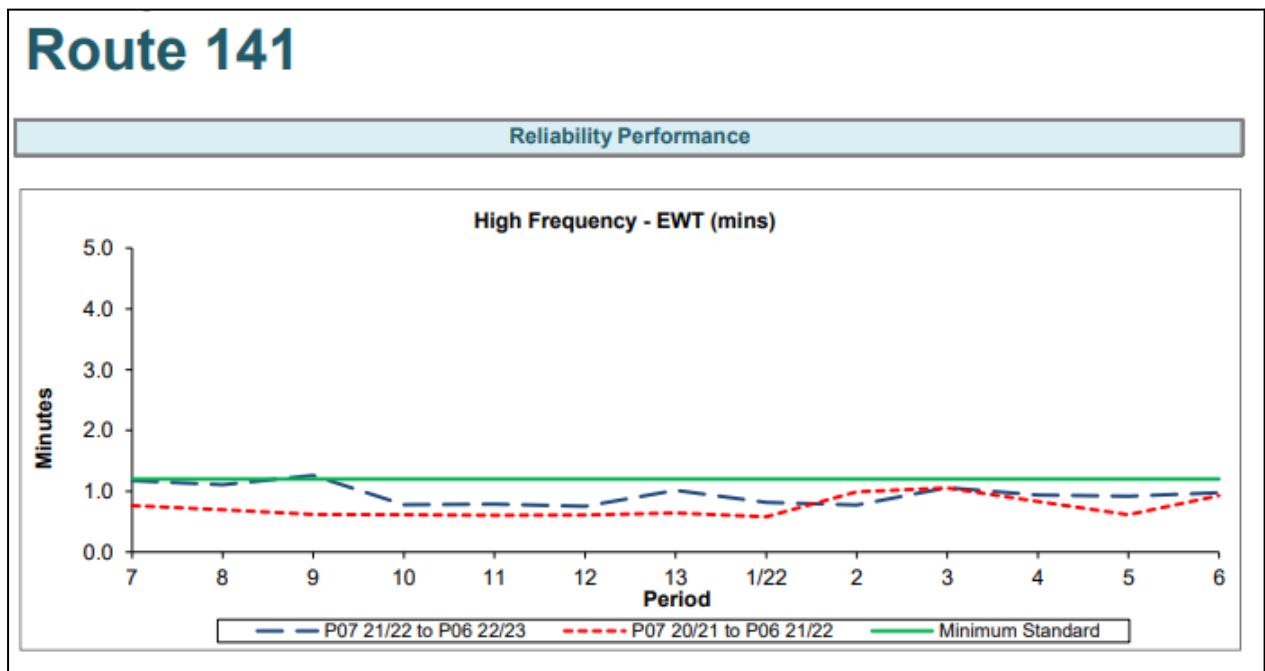


Figure 24b Excess Waiting Times on Bus Route 141 (September 2020 to August 2022)



5.45 The difficulties faced by buses on Green Lanes should not be underestimated, especially given the comments from bus operators as reported in section 7. In view of the impact specifically of the LTN, however, it is not seen as being sufficient to require a major change to the Stoke Newington Church Street

⁶ <https://tfl.gov.uk/forms/14144.aspx?borough=Hackney&nameid=hackney&boroughid=12>)

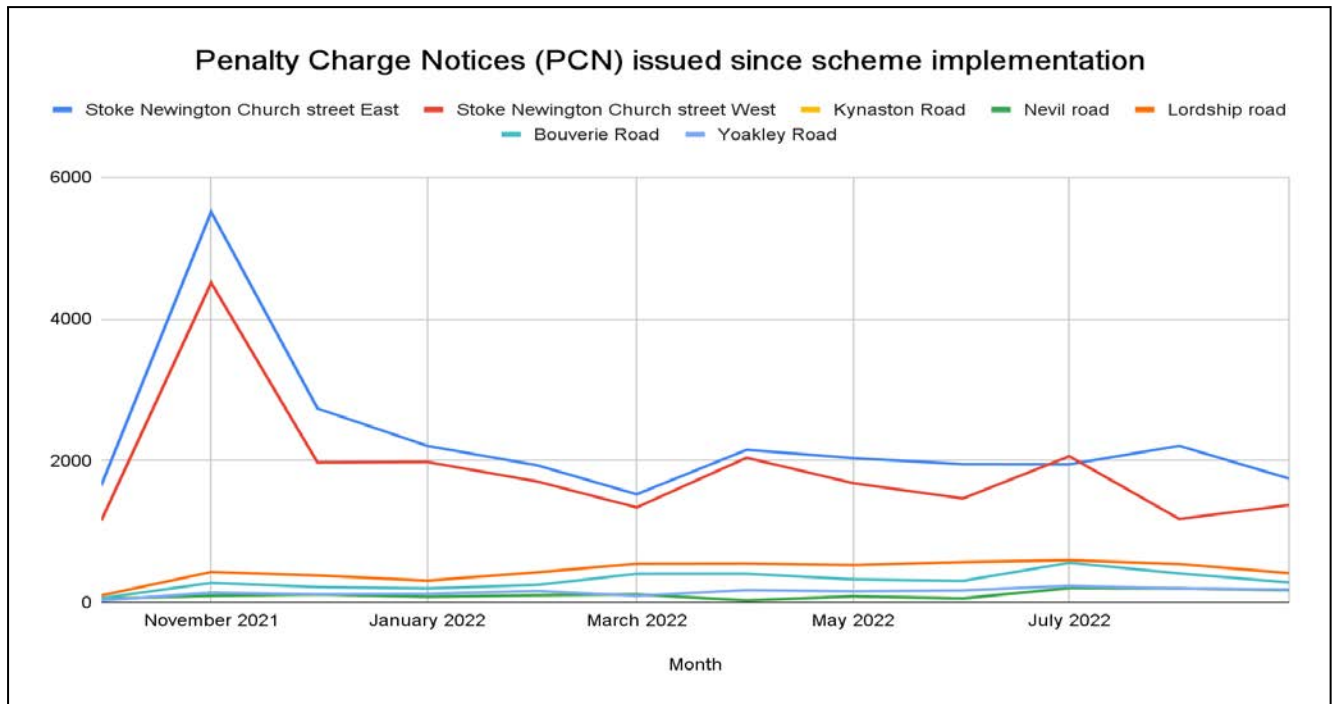
regulations and is outweighed by the potential bus delay savings on roads where traffic has gone down, which have not yet been built into the timetable. When this happens it will help to compensate for any negative impact elsewhere.

- 5.46 It does, however, suggest that a separate analysis of bus performance on Green Lanes should be instigated, in conjunction with Haringey Council and TfL.

5.47 Compliance and enforcement

- 5.48 As shown in **Figure 25**, at the very start of the scheme there was an initial high rate of non-compliance. Efforts were made to minimise this with extensive advance warning signs. Warning letters were issued during the first month to also help local people get used to the scheme.
- 5.49 Signs used are fully compliant with DfT regulations and there are adequate alternative routes which have been kept clear of parked vehicles so as not to risk 'entrapment'.
- 5.50 Although there has been a decline in numbers of PCNs issued, the site will continue to be kept under observation and if any changes in DfT regulations are introduced, such as the option to use timed flashing lights, then these will be considered for this site.

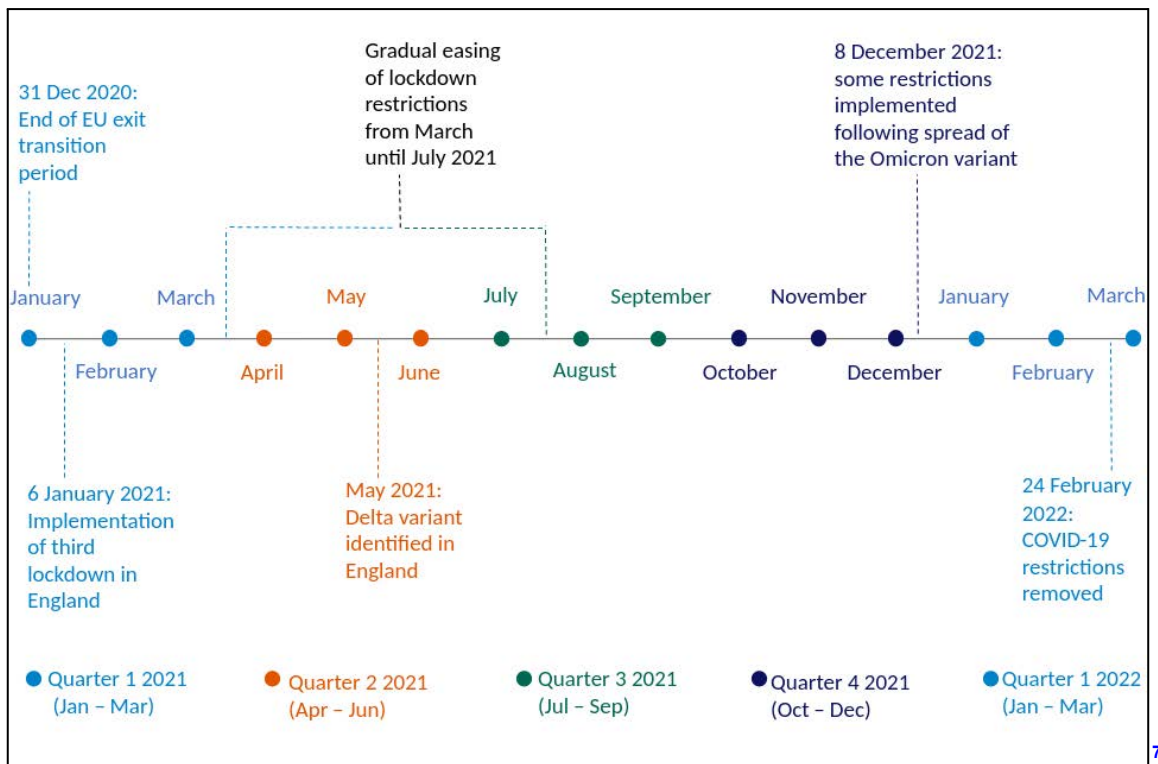
Figure 25: Number of Penalty Notice Charges issued at bus gate and traffic filters by month since the scheme was implemented



5.51 Other context

5.52 It has been a non-typical period to evaluate a project such as this. Some differences will inevitably have occurred because of external events. An indication of the pattern of main external changes is shown in **Figure 26**.

Figure 26: Map of Covid restrictions across 2020 and 2021

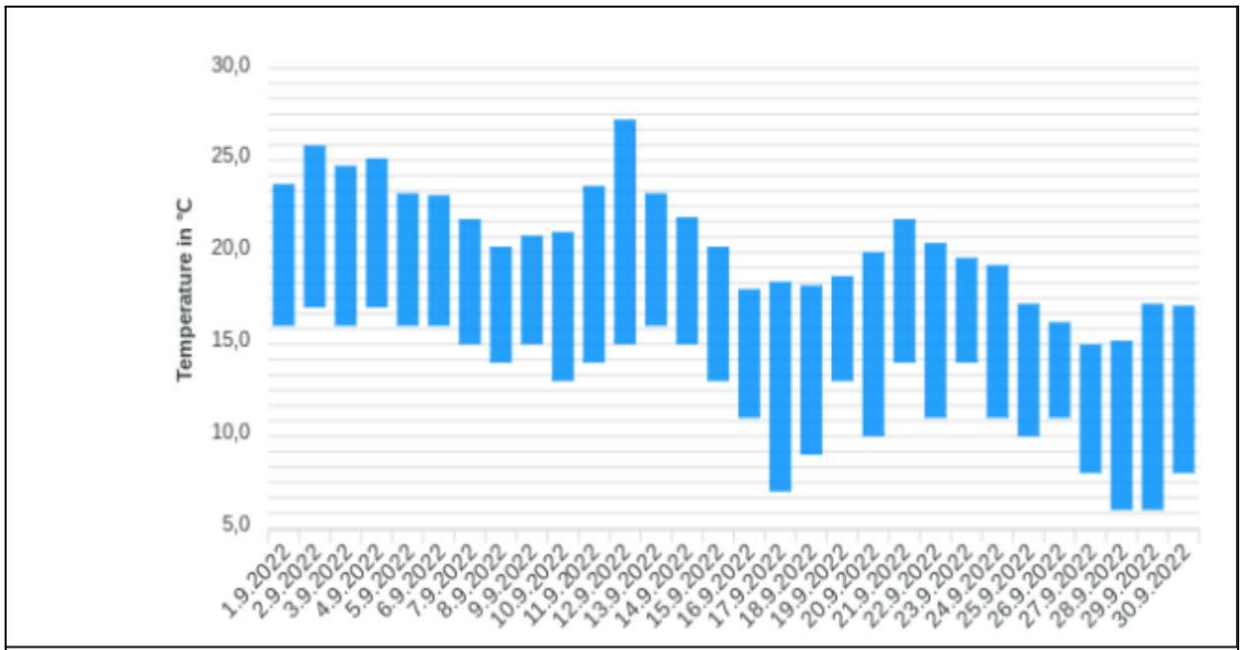
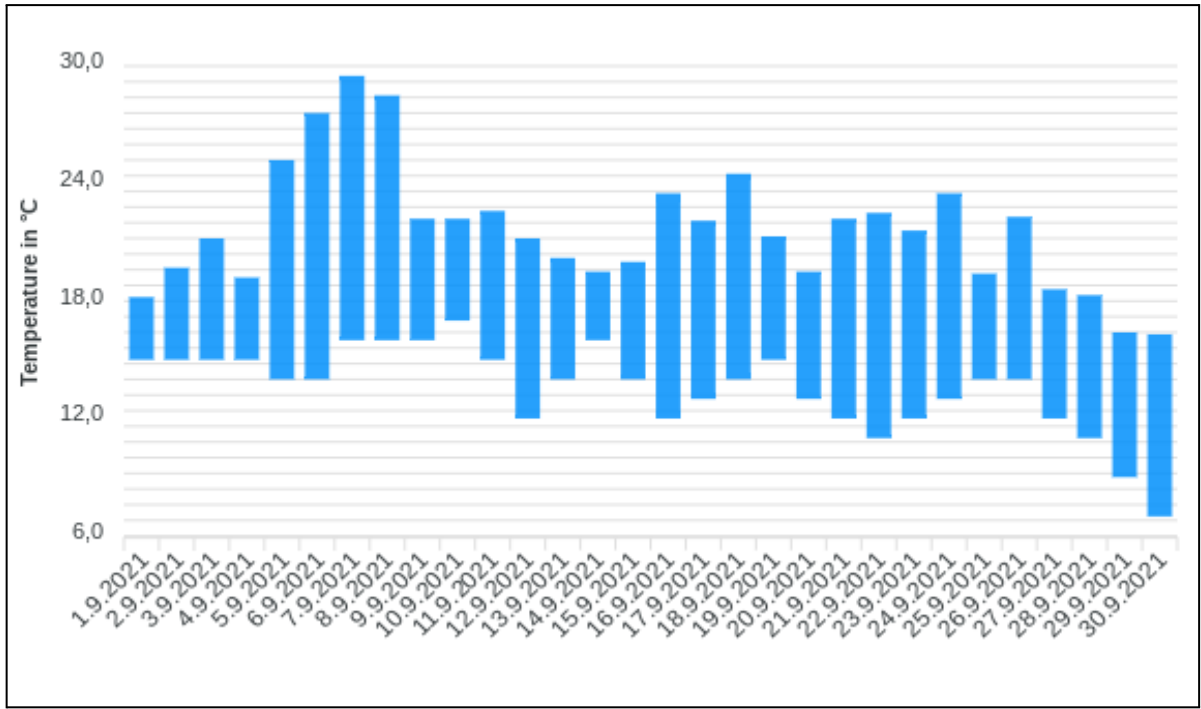


5.52 Weather

5.53 To check whether or not major differences could have been caused by differences in weather these were checked as shown below in **Figure 27**.

⁷ [Gov.uk](https://www.gov.uk)

Figure 27: Comparison of daytime mean temperature during Before and After period



5.54 Air Quality Impacts

5.55 Impacts of the scheme on air quality concentrations will be variable, depending on location as well as external factors such as meteorology and the built landscape. In order to estimate the impacts at the multiple locations where people are present and to take account of these external influences, an air pollution dispersion model was commissioned before the full set of traffic data was available. The creation of the

model will also help with future planning of potential improvement measures.

- 5.56 For the purpose of the Air Quality modelling, in order to get a full picture of traffic for each link in the area, estimated traffic levels were taken from the TfL model of the entire area. This represents a consistent value for all major links and is an appropriate approach for understanding potential impacts across a higher number of locations than it would be possible to directly measure, either with air quality measuring equipment or traffic counting equipment, however, this is modelled, not directly measured results and therefore in some locations the model is inconsistent with actual measured traffic levels that were recorded after the modelling exercise was undertaken. The differences between the air quality model and measured traffic are discussed in further sections below. The analysis was done by specialist consultants and their report is available as Appendix A.
- 5.57 Pollutant concentrations were modelled at a total of 919 receptor points within Stoke Newington Church Street LEN, of which 778 are residential properties, 140 are educational establishments and 1 is a medical facility. The model was used to assess changes in levels of nitrogen dioxide (NO₂) and particulate matter in both the PM₁₀ and PM_{2.5} fractions. This was done by comparing the concentrations at the 919 modelled receptor points with the scheme in place and without the scheme in place.
- 5.58 The modelled results were also compared to the Air Quality Objectives. This was to determine levels of compliance with the standards that have been set, based on information about the levels and time periods at which health impacts may occur.
- 5.59 Annual mean nitrogen dioxide concentrations across the study area exceed the Air Quality Objective (AQO) at six receptors in the '2021 Baseline' scenario, whereas in the '2021 with-scheme' scenario, the number of receptor locations exceeding the AQO reduced to five.
- 5.60 The Stoke Newington Church Street LEN is estimated to induce the following changes to annual mean NO₂ concentrations across the study area:
- A decrease in annual mean NO₂ concentrations at 283 receptors;
 - No change in annual mean NO₂ concentrations at 334 receptors; and
 - An increase in annual mean NO₂ concentrations at 302 receptors.
- 5.61 The magnitude of change predicted at each receptor was assessed against Environmental Protection UK (EPUK) and the Institute of Air Quality Management (IAQM) significance criteria. Based on this guidance, the impacts which meet the criteria for being described as 'Negligible' or 'Slight' are considered to be not significant, whilst 'Moderate' and 'Substantial' impacts are considered to be significant.

- 5.62 The modelled results predict:
- A 'Moderate Beneficial' impact at 14 receptors;
 - A 'Slight Beneficial' impact at 12 receptors;
 - A 'Negligible' impact at 876 receptors;
 - A 'Slight Adverse' impact at 11 receptors;
 - A 'Moderate Adverse' impact at 5 receptors; and
 - A 'Substantial Adverse' impact at 1 receptor.

5.63 Therefore, as a result of the scheme, significant beneficial impacts to annual mean NO₂ concentrations are anticipated at 14 receptors, and significant adverse effects are estimated at six receptors. The locations and the respective changes in concentrations are set out in **Table 9 below**:

Table 9 : Changes in concentrations of NO₂ and the description of impacts at receptors where significant impacts are predicted

Receptor ID	2021 Baseline (µg/m ³)	2021 With Scheme (µg/m ³)	Change (µg/m ³)	Impact Descriptor
R276 (SN Church St)	33.1	24.9	-8.2	Moderate Beneficial
R275 (SN Church St)	31.8	24.4	-7.5	Moderate Beneficial
R1550 (SN Church St)	30.8	23.9	-6.9	Moderate Beneficial
R99 (SN Church St)	26.9	20.4	-6.5	Moderate Beneficial
R292 (SN Church St)	32.9	26.5	-6.4	Moderate Beneficial
R294 (SN Church St)	31.7	25.4	-6.4	Moderate Beneficial
R85 (SN Church St)	26.2	20.6	-5.6	Moderate Beneficial
R90 (SN Church St)	25.8	20.3	-5.6	Moderate Beneficial
R1441 (SN Church St)	30.3	25.3	-5.0	Moderate Beneficial
R1555 (A10 SN Hi St)	29.9	25.0	-4.9	Moderate Beneficial
R105 (Lordship Road)	23.9	19.5	-4.4	Moderate Beneficial
S128 (SN Church St)	41.4	39.3	-2.2	Moderate Beneficial
R291(A10 SN Hi St)	38.7	36.9	-1.8	Moderate Beneficial
R300 (A10 SN Hi St)	37.9	36.2	-1.7	Moderate Beneficial
S65 (Kingsland HighSt)	38.0	39.5	1.5	Moderate Adverse
R530 (Low-ClaptonRd)	27.9	30.2	2.3	Moderate Adverse
R19 (Green Lanes)	29.3	31.9	2.6	Moderate Adverse
R138 (Stoke Nton Rd)	34.9	37.7	2.8	Moderate Adverse
R132 (Stoke Nton Rd)	34.7	37.7	3	Moderate Adverse
R283 (Stoke Nton Rd)	44.5	46.1	1.6	Substantial Adverse

5.64 The significant beneficial impacts are predicted on Stoke Newington Church Street and the parts of Lordship Road and the A10 Stoke Newington High Street near

their junctions with Stoke Newington Church Street. The area of the A10 Stoke Newington High Street near the junction with Stoke Newington Church Street is within the Stoke Newington Town Centre Area AQFA (AQFA No. 70). This correlates with decreased AADT on these roads and modelled re-routing of traffic due to the scheme.

- 5.65 The source apportionment exercise showed that on Stoke Newington Church Street in the 'with-scheme' scenario, the percentage contribution of NO_x emissions from HDVs (artic and rigid HGV and buses/coaches) increased compared to the '2021 Baseline' scenario (53.8% compared to 26.3%). This is the proportion of the total NO_x emissions and not the absolute levels. The relative contributions from petrol and diesel cars, LGVs and taxis are predicted to decrease with the scheme. However, the portion of the A10 to the south of the junction with Stoke Newington Church Street does not appear to have a similar change in the percentage contributions to total road NO_x emissions from the different vehicle types as a result of the scheme, but lower traffic flows are predicted.
- 5.66 The significant adverse impacts are, in the most part, predicted to be experienced on A10 Stoke Newington High Street/Road. Differences in concentrations assessed at one receptor on Green Lanes and one on A107 Lower Clapton Road are also considered significant. However, at both locations, the predicted pollution concentrations fall below more than 20% of the annual mean NO₂ AQO.
- 5.67 Concentrations of particulate matter are anticipated to be well below the respective AQOs under the '2021 Baseline' and '2021 with-scheme' scenarios, with no UK exceedances predicted in 2021. However, exceedances of guidelines set by the WHO (who have set stricter levels) for PM₁₀ and PM_{2.5} are predicted at all modelled receptor locations within the study area which is in line with expectations based on a report by Environmental Research Group now at Imperial College London that shows that 99 per cent of London still exceeds WHO recommended limits⁸.
- 5.68 The modelled impacts on annual mean PM₁₀ concentrations as a result of the Scheme have been deemed 'Negligible', whereas PM_{2.5} modelled impacts have been deemed 'Negligible' at all modelled receptors, with the exception of two which show a 'Slight Beneficial' impact. Effects of this magnitude are, however, considered to be not significant with reference to the EPUK and IAQM significance criteria.
- 5.69 There are more significant beneficial impacts predicted than significant disbenefits to annual mean NO₂. It may, therefore, be considered that the overall impact on air quality from the implementation of the scheme is more beneficial than not.

⁸ <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/air-quality-london-2016-2020>

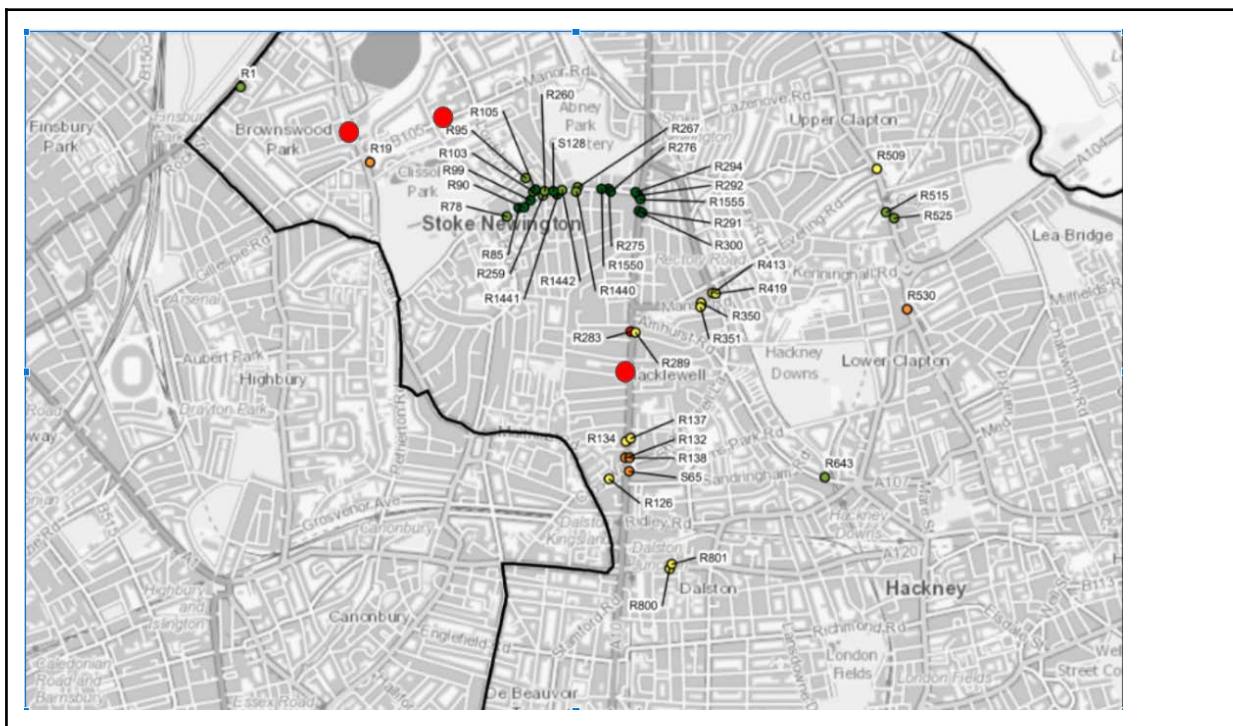
5.70 With regards the impacts at receptor locations which are considered to be significant, the report produced by AECOM concludes that there should be further investigations and assessment of these impacts. Where necessary, consideration should be given to additional mitigation measures to address the impacts at these specific locations.

5.71 Since the study to assess air quality impacts was commissioned, additional monitoring has been undertaken and this data can be compared to the predictions from the model and be used to evaluate the real world situation. A new automatic air quality monitoring station has been installed on Green Lanes about 350m to the north of the junction with Lordship Park. This was installed in June 2022 and measures nitrogen dioxide concentrations using a continuous monitor. Although there is no monitoring data for this location prior to the scheme being implemented, the monitoring data that is being collected now can be compared to the modelled data as well as against the relevant AQOs. Annual mean concentrations cannot yet be calculated, but the data is showing that there have been no exceedances of the hourly mean AQO since the monitor first started collecting data.

5.72 Actual Traffic Counts at predicted AQ problem sites

5.73 Traffic counts at receptor sites with 'moderate adverse' or 'substantial adverse' NO₂ effects were examined to check the potential adverse traffic and air quality effects predicted by the modelling (see Fig 3 below). These sites included a cluster of sites on the A10 (R283, R132, R138, S65) as well as a site on Green Lanes (R19). There were no suitable counts available to check a modelled 'moderate adverse' site on Lower Clapton Road (R530).

Figure 28: Location of traffic counts at predicted AQ problem sites



5.74 Traffic at Receptor sites on the A10

5.75 A number of receptors with adverse impacts were predicted in the A10 south of Stoke Newington. These included Receptors R283, R132, R138 and S65. TfL has a continuous automatic traffic counter in this area on the A10 at the junction with Walford Road. The count site showed a 3.9% reduction in traffic by September, one year after the introduction of the scheme (see **Table 10a**).

Table 10a: TfL Traffic Data for A10 south of Stoke Newington

Count Location	A10 jw Walford Road
Before (Mon 6 Sept - Sun 19 Sept 21)	15665
After (Mon 5 Sept - Sun 18 Sept 22)	15050
Change	-615
% change	-3.9%

5.76 The air quality modelling for Receptor R19 predicts a 'moderate adverse' for NO₂ concentration effects from the scheme at a receptor site close to the junction of Green Lanes and Lordship Park. This could be expected to be due to predicted traffic displacement for eastbound and northbound traffic no longer able to travel along Stoke Newington Church Street and diverted instead northwards along Green Lanes and then eastwards along Lordship Park. Traffic displacement could also have potentially increased flows in the reverse directions - westbound on Lordship Park, and southbound on Green Lanes.

5.77 Hackney continuous traffic counts for Lordship Park and Green Lanes north of the junction with Lordship Park measure the actual traffic flows along these routes where traffic levels are the main input for the modelled adverse air quality effects. Actual traffic counts shown in **Table 10b** below (taken before and after the introduction of the scheme) show that while traffic decreased 8.3% on Lordship Park, traffic rose 7.5% on Green Lanes.

Table 10b: Traffic counts for Green Lanes and Lordship Park

	Green Lanes	Lordship Park
Before (Mon 6 Sept - Sun 19 Sept 21)	14360	8408
After (Mon 5 Sept - Sun 18 Sept 22)	15439	7707
Change	1079	-701
% change	7.5%	-8.3%

5.78 For a full report on Hackney air quality please see the online report available via <https://hackney.gov.uk/air-quality-reports> and Appendix A. The annual status report for air quality will be carried out in May 2023.

5.79 In addition to the assessment of air quality impacts from the scheme using a dispersion model, Hackney operates a network of monitors across the scheme area. The monitors provide mean NO₂ concentrations which enable us to monitor compliance with the annual mean AQO. Many of these monitors were collecting data for several years prior to the scheme being introduced and these will be retained. Data from these diffusion tub monitors is available annually and the latest available data is 2021, which includes 3 months after the scheme was installed. A new automatic monitoring station which provides real-time data on NO₂ concentrations has also recently been installed on Green Lanes. Data from all of the monitors will be used for ongoing monitoring.

5.80 Impacts on Collision Statistics

5.81 Road Safety data is collated and recorded by TfL from data provided by the Met Police. This data can be found on <https://tfl.gov.uk/corporate/safety-and-security/road-safety/london-collision-map>.

5.82 In general one of the most important tenets of road safety is to reduce conflict between different users, especially vulnerable road users. The Scheme aimed to achieve this by placing LTN filters on busy cycling roads such as Nevill Road and Bouverie Road. Furthermore, traffic in the town centre has been reduced, which should reduce the risk of (informally) crossing the road, something that is likely to

happen in a town centre.

- 5.83 Analysis shows that in 2019 alone, there were 62 collisions in the wider project area, of which 6 casualties were classed as serious. Many of these casualties were on Stoke Newington Church Street, especially around the CS1 crossing near Defoe Road and Bouverie Road. There is also a secondary cluster of 'slight' injuries near the junction of Nevill Road and Barbauld Road.
- 5.84 In terms of the main Boundary Roads, in 2019 there were a number of clusters of collisions along the A10, for example at the junction with Crossway. Some of these collisions include 'seriously injured'. Manor Road and Lordship Park have a relatively low number of collisions. However, there is a cluster of 'slight' injuries at the junction with Green Lanes. Green Lanes itself has several 'slight' and 'seriously' injured; however, these are not clustered. Lastly, Matthias Road, Mildmay Road and Crossway have several 'slight' injuries recorded, along with the identifiable cluster at the junction of Crossway and the A10.
- 5.85 Part of the road safety assessment also looks at the number of pedestrian crossings with traffic lights. Stoke Newington Church Street has a distinct lack of these crossings, with the majority of pedestrian crossings only being supported by a central traffic island. Also the cycle CS1 crossing on Stoke Newington Church Street is not supported by such facilities. In comparison, for example, the A10 has several pedestrian crossings that are supported by traffic lights. Manor Road, Lordship Park and Green Lanes also have few formal pedestrian facilities.
- 5.86 In order to check the geographical spread of accidents, two areas were defined as shown in Fig 29, one to include the area of influence of Stoke Newington Church Street and one for the A10 alongside this area. This figure also shows evidence of some decline after the scheme started in the area, but overall it is too soon to find any statistically significant patterns.

Figure 29: Monthly Road Collision Statistics. Areas of influence mapped and trend plots.

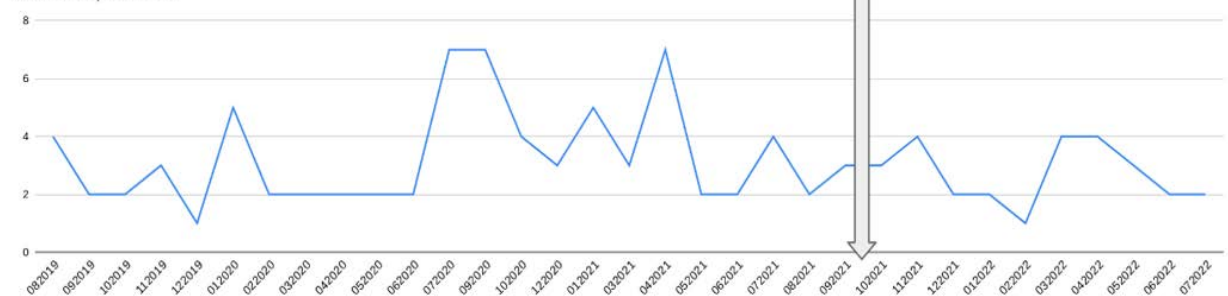


Accidents per Month



Road Collisions per Month on the A10(above) and Church Street Area (below)

Accidents per Month



5.79 Summary of Road Safety Impacts

5.80 The reduction in traffic in town centre streets such as Stoke Newington Church Street will positively benefit road safety. The LTN filters on Bouverie Road and Nevill Road will also improve road safety on the CS1. However, it is still early and casualty statistics on identified Boundary Roads and in the wider area will need to be monitored to investigate whether the Scheme proposals have a negative road safety impact on other roads. This type of analysis of the statistics is carried out regularly by the Council for all roads in the borough.

5.81 Implications for Crime and Disorder

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

- crime and disorder in the borough (including anti-social and other behaviour adversely affecting the local environment),
- the misuse of drugs, alcohol and other substances in the borough and
- reoffending in the borough.

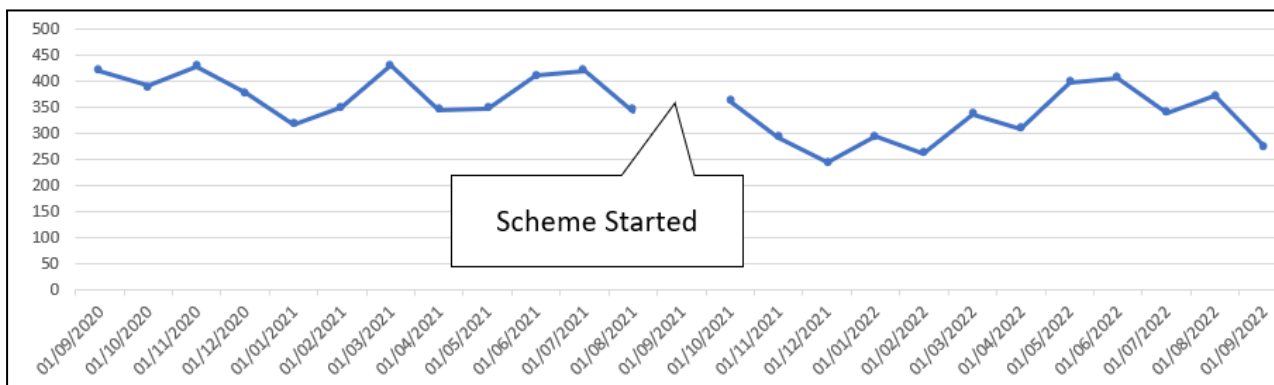
5.83 The Scheme has been discussed with the Council’s Community Safety and Enforcement Team who work closely with the police to monitor crime statistics and respond to local concerns. The design team is ready to respond to any infrastructure-related issues raised. Summary data for crime and public disorder is shown in **Table 11**.

Table 11: Crime, ASB and public order offences in the Census Output Areas Bounded by the LTN

Crime, ASB and public order offences in The Stoke Newington Area			
<i>(Before period defined as Sep-Aug 20, After Oct-Sep 22)</i>			
	Before	After	Change
Anti-Social Behaviour	1439	857	-40%
Recorded Crime	3129	3023	-3%
Total	4568	3880	-15%

5.84 A trendline analysis of this, shown in **Figure 30**, suggests that there were larger influences than just the LTN affecting crime, in particular the national and local lockdowns.

Figure 30: All Crime and Disorder in the Census Output Areas bounded by the LTN 2021-22 (number per month)



5.85 More analysis of the details of offences and locations will continue (although some historical details from the internal Hackney safeguarding team have yet to be recovered from an Autumn 2020 cyber-attack).

5.86 As the scheme leads to reduced traffic flows, there is a possibility that these could have led to an increase in anti-social behaviour and crime, because less traffic results in fewer “eyes on the street”, which, when present, can discourage anti-social behaviour or crime or increase reporting of it where it occurs. However, this is very much dependent on the local area, and it is not a necessary consequence of an area having less traffic. As a result of LTN, a less trafficked neighbourhood can result in more people walking and cycling and children playing on the streets, and the increased presence of people on the streets can reduce the risk of crime. Factors such as not having ‘dead’ areas and clear visibility of residential doors and windows also contribute to safer areas.

5.87 It should be noted that the lower levels of traffic created by the scheme are not so different to traffic levels in many existing residential areas in Hackney and the historic areas with restricted access.

5.88 All of the traffic filters are still open to emergency vehicles, such as police vehicles. This would allow police, for instance, to continue to patrol the area and respond quickly to local issues even when not responding directly to an emergency call.

5.89 With specific regard to concerns about the safety of women, based on the experience of the Community Safety and Enforcement teams it is believed that there are on average 38 sexual offences and 23 rapes in Hackney a month, but not all of these occur in a public place, or are committed by strangers. The number of

rapes and sexual assaults in the borough is on par with other similar Inner City London Boroughs such as Brent, Greenwich, Haringey, Islington, Lambeth, Tower Hamlets and Southwark.

- 5.90 The following statement is based solely on crimes that occurred in any public place (street, park, canal towpaths, licensed premises, educational establishments, health establishments, leisure / culture, food outlets, retail outlets, and transport), and were committed between April 2018 and August 2021. Analysis of these data show that just over half of all sexual assaults and rapes occur in a public place, and just under half occur in a private or familial setting. 1.9 women out of every 1000 in Hackney have reported a rape or other sexual offence in a public space. That equates to 1.6 women out of every 1000 for sexual assault, and 0.3 out of every 1000 women for rape. This means the chances of being a victim of rape or sexual assault in a public place are very low (particularly rape). By contrast, 4.8 people for every 1000 in Hackney have reported a personal robbery during the same period of time.
- 5.91 5% of public space rapes and sexual assaults occur on the street (outside on a named road), and only 9.8% occur in a park or open space. Most offences occur in daylight hours in busy places. This fits in line with what we know about most types of crime, in that it tends to be prevalent when there are more people about, because there are more opportunities presented to offenders. Public space rape offences are very low across the whole borough, and whilst some involve strangers, some perpetrators were known to their victim. Stoke Newington and the wider LTN area is not one of the places that features highly for these types of offences (it has not been identified as a hotspot), and analysis has found no evidence of an increase in public place rape or sexual assaults since April 2018.
- 5.92 In Outer London there is [emerging evidence](#) that the introduction of Low Traffic Neighbourhoods in 2020 was associated with reduced crime and attacks against the person when compared to the background trend in Outer London.⁹
- 5.93 There is already strong evidence for the longer-term positive impact of LTNs on crime and ASB. For example, the introduction of low traffic neighbourhoods in Waltham Forest was associated with a 10% decrease in total street crime, increasing with duration (18% decrease after 3 years)". See report - [The Impact of Introducing a Low Traffic Neighbourhood on Street Crime, in Waltham Forest, London](#)¹⁰.

⁹ Goodman, Anna, Anthony A. Lavery, and Rachel Aldred. 2021. "Short-Term Association between the Introduction of 2020 Low Traffic Neighbourhoods and Street Crime, in London, UK." *Findings*, May. <https://doi.org/10.32866/001c.23623>.

¹⁰

<https://findingspress.org/article/19414-the-impact-of-introducing-a-low-traffic-neighbourhood-on-street-crime-in-waltham-forest-london>

5.94 Impacts on access for local residents

- 5.95 All areas within the LTN are still accessible by car and other modes of transport, as no area has been closed to all traffic; however, the introduction of traffic filters has meant that to drive to their properties and local amenities such as shops and schools, some residents may have to take routes that are longer.
- 5.96 The available access routes for traffic filters are discussed in further detail in **Section 4**.

5.97 Impacts on parking arrangements

- 5.98 Because of the need to keep roads and junctions clear to allow traffic to bypass the traffic filters without risk of 'entrapment', it was necessary to introduce some additional parking restrictions. Because this was a road safety concern, it was essential to err on the side of caution and remove more spaces in the early stages. As soon as traffic settled down and it became more clear where turning movements were occurring, some spaces were returned. There has been an overall loss of 25 spaces on 7 streets.
- 5.99 The absence of non-local traffic means that more parking spaces should be available for use by local residents, their visitors and service vehicles.

5.100 Impacts on Human Rights

- 5.101 Under the Human Rights Act 1998, the Council is under a duty not to act in a way that is incompatible with any person's Convention rights. Such rights include, under Article 8(1), a right to respect for (amongst other things) private and family life. Accordingly, the order may not be made if it would give rise to a breach of a person's human rights unless it is both lawful and necessary in the interests of (amongst other things) public safety, the economic well-being of the country, for the prevention of disorder or crime, for the protection of health, or for the protection of the rights and freedoms of others.
- 5.102 The Council believes that any violation of Article 8(1) caused by implementing the Stoke Newington Church Street LTN would be justified, in particular, by creating a quieter, safer, cleaner and less noisy environment for people to live and work in. It is considered that the implementation of the Scheme would constitute a justified interference in that, for the reasons set out elsewhere in this report, it would be a proportionate means of achieving a legitimate aim.

5.103 Impacts on children

- 5.104 Under section 11 of the Children and Families Act 2004, the Council also has a duty to make arrangements for ensuring that its functions are discharged having regard to the need to safeguard and promote the welfare of children.
- 5.105 Some children live - or attend schools or nurseries- in locations that have been affected by the traffic filters that were recently introduced in the Stoke Newington Church Street LTN. See **Figures 36 and 37** in the EQIA **Section 8**)
- 5.106 The majority of children should benefit from the positive effects of the scheme. These benefits are thought to exceed the disadvantages caused to some driving parents and the extra inconvenience to schools in terms of deliveries and occasions such as coach trips.

5.107 Impacts on people with disabilities

- 5.108 The traffic filters in Stoke Newington Church Street have increased journey times for some local residents who have to drive, as access routes to properties may have changed.
- 5.109 This impact applies equally to people with disabilities who have to navigate longer journey times to get in and out of their properties. It is acknowledged that their negative impact may be higher, depending on their disability, and that this group could be adversely impacted by the scheme to a greater extent.
- 5.110 A full assessment of the impacts is included in the Equality Impact Assessment below. One outcome of a report that considered making exemptions for LTN schemes was that Blue Badge holders with companion e-badges should be exempt from bus gates on classified roads such as Stoke Newington Church Street. The companion e-badge holders exemption scheme was introduced in June 2021 and subsequently extended in October 2021 for Hackney residents who are Blue Badge holders and who have registered one vehicle for an exemption permit.

5.111 Impact on Emergency Services

- 5.112 An important part of the scheme design was to protect response times for emergency services. This is especially relevant as a Fire Station is located on Stoke Newington Church Street. As traffic levels and congestion have reduced, journey times along Stoke Newington Church Street will have reduced, which should compensate for any additional delays on other streets. New shortcuts should develop for emergency vehicles as they are now allowed to use roads that others cannot. All LTN filters are designed as 'open' filters, so that emergency services can travel through (Lordship Road 'slip road' has a lockable bollard). Contact will be

maintained with the emergency services, and any data made available on problems with response times will be acted upon.

5.113 Impacts on vehicle-related noise

5.114 A reduction in vehicle flows in residential roads will have resulted in a reduction in noise, not only in relation to vehicle engine noise, but also in relation to associated noise such as the vehicle horns and shouting that can occur when vehicle conflicts occur. Reduced vehicle noise is one of TfL's indicators of "Healthy Streets".

5.115 Conversely, there might be an increase in noise on those roads where vehicle flows have increased, particularly boundary roads such as Green Lanes. Owing to the nature of sound, the human response to a change in one decibel on an already noisy road is perceived as less than a similar increase on a quiet road.

5.116 Potential equalities implications

5.117 Section 149 of the Equality Act 2010 requires the Council to have due regard to the need to:

- eliminate discrimination, harassment, victimisation or 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.
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

5.118 An Equalities Impact Assessment (EQIA) of the scheme is included in **Section 8**.

5.119 Summary of Impacts

5.120 Overall, the current Scheme proposals do appear to maximise the identified positive impacts, whilst minimising the identified negative impacts compared to the alternatives considered. For example, the current proposals maximise traffic reduction, air quality and road safety benefits in the town centre during the main shopping and commuting hours, whilst reducing negative traffic displacement impacts on other roads outside of these hours.

5.121 Moreover, the proposals should maximise road safety on the C1 cycle route. The proposals also fulfil central government guidance to reallocate road space towards public transport, walking and cycling and improve social distancing in town centres.

- 5.122 To balance the benefits of the scheme with the impact on residents' and businesses that need access by motor vehicle, the amount of neighbourhood modal filters has been minimised whilst still providing the positive impacts. The 7am-7pm operational period of the traffic filter helps reduce traffic displacement. Identified negative impacts will continue to be monitored and mitigated where appropriate.

6. Policy Context

6.1. Hackney Transport Strategy 2015-2025

- 6.2. Hackney Council's Transport Strategy sets out a coherent set of sustainable transport policies, proposals and actions that aim to further improve walking, cycling and public transport conditions and options for all residents, visitors and people who work in the borough.
- 6.3. The strategy recognises that not only does transport have a critical role to play in Hackney's continuing physical regeneration, but it is also a key factor in achieving other key borough priorities such as promoting transport equality and access to jobs, training and essential services, reducing obesity levels through incidental exercise, supporting the local economy, improving air quality and reducing carbon emissions. In all cases, the strategy recognises that the borough must continue to challenge the potential impacts of greater levels of private car use through greater integration of transport and land use decisions and through providing sustainable alternatives to meet the aspirations of Hackney's people, while improving social inclusion and combating climate change.
- 6.4. This vision supports the broad objectives of the borough for the environment, social inclusion, accessibility, connectivity, health, and supporting the local economy as outlined in the Council's Corporate Plan to 2018 'A Place for Everyone' and other strategic policy documents, including the Council's Local Plan 2033 and Health and Wellbeing Strategy.
- 6.5. In addition to securing the necessary public transport improvements to support growth in the borough, Hackney Council wants to encourage its residents to walk and cycle more often and more safely. There are a number of very strong economic, social and environmental reasons why we should seek to do this.
- 6.6. Creating a travel and transport system that is safe, affordable and sustainable and that fully supports residents and local businesses were among the key

reasons for producing the Transport Strategy. Although this strategy is in place until 2025, preparations for its update are beginning. As part of this, some supplementary action plans are being considered. These include an action plan to examine main roads. This would include working with TfL to ensure that every part of our road network is working optimally for all users. This will pay particular attention to bus movements and passenger views.

- 6.8 In 2022 Hackney proposed becoming a pilot area for the introduction in London of distance-based road user charging. It continues to push for the pace of change in the capital on this issue to be much faster in line with the acknowledged need to reduce traffic in London by 27% by the end of the decade, to achieve a 'just transition' to net zero carbon by 2030. This would provide a further means of addressing the high levels of traffic which remain on some of Hackney's main roads even after the introduction of Low Traffic Neighbourhoods in a borough where more than 40% of the traffic is estimated to be through-traffic.

6.10 Road Safety Plan

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

6.12 Cycling Plan

- 6.13 The scheme was designed to help to encourage cycling, which would align generally with Hackney's Transport Strategy. Hackney is synonymous with cycling in London, with many thousands of trips being made every day on the borough's streets, parks and towpaths. Hackney has the highest levels of cycling in the capital and has set an ambitious target of 15% of all journeys to be made by bicycle by 2025. Reducing the dominance of the private vehicle will contribute to achieving this aspiration.

6.14 It is considered that the Scheme would accord with a number of relevant policies set out in the Council's supporting plans to the Transport Strategy. Notably the following objectives from the Liveable Neighbourhoods (LN) and Cycling (C) Plans.

- LN15/C33: Filtered Streets - reducing motor traffic on residential streets. Hackney Council will continue to work with local residents and key stakeholders to identify, trial and roll out additional filtered streets schemes across the borough to reduce rat-running and through motor traffic.
- C08: Reallocation of Road Space - the Council will continue to reallocate carriageway road space from private motor vehicles to cycle infrastructure provision, whether it be cycle parking or route provision.
- LN3: Improving air quality - Hackney will continue to tackle poor air quality, seeking to reduce NO2 emissions to achieve the National Air Quality objective of 40 µg/m3.

6.15 Hackney Emergency Transport Plan

6.16 Hackney's Emergency Transport Plan (ETP) represents the borough's transport response to the global COVID 19 pandemic. The response was consistent with Hackney's existing Transport Strategy. Government advice in 2020 was specifically to avoid public transport whenever possible to minimise the risk of virus transmission. This created a risk that a switch from public transport to private car use would create catastrophic traffic congestion and air pollution creating dangerous conditions for cyclists; and poor and crowded (not socially-distanced) conditions for pedestrians.

6.17 This was all in the context of a borough heavily dependent on public transport and where 70% of households do not have a car. A borough that already has the sixth highest mortality rate out of 418 UK local authorities and, by one analysis, the largest number of road injuries amongst pedestrians and cyclists per 1000 journeys of any borough in London. The potential public health and road safety implications would 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.

6.18 The ETP was designed to prevent the potential damaging effects of a car-led recovery from Covid through assisting social distancing for pedestrians on our streets and supporting a switch to walking and cycling instead of private car use. The main traffic management measures used to achieve this are:

- The introduction of LTNs in the London Fields area, but also more widely across the borough in areas such as Hoxton West, Homerton, Hackney Downs and Stoke Newington. These were designed to protect residents from the negative effects (road danger and air pollution) of through-cutting motor traffic through the use of permeable filters, while maintaining full access to residential areas.
- The introduction of 48 School Streets which restrict traffic outside school gates at the beginning and end of the school day.
- The introduction of new protected cycle lanes on Queensbridge Road and Green Lanes.
- Social distancing measures in town centres, including 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.

6.19 The measures introduced followed clear guidance from the London Mayor and national guidance. Streetspace guidance was published by TfL while the Secretary of State for Transport and the DfT were also clear that local authorities were expected to undertake emergency structural measures to encourage active travel and discourage non-essential motor-vehicle use.

6.20 The Government's statutory guidance on transport network management stated: *"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"*.

6.21 Mayor's Manifesto Commitments 2022-2026

6.22 The Stoke Newington LTN scheme also aligns with certain manifesto commitments made by the current Mayor of Hackney:

- We want Hackney's streets to be the most walking and cycle-friendly in London, leading the push to build people-focused neighbourhoods with cleaner air and healthier lives.
- By 2026, we will work to reduce the total number of miles driven on Hackney's roads by 15%, a 10% reduction in CO2 from all vehicles and a 10% reduction in ownership of polluting vehicles.
- Our Green New Deal will help make Hackney more resilient to a changing climate. It will tackle Hackney's toxic air and make the borough a better place to walk and cycle.

6.23 Mayor of London's Policies

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

6.25 The Mayor of London's aim for 2041 is for 80 percent of Londoners' trips to be on foot, by cycle or by using public transport. Further, the Mayor of London's Vision Zero (2018) sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network. One of the ways to achieve this goal is to facilitate and prioritise walking and cycling through modal filters, which is one of the main objectives of the Scheme.

6.26 Exemptions to Traffic Filters on the Borough's Classified Road Network for Hackney Resident Companion e-badge Holders

6.27 A June 2021 policy decision to allow Hackney Companion Badge holders to be granted exemptions to drive through traffic modal filters on Classified Roads such as Stoke Newington Church Street, is described in section 2 of [DPD - Exemptions on Classified Roads Companion e-badge Holders](#)¹¹. The companion e- badge holders' exemption scheme was subsequently extended in October 2021 for Hackney residents who are Blue Badge holders and have registered one vehicle for an exemption permit. The DPD does commit to keeping under review the question of exemptions, especially when dealing with protected groups.

6.28 Climate Emergency Declaration

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

6.30 When we made [our commitment](#)¹², we resolved to:

- tell the truth about the climate emergency we face;
- pursue our declaration of a climate emergency with the utmost seriousness and urgency;

¹¹ <https://hackney.gov.uk/blue-badge>

¹² <https://docs.google.com/document/d/1DaXliuz1JR97nXSTegstTbreKE4-1U2eLR3FguIW83k/edit>

- do everything within our power to deliver against the targets set by the The Intergovernmental Panel on Climate Change (IPCC's) October 2018 1.50C report, across our functions (including a 45% reduction in emissions against 2010 levels by 2030 and net zero emissions by 2040), and seek opportunities to make a greater contribution;
- call on the UK government to provide powers and resources to make the 2030 and 2040 targets possible;
- campaign to change national policy where failure to tackle the challenges has undermined decarbonisation and promoted unsustainable growth;
- support the campaign to create a just transition for workers and users;
- help create a million public sector jobs nationally to help minimise the effects of the climate crisis;
- involve, support and enable residents, businesses and community groups to speed up the shift to a zero carbon world;
- work closely with them to establish and implement successful policies, approaches and technologies that reduce emissions across our economy while also improving the health and wellbeing of our citizens;
- conduct an annual Citizens' Assembly with a representative group of local residents to allow for public scrutiny of the Council's progress and explore solutions to the challenges posed by climate change;
- work with other local governments (in the UK and internationally) to discover the best methods to limit climate change and put them into practice.

6.31 Department of Transport - Statutory guidance

6.32 Traffic Management Act 2004: network management to support recovery from Covid-19: The government is committed to delivering a step change in levels of active travel and issued this further guidance to the TMA2004, in response to the Covid-19 pandemic. Guidance included the following descriptions and recommendations for local authorities to follow:

“LTNs have been around for decades, but in recent years they have been increasingly employed by councils across England using emergency funding from the DfT to encourage active travel during the coronavirus crisis. Covid-19 has had an impact on the lives and health of many people. However, it has also resulted in cleaner air, quieter streets – and an extraordinary rise in walking and cycling. Cycling increased by 46% in 2020, the biggest rise in postwar history.

Local authorities have a duty to manage their roads for the benefit of all traffic, including cyclists and pedestrians. The more people that cycle and walk, the more road space is freed up for those who really need to drive. Encouraging more cycling and walking is a key part of the Government's efforts to reduce harmful emissions from transport, as well as to help make people healthier....

The LTNs deliver a wide range of benefits – a safer and more pleasant environment for residents, more walking and cycling and better air quality, and school streets can reduce the number of people driving their children to school by up to a third.

In this way, we will do what is necessary to ensure that transport networks support recovery from the emergency and provide a lasting legacy of greener, safer travel”¹³

6.33 The Secretary of State has given clear guidance about implementing schemes such as LTNs quickly and has subsequently updated the guidance, stating “We have no interest in requiring councils to keep schemes which are proven not to work. But that proof must be presented. Schemes must not be removed prematurely or without proper evidence.” If there is no evidence that the scheme does not work, then it should not be removed. [Traffic Management Act 2004: network management to support recovery from COVID-19](#)¹⁴

6.34 On 31 July 2021, the Secretary of State sent a letter to local authorities updating the DfT’s guidance on active travel schemes supported by Government funding. He stated that: *‘if these schemes are not given that time to make a difference, then taxpayers’ monies have been wasted. Schemes need time to be allowed to bed in; must be tested against more normal traffic conditions; and must be in place long enough for their benefits and disbenefits to be properly evaluated and understood.’*

6.35 The Liveable Neighbourhoods Plan

6.36 The Liveable Neighbourhoods Plan plays a key role in Hackney Council to bring about a higher quality of life for residents in the borough.

6.37 The objectives of the Liveable Neighbourhoods Plan are to ensure that by 2025:

- Hackney has the most liveable and sustainable neighbourhoods and streets in London.
- Hackney’s neighbourhoods and streets are healthy, safe and attractive places to spend time for residents from every age and background.
- Hackney’s neighbourhoods and streets foster and support community cohesion.
- Hackney’s neighbourhoods and streets will be prepared for the implications of climate change.
- Hackney’s neighbourhoods and streets will be equipped to facilitate the transition to electric vehicle technology, and traffic based air pollution is no longer affecting the health of residents.

¹³ [Traffic Management Act 2004: network management to support recovery from COVID-19](#)

¹⁴<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>

- Hackney residents will not need to own a private car because of the ease of using alternative modes of transport including walking, cycling, public transport and using car clubs.
- 6.38 The roads and streets in our neighbourhoods are not just places to park vehicles or drive, walk and cycle on; they make up the largest element of the public realm of the city and are the places where we socialise and live our lives. An aspiration of the Transport Strategy is to reclaim Hackney's neighbourhoods from parked vehicles and motor traffic congestion and transform them into the most attractive and liveable neighbourhoods in London.
- 6.39 This aspiration can only be achieved by reducing the dominance of the private vehicle primarily through the management of on street parking and facilitating a reduction in traffic flows, more people using sustainable transport and using our streets to build social cohesion. The reality is that until parking is properly managed there is very little the Council can do to improve the public realm of neighbourhood streets. Once parking demand is managed and road space is freed up, only then can we look at improving the look and feel of the street.
- 6.40 Reducing the amount of parking and reducing traffic flows will also help to improve air quality, reduce traffic casualties and make our neighbourhoods more pleasant places to walk, play and cycle in. Poor air quality resulting from vehicle emissions is finally being recognised for the damage it inflicts upon the health of the city, with up to 4,300 Londoners dying early every year as a result (GLA, 2008). Even more disturbing is the direct impact it is having on our children's health, with evidence proving it is directly responsible for alarming rates of asthma and other respiratory illnesses in our schools (GLA, 2008).
- 6.41 In addition to reclaiming our neighbourhoods from private motor vehicles we also urgently need to start considering how our neighbourhoods will cope with the changes to the climate. We have to begin to adapt and prepare for these changes in a number of ways, such as retrofitting the public realm to accommodate wetter weather and heavier downpours or creating greater tree cover to provide shade during hotter summers.
- 6.42 TfL Low Emission Neighbourhoods**
- 6.43 TfL published a Transport Emissions Roadmap in 2014 that proposes the development of 'Low Emission Neighbourhoods' (LEN) that would target local hotspots with poor air quality.
- 6.44 LEN measures would vary according to local circumstances and the source apportionment of emissions.

- 6.45 Measures could include full or timed closures for high polluting vehicles, geo-fencing and preferential parking for ultra low emission vehicles.
- 6.46 The Council worked in partnership with the Greater London Authority, TfL and local residents and businesses to investigate options for introducing localised Low Emission Neighbourhoods in the vicinity of poor air quality areas.
- 6.47 One such area targeted by this was the Stoke Newington area which won funding of £500,000 from this programme in 2019 aimed at improving air quality, implementing the Healthy Streets paradigm and encouraging the transition away from combustion engine vehicles. Achieving these aims was designed to enable the transition to a zero carbon future to be achieved by interventions such as introducing traffic restrictions on Stoke Newington Church Street, implementing cargobike clubs, improving pedestrian spaces and crossings and improving local green spaces.

6.48 The Air Quality Strategy (AQS)

- 6.49 This was published by the UK Government and the devolved administrations in January 2000. Its aims include providing best practicable protection to human health by setting health-based objectives for air pollutants. Since this time the responsibility for local air quality has been devolved to the Mayor of London for London Boroughs.
- 6.50 The GLA has issued technical guidance which sets out the objectives, these are currently the same as those set out in the AQS.

6.51 Traffic management Act 2004

- 6.52 The Council as highway authority for borough roads has a Network Management Duty as set out in the Traffic Management Act 2004.
- 6.53 As set out in section 16, it is the duty of a local traffic authority to manage their road network with a view to achieving - so far as may be reasonably practicable having regard to their other obligations policies and objectives - the following objectives:
- (a) securing the expeditious movement of traffic on the authority's road network; and
 - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority. The movement of traffic includes pedestrians and cyclists.

- 6.54 This duty includes having regard to their other obligations, policies and objectives. The Council's objectives and policies are clearly set out in the Council's Transport Strategy which in all cases, recognises that the borough must continue to challenge the potential impacts of greater levels of private car use through greater integration of transport and land use decisions, and through providing sustainable alternatives to meet the aspirations of Hackney's people, while improving social inclusion and combating climate change. The implementation of the LTN is consistent with both the Traffic Management Duty and the Council's Transport Strategy.
- 6.55 At section 18 of the Act, it recognises that the appropriate national authority may publish guidance to authorities about the techniques of network management or any other matter relating to the performance of the duties imposed by sections 16 and 17, and that in performing these network management duties an authority shall have regard to any such guidance.
- 6.56 This LTN has been reviewed as a separate scheme from other LTN schemes that have been implemented within the borough. The diversion routes for the LTN closures are relatively short and do not impact on the wider road network. Reviewing this scheme in this manner is considered to be appropriate.
- 6.57 Potential Alternatives considered and rejected**
- 6.58 Several alternatives were considered and rejected as part of the formulation of the Scheme proposals. These alternatives were considered at various stages of the development. Previous engagement exercises such as the LEN16 Commonplace engagement exercise were used to inform these alternatives.
- 6.59 ***A 'do nothing' approach*** for Stoke Newington Church Street was considered but was rejected for a variety of reasons. Notably, there are issues in relation to air pollution, traffic levels, poor walking and cycling conditions and road safety.
- 6.60 ***Partially implementing the Scheme*** would also not be possible. All elements are considered necessary to enable better improvement of the town centre. For example, a traffic filter without LTN filters would not produce significant traffic reductions, and instead would create new 'rat-runs' in the local area. Installing LTN filters without a traffic filter would not achieve the aim of reducing traffic levels in the town centre.
- 6.61 ***Alternative suggestions to a traffic filter*** were also submitted during previous engagement exercises, such as a Zero Emissions Zone or fully pedestrianising Stoke Newington 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.

- 6.62 **Alternative options for the placement of the traffic filter** restrictions were considered, including: between Albion Road and Lordship Road, between the A10 and Wilmer Place and other places on Stoke Newington Church Street. These alternative locations would have obliged all traffic accessing Stoke Newington Church Street (e.g. delivery and servicing) to arrive from one direction only, whereas consideration was given to attempting to distribute the traffic evenly across the wider area. The proposed location 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. Moreover, these locations do not have good diversion routes to avoid the traffic restrictions and would necessitate more neighbourhood road closures; the aim was also to minimise the number of LTN filters needed in order to remove any potential new routes opening where drivers would try to avoid the traffic filter.
- 6.63 **Alternative operational periods** were also considered for the traffic filter. Engagement with local stakeholders as well as the LEN16 Commonplace engagement exercise revealed calls for the restrictions to be in operation 24/7 instead of 7am-7pm, Monday to Sunday. The 24/7 operational period has been considered but rejected for several reasons. The 7am-7pm operational period gives businesses more flexibility for delivery and servicing trips outside of these hours. The negative impacts of potential traffic displacement is also reduced with a limited operational period. At the same time, the 7am-7pm period envelops the main commuting and shopping hours, which is important for this local town centre. Taxis (and general traffic) are able to travel through the Stoke Newington Church Street filter between 7pm-7am, reducing the diversion required for late night taxi journeys.
- 6.64 **Other types of traffic calming** - the Commonplace engagement exercise organised by the LEN16 and other engagement activities also identified requests to consider miscellaneous other types of traffic calming. These included one-way streets, speed humps and other ways to reduce traffic. These measures would not have achieved the same impacts in terms of traffic levels, and thereby improving walking and cycling conditions, air quality and road safety, as the current proposals do.
- 6.65 **Cycle infrastructure** - the previous Commonplace engagement exercise also identified several calls for improved cycle infrastructure, including painted cycle lanes or segregated cycle lanes. These alternatives were rejected as the proposals aim to keep the existing loading bays and Blue Badge Holder parking on Stoke Newington Church Street; if cycle lanes were to be added, the width of Stoke Newington Church Street would be reduced to such a degree that

two-way traffic lanes could not be maintained to allow fire engines and buses to traverse the area safely. As the traffic filter and LTN filters have significantly reduced traffic in the area, there have been improvements to cycling conditions in the town centre and on CS1.

7. Consultation & Engagement

- 7.1. An Experimental Traffic Order does not remove the need to consult residents, but instead allows for consultation to occur concurrently throughout its operational period. This approach allows highways authorities to trial measures and assess their real-world operational success or otherwise, rather than relying upon supposition. If the measures fail to deliver the improvements they are designed to address, they can be reversed or amended. The first 6 months of operation is the statutory consultation period where people could view the actual impacts of the measures and respond back to the Council with their views.
- 7.2. The use of Experimental Traffic Orders to implement the scheme also had advantages, including:
- the changes were being implemented during a time of global uncertainty that made it more difficult to predict impacts;
 - traffic modelling of complex schemes such as these are subject to assumptions and the aim was to test those assumptions in a real-world scenario;
 - it was the first execution of the Council's new approach to exemptions for Blue Badge holders through certain filters and serves as a test for the real-world workings of the exemption;
 - pandemic peak times and travel patterns have changed and are likely to change again and therefore have served as a test of the proposed 7am-7pm timings of the Stoke Newington Church Street restriction in the real-world;
 - neighbouring boroughs were also making changes and the experimental approach served as a test of the interactions between schemes;
 - there was a desire to implement pavement widening and other more permanent pedestrian environment improvements, and the experiment has allowed further evaluation of traffic levels to inform those designs.
- 7.3. Notices of the scheme were advertised in the Hackney Citizen and London Gazette publications on 27/8/21, with parking changes advertised separately on 10/9/21 with an amendment on 22/10/21.
- 7.4. Scheme notifications were affixed to lamp columns and signposts to notify residents of the proposals to allow communities to comment on them.

7.5. Feedback on the scheme was promoted by:

- Distribution of letters and drawings to residents in the surrounding area prior to implementation;
- Distribution of leaflets to residents in the surrounding area announcing the closing date for feedback;
- Articles in Hackney Today;
- Signposting residents to the feedback channels via Council social media channels and relevant e-newsletters, including through targeted, area-based social media ads;
- Nextdoor, a neighbourhood hub which enables hyper local engagement.

Figure 31 shows an example of one leaflet and the zone in which letters were delivered.

Figure 31: Leaflet and Delivery Area



7.6. As the Scheme proposals stem from previously implemented projects such as the Walford Road Scheme and the LEN16 project, several engagement exercises from these projects are also relevant for the current proposals.

7.7. Pre-Covid Engagement exercises, LEN16, Walford Road

7.8. As part of the Walford Road Scheme, early plans and objectives of the LEN16 were discussed. These included the objective to reduce traffic on Stoke Newington Church Street. More information can be found in <https://walfordroadhackney.commonplace.is/>

7.9. Aside from the Walford Road consultation, there have been several engagement exercises as part of the LEN16 proposals that have discussed the underlying objectives of the Scheme. Four local pop-up events were organised in summer/autumn 2019. Residents were able to leave comments on local issues which included a wide range of themes such as air quality, traffic, public realm and road safety. See Figure 32

Figure 32: Consultation event on Stoke Newington Church Street



7.10. During that engagement exercise, nearly 300 comments were gathered. Regarding Stoke Newington Church Street specific comments, nearly half (47%) mentioned concerns about traffic levels, 14% mentioned cycling conditions, 12% concerned road safety, 8% of the comments were about buses and 6% about air quality.

7.11. In January-February 2020, a follow-up engagement exercise was organised as part of the LEN16. A two month-long Commonplace platform was organised, where people could leave comments on a map of the local area and fill out a survey assessing the objectives of the LEN16, including reducing polluting traffic on Stoke Newington Church Street.

- 7.12. The Commonplace engagement exercise received 426 survey responses, and 186 respondents left a comment on the map. A complete summary of this engagement exercise can be read here: <https://stokey.commonplace.is/news/engagement-report-and-project-update>
- 7.13. 402 respondents answered question 1, which asked about experiences of walking, cycling and using public transport in the area. 111 (28%) respondents stated there was too much traffic, 99 (25%) had concerns about cycle conditions and safety, 85 respondents (21%) commented on the narrow pavements/pedestrian space and 65 (16%) comments were regarding air quality and pollution.
- 7.14. The second question of the survey asked about barriers to walking, cycling and public transport. Out of 392 respondents, 85 (22%) mentioned too much traffic as a barrier, 69 (18%) mentioned narrow/overcrowded pavements, 61 (16%) concerned air quality/pollution and 42 (11%) mentioned danger/unsafe environment for cyclists, amongst other themes and issues mentioned.
- 7.15. Question 3 in the survey asked “What improvements would you like to see to make it easier to walk, cycle and use public transport, particularly on Stoke Newington Church Street?” out of 389 respondents, 93 (24%) called for a full or partial pedestrianisation of the street, 92 (24%) requested widened pavements, 55 (14%) wanted dedicated cycle infrastructure and 46 + 31 (12%+8%) comments mentioned generally reducing traffic or reducing cars without pedestrianisation, amongst other themes.
- 7.16. A last engagement exercise done by the LEN16 project was to organise a community workshop in the evening of the 30th of January 2020, to coincide with the Commonplace platform engagement. A total of 103 participants signed up for this workshop, and 64 attended in the evening. Participants were allocated to 8 tables and a variety of issues were discussed amongst the participants, with Hackney Council staff members acting as note takers and facilitators. The evening was split into two sections, the first section collecting experiences and issues from the attendees about the area and Stoke Newington Church Street in particular, and the second section discussed solutions to the previously identified issues and how the LEN16 project could play a role.
- 7.17. Recurring themes within these experiences were the narrow pavements, road safety for cycling, traffic levels and air pollution. These experiences were regarding Stoke Newington Church Street as well as the surrounding area.
- 7.18. One of the major recurring themes that was discussed was the possible pedestrianisation of Stoke Newington Church Street. Participants were very supportive of the Car Free Day organised in September, and multiple tables discussed the possibility of a full pedestrianisation of Stoke Newington Church

Street, or to have more periodic Car Free Days. Stoke Newington Church Street was largely seen as a town centre high street, with a disproportionate amount of traffic.

- 7.19. From the engagement exercises it is clear that there is widespread support for the objectives of the Scheme. The combination of direct workshops and the Commonplace survey gathered a good mixture of qualitative and quantitative data. The consultation therefore was considered fully in line with DfT and TfL guidance to engage with local communities on proposals, especially given the use of the ETO process, which has incorporated a further minimum six month consultation period.

7.20. Emergency Transport Plan Engagement

- 7.21. The Stoke Newington Church Street proposals were prominently featured in the ETP and the Cabinet Report that was associated with the ETP. Both of these documents were discussed and approved at the September 2020 Cabinet meeting. These documents also included a scheme-specific EQIA for the Stoke Newington Church Street proposals, which has been further developed as part of this DPD.

- 7.22. The ETP was discussed with Ward Councillors and Cabinet Members, and several items of feedback were incorporated in the overall plans as a result. The engagement on the ETP also set out the wider framework of the Covid-19 response and green recovery in which the Scheme proposals were also placed.

7.23. Pre implementation Engagement - Emergency Services

- 7.24. Emergency services are not only an important statutory stakeholder, they are of particular importance for the Scheme proposals. The LFB has one of their busiest fire stations located on Stoke Newington Church Street and therefore needed to be intimately involved in the design process; the Metropolitan Police (Met) also have a major police station in the area on Stoke Newington High Street. Whilst there are no hospitals in the local area, there are a number of GP practices and other healthcare locations in the area, making it an important area for the LAS.

- 7.25. Officers met twice with representatives of the LFB. Their feedback was that certain LTN filters would be 'open', i.e. traversable for emergency vehicles and camera enforced, rather than featuring physical measures such as bollards. Another piece of feedback was a request to reduce or remove certain sections of pavement widening to accommodate fire tender turning movements.

- 7.26. The LFB also requested that vehicle parking bays in the immediate area of planters and LTN filters be removed to better aid movements of emergency

vehicles through the closures and that a width of 4m was maintained for all LTN filters as well as the traffic filter itself.

- 7.27. In line with the LFB, the LAS also requested that several LTN filters be converted to 'open' (i.e. camera enforced) LTN filters, to support ambulance response times in the local area. Also it was requested that kerbside access be ensured as part of the pavement widening design process. Finally, it was requested that the bus stops would be enlarged to ensure that multiple buses could align, reducing potential congestion.
- 7.28. The Met also requested that several LTN filters be converted to 'open' LTN filters, to support police response times, in line with the LAS and the LFB.
- 7.29. In addition the Met recommended the Council ensure that the pavement widening sections protect pedestrians and that cyclists do not interpret them as cycle lanes.
- 7.30. Following a recent request for updates, all emergency services were invited to supply any updated information or views in October 2022 but no replies were received.

7.31. Pre implementation engagement - schools

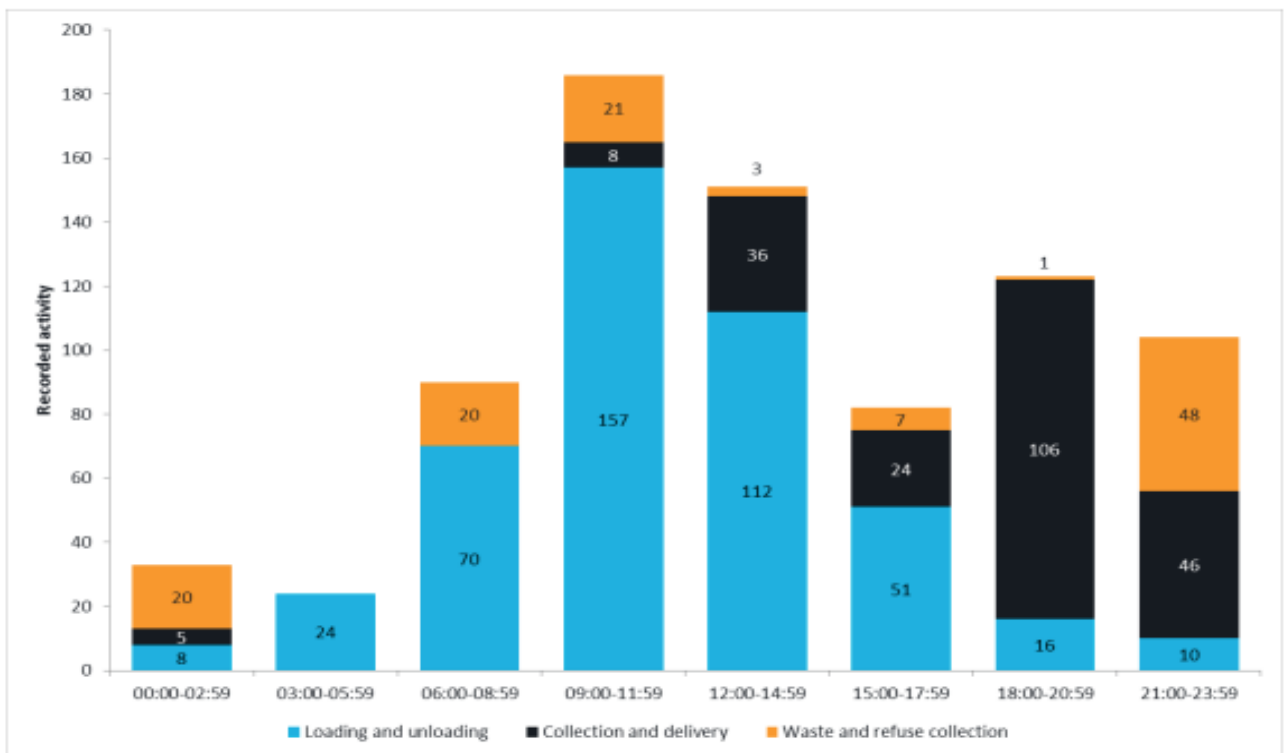
- 7.32. Not only are schools important local amenities and trip generators, the impacts of previously implemented traffic schemes in the local area have also highlighted traffic congestion and air quality concerns around the local schools. It was therefore important to engage with schools as part of the detailed design process.
- 7.33. Several schools are located in the project area. Two of these schools, St. Mary's Church of England Primary School and William Patten Primary School, have direct frontages on Stoke Newington Church Street. Other schools in the local area are Grasmere Primary School, Betty Layward Primary School, Grazebrook Primary School and Stoke Newington Secondary School.
- 7.34. In the wider area, there are several other schools that could be impacted by the scheme, including its boundary roads. These include Princess May School, St Matthias Primary School, and Newington Green Primary School (located in LB Islington) amongst other schools and education facilities.
- 7.35. Officers directly reached out to the Headteachers of William Patten, St. Mary's, Betty Layward, Grazebrook, Grasmere and Stoke Newington Secondary School. Meetings were held with William Patten, St. Mary's, Betty Layward and Grazebrook to collect feedback and better understand how the scheme would impact schools.

- 7.36. Concerns were mainly raised on vehicle access for delivery and servicing purposes. These vehicles now need to access and exit Stoke Newington Church Street via the same side (e.g. A10 or Green Lanes), and thus might need to turn around in the area. Aspects such as access routes to staff car parks, enhanced walking and cycling routes for pupils and improved road safety were also discussed.
- 7.37. As a response to concerns about delivery and servicing traffic and as a general follow-up to the business delivery and servicing survey, Officers distributed surveys to the schools to gain a better understanding of the requirements and constraints of the schools. Grazebrook and St. Mary's Primary Schools returned these surveys, providing valuable insights.
- 7.38. During the development of the Scheme proposals, the Side by Side School has been proceeding with construction of their new site on Lordship Road. The Council's School Travel Plan team has looked at potential changes in route for pupils and it is expected that the main route to the site would be Manor Road or Lordship Park, and that the proposed closures would not directly affect the route availability of most pupils. As the traffic filter on Stoke Newington Church Street is implemented with an exemption for Blue Badge holders, this will be an option for mitigation in certain cases i.e. if journeys to Side by Side being made by Blue Badge Holders would otherwise have used Stoke Newington Church Street. Secondary impacts on children travelling to Side by Side, such as increased traffic on Manor Road, have been considered.
- 7.39. Whilst access to all schools is maintained at all times, it is important to note that some routes to approach these schools may have needed to change. Loading locations, such as Lancell Street for William Patten or Barn Street for St. Mary's, remain available at all times, with the exception of the operational times of the School Streets. Officers have also identified several routes both east and west of the traffic filter for traffic to divert away from the restrictions and exit the area. As the scheme seeks to reduce polluting traffic on Stoke Newington Church Street and the whole of the surrounding area, it is estimated that there will be a net positive impact on air quality, traffic congestion and road safety for schools and their communities.
- 7.40. As a response to follow up contact in October 2022, St Marys school said that they are still having difficulties and a follow up meeting is to be arranged by the Hackney School Transport team.
- 7.41. Business Engagement**
- 7.42. Stoke Newington Church Street is an important town centre street, hosting many different businesses, including restaurants, supermarkets, pubs and specialist goods stores. There are also several other clusters of commercial activities in

the project area, including on Albion Parade, Kynaston Road and on the side streets off Stoke Newington Church Street.

- 7.43. The diversity of the businesses corresponds with a diversity in terms of delivery and servicing requirements, and a diverse usage of Stoke Newington Church Street across the day. For example, whilst during the day many businesses receive or dispense deliveries by van or other light goods vehicles, during the evening Stoke Newington Church Street is heavily frequented by cars and powered 2-wheelers (P2W) collecting food deliveries.
- 7.44. To better understand the delivery and servicing requirements of the businesses on Albion Parade and on Stoke Newington Church Street, a Delivery and Servicing Study was carried out. This looked at aspects such as loading restrictions in the area, used video surveying of usage and conflicts, and a variety of businesses were interviewed.

Figure 33: Patterns of Deliveries on Stoke Newington Church Street



- 7.45. The survey and data collection was carried out in August 2020. Whilst social distancing guidelines were in effect, the country was not in lockdown, ensuring that as many businesses as possible could be reached. The results and findings were compiled in a report. An addendum was commissioned to better interrogate the data in relation to the Scheme proposals, increasing analysis of businesses that have legal, distance critical, loading constraints (e.g. pubs or

pharmacies). The scheme proposals were also independently reviewed and other best practice examples identified.

- 7.46. The complete report collected video surveying data of three 24 hour periods, namely Tuesday 5 August, Wednesday 6 August and Saturday 8 August 2020. This survey showed that the section of Stoke Newington Church Street between Yoakley Road and Abney Public Hall (opposite the Abney Park Cemetery entrance) was by far the busiest stretch. This is unsurprising, as this section also hosts two loading bays.
- 7.47. The video survey also showed that the busiest delivery period is between 9am and noon. In general, deliveries happen more frequently during the week compared to the weekend. In terms of vehicles used, roughly 44% of deliveries were done via van. In the evening and night there is a higher proportion of P2W, most likely couriers doing takeaway deliveries. Light and heavy goods vehicles formed a relatively low 27% proportion of the total. (Figure 33).
- 7.48. Every business premises on Stoke Newington Church Street and Albion Parade was visited to survey them and ask them about their experiences. More than 150 businesses were contacted during this survey, with 51 businesses (37.5%) returning the survey.
- 7.49. The majority of businesses were small to medium enterprises, with only two businesses reporting more than 20 employees. 41 of these businesses reported that their main loading/unloading location was on-street, showing the importance of kerbside loading controls to local businesses. 56% of deliveries reported by these businesses were carried out by van, 14% by lorry and 14% by car. Whilst a response rate of 37.5% is good, the difference between these numbers and the video survey results can be attributed to this limited response rate. It is therefore important to consider both data sets simultaneously.
- 7.50. The survey also provided a space for respondents to comment on the general status quo of loading/unloading on Stoke Newington Church Street, giving valuable insights into local operations. A draft Delivery and Servicing Study was also referenced in the Emergency Transport Plan .
- 7.51. The data and proposals were further interrogated and compared with other best practice examples of similar traffic filters in town centres. This highlighted that particular attention should be paid to locations such as the Bouverie Road LTN filter, as there are two premises there (a pharmacy and a pub) that have legal constraints to their loading requirements.
- 7.52. Aside from the Delivery and Servicing Survey, Officers have also engaged with the business community on the proposals. Businesses were encouraged and supported in the formation of the Stoke Newington Business Association to act

as a unified entity when engaging with the Council. Businesses were also invited to attend the LEN16 Community workshop in January 2020 and submit comments on the Commonplace engagement platform that was active in January and February 2020. Additional support was provided by way of funding to promote Stoke Newington Church Street as a visitor destination to increase footfall and town centre activation.

- 7.53. Engagement with businesses has continued all the way through the process, making use of contacts such as the local Business User Forum as well as the Zero Emissions Network. Officers also contacted other local organisations, including a local pub freight group.

7.54. Other Stakeholder Engagement

- 7.55. There are several bus services in the area, on both Stoke Newington Church Street/Albion Road as well as boundary roads such as Green Lanes, Stoke Newington High Street (A10), Manor Road/Lordship Park and Crossway/Boleyn Road. An engagement meeting was organised between Officers and members of TfL's Buses team as well as representatives of Arriva and Go Ahead London.
- 7.56. Stoke Newington Church Street hosts 4 bus services, namely the 73, 393, 476 and the N73. The 106 traverses Manor Road/Lordship Park, whilst the A10 and Green Lanes host 3 and 7 bus services respectively. During the engagement meeting, concerns were expressed about the potential for delays to the 106 bus service on Manor Road due to the potential for displaced traffic. Representatives also expressed concern about the section of the A10 between Stoke Newington Church Street and Manor Road.
- 7.57. Bus operators also requested that the proposed pavement widening extensions included bus stops that could be enlarged to allow two buses to align at once, improving the service and reducing bus congestion at bus stops. It was also agreed to host periodic review meetings, to evaluate iBus data and try to resolve emerging issues.
- 7.58. In a consultation update in October 2022, bus operators commented that there have been some delays particularly in the afternoon and evening peaks along Green Lanes.
- 7.59. Importantly, the project was presented to the TfL Road Space Performance Review Group at a special meeting held on 20th December 2022. It received a positive response. It was agreed that TfL and Hackney should continue to work together on making conditions for buses as good as they can possibly be.

- 7.60. The London Boroughs of Hackney and Islington host periodic meetings at officer level to discuss emerging schemes and tackle challenges together. One identified issue in the wider area is the exposure of the Newington Green Primary School to traffic rat-running between Newington Green and the A10 on Matthias Road. This scheme will remain on the agenda for further discussions.
- 7.61. Officers scheduled a meeting with the Royal Mail in January 2021. Feedback from this organisation included the need for the Royal Mail to still be able to attend the local Post Office and any post boxes in the local area. Moreover, the delivery routes Royal Mail personnel undertake might need to change as part of the changes, which could affect delivery targets.
- 7.62. Officers have reached out to several stakeholder organisations that represent groups of people with disabilities. These groups include AgeUK, Transport 4 All and the Royal National Institute of Blind People (RNIB). Only a response from the RNIB was received. The feedback received from the RNIB included advice that a thorough Equalities Impact Assessment is carried out and that the organisation cannot support any forms of shared space, especially ones where tactile and kerb edges would be removed, and that signal controlled crossings are preferred. The Stoke Newington Church Street scheme being considered here does not include any shared space.
- 7.63. Whilst no response was received by Transport for All, Officers have reviewed Transport for All's 'Pave the Way' report. This report discusses the experiences and impacts of LTNs on disabled people, including people with a chronic illness or people who have mobility impairments.
- 7.64. Other groups contacted included
- Local community Groups: Clean Air 4 Schools (CA4S), Albion Road Residents Association (ARRA), Crossway residents;
 - Local Park User Groups: Kynaston Gardens, Clissold Park, Abney Park User Groups, Abney Park Trust;
 - Sector Representatives: London Taxi PR, LTDA, Logistics UK, Road Haulage Association, London Cycling Campaign and their Hackney chapter, Living Streets;
 - Other representative groups: Interlink.
- 7.65. The majority of these groups were contacted by Officers via email. This email included a description of the scheme as well as a link to the ETP. Representatives were invited to submit written feedback, and local community groups such as CA4S and ARRA were also invited for a meeting with Officers.

Organisations were reminded several times of their opportunity to submit feedback.

- 7.66. One meeting with the ARRA was organised in January 2021. This meeting was attended by six members of the ARRA. Officers collected feedback in terms of the Scheme, as well as existing issues in the area that would not necessarily be impacted by the Scheme, such as speeding on Albion Road near Newington Green.
- 7.67. Feedback was received from a number of residents living on Crossway regarding the impact of the scheme on their road. It was especially noted that Crossway/Boleyn Road residents are seeing a compounded traffic displacement effect from the Wordsworth Road scheme, the Walford Road Scheme and now the Stoke Newington Church Street scheme. This has been taken into account and Officers have been investigating and designing up possible interventions for Boleyn Road/Crossway as a response.

7.68. Response to Stakeholder Consultation

- 7.69. Officer response: the statutory DfT guidance, the DfT's (Emergency) Active Travel Fund and TfL's Streetspace guidance provide valuable comments regarding stakeholder organisations to contact.
- 7.70. Both the emergency services as well as the bus operators requested the adaptation of the pavement extensions, which has been incorporated in the draft designs.
- 7.71. Officers had previously identified Manor Road/Lordship Park as a boundary road that might see a proportion of displaced traffic. This therefore has seen special attention as described in section 4. In addition alterations to the signal times at the junction between Lordship Park and Green Lanes should help to reduce bus delays on Green Lanes.
- 7.72. Officers have engaged with Royal Mail, although there is a difficulty in that they mix statutory provision with regular parcel services, which are comparable to commercial delivery services.
- 7.73. Officers have reviewed feedback and the RNIB's policy positions. The designs will ensure that the area remains navigable by blind and partially sighted people. Recommendations and insights from the 'Pave the Way' report have also been used to inform the designs and proposed communications activities.
- 7.74. All comments and feedback from stakeholder and sector representative organisations were part of a wider feedback process that helped make informed decisions on the designs of the scheme. However, the absence of feedback should not mean that certain sectors or groups are not considered in

the design process.

- 7.75. Officers have ensured that all addresses in the neighbourhood are still accessible by taxi or private hire vehicle. Early warning signage is used to inform drivers of the restrictions, and Satnav companies have been contacted to ensure that their software swiftly incorporates the changes.
- 7.76. As outlined in section 4.5, the designs have ensured that existing loading facilities on Stoke Newington Church Street remain in place, including the loading bays between Yoakley Road and Abney Public Hall. The LTN filter designs of Yoakley Road/Bouverie Road have also incorporated the removal of several sections of parking bays, to give vehicles, including vans or taxis, a wider space to turn around.
- 7.77. Buses are an extremely important part of the Hackney transport system. Although for the purposes of this report the delays to buses as a specific reaction to the Stoke Newington Church Street scheme are considered acceptable, it is the case that a combination of traffic changes in Hackney and Haringey will have affected some routes. This will be a priority for the liaison meetings with TfL, bus operators and Hackney.
- 7.78. Officers will continue to work together with other schemes including the LEN16 and the Green Lanes cycle lanes to monitor and where possible improve roads, including Albion Road, Manor Road and Crossway.
- 7.79. No petitions were received relating to the Scheme.

7.80. Hackney Commonplace:

- 7.81. Hackney Council used the interactive online engagement platform, Commonplace, to gather insight from residents and interested stakeholders. The initial six-month consultation period for the Stoke Newington Low Traffic Neighbourhood ran from 20 September 2021 until 31 March 2022 and received 2437 responses. These comments came from 2,410 unique respondents.
- 7.82. Following the six-month consultation period the responses received via Commonplace were analysed by an external consultant who produced the report 'M.E.L Report - Low Traffic Neighbourhoods - Stoke Newington Low Traffic Neighbourhoods Feedback Report April 2022'.
- 7.83. Residents could also send emails to: Streetscene.Consultations@hackney.gov.uk or write to Freepost Streetscene. 55 emails and 4 letters were received in addition to the Commonplace responses.

7.84. Commonplace Feedback

7.85. The full report is included as Appendix B of this document. A summary of the analysis results of the feedback exercise is shown in figure 34.

Key messages from the Stoke Newington engagement

2437 responses were collected during the feedback period of the Stoke Newington LTN. This data comprised both text comments and responses to tick box questions. Analysis of these responses has provided the following key messages.

Rebuilding a Greener Hackney



51%



43%

Among those who provided feedback on the Stoke Newington LTN, more respondents agree rather than disagree with the ambition to rebuild a greener Hackney.

Feelings towards the Stoke Newington LTN



42%



55%

There is a negative balance of opinion regarding the Stoke Newington LTN, with 42% respondents feeling positive about the traffic measures compared to 55% who feel negative.

Most common likes:



69% reduces air pollution



67% the area is more pleasant



64% reduces traffic

Base: All respondents (1,478)

Most common dislikes:



63% increases traffic



55% increases air pollution



49% discourages me to shop in the area

Base: All respondents (1,465)

Preferred course of action



50%

say all (41%) or some (9%) of the measures **should** be made permanent



49%

say **none** of the measures should be made permanent



Among those who live in the N16 postcode **58%** say all (46%) or some (12%) of the measures **should** be made permanent, whilst **41%** say they should **not**.

Among non-motorists **70%** say all (63%) or some (7%) of the measures **should** be made permanent. **29%** say they should **not** be made permanent.

Among motorists **35%** say all (24%) or some (11%) of the measures **should** be made permanent. **63%** of motor vehicle users say they should **not**.

Base: All respondents (2,367)

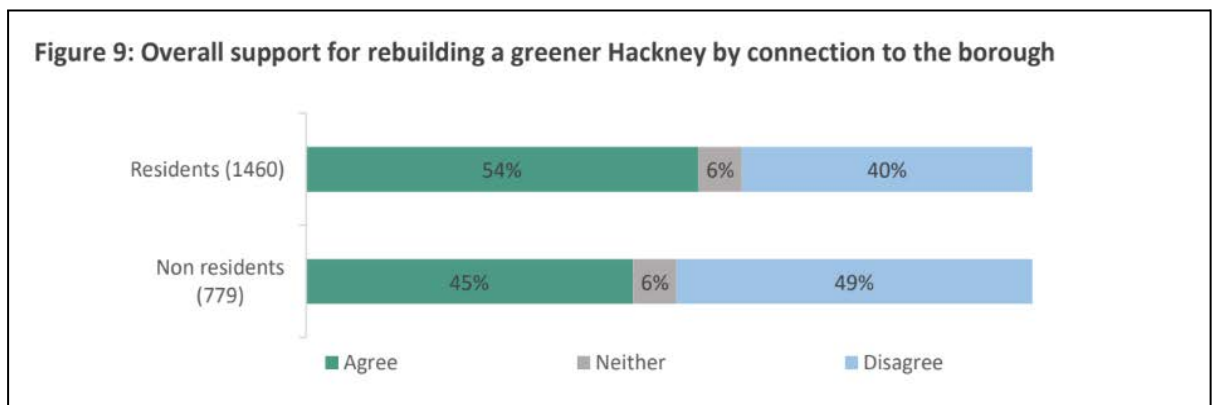
Figure 34: Infographic summary of the M.E.L Research report

7.86. Extent to which respondents support rebuilding a greener Hackney:

7.87. In this context, respondents were asked to what extent they agree or disagree with Hackney Council’s aspiration to rebuild a greener Hackney by encouraging more walking and cycling and preventing car-use returning to pre-lockdown levels or above.

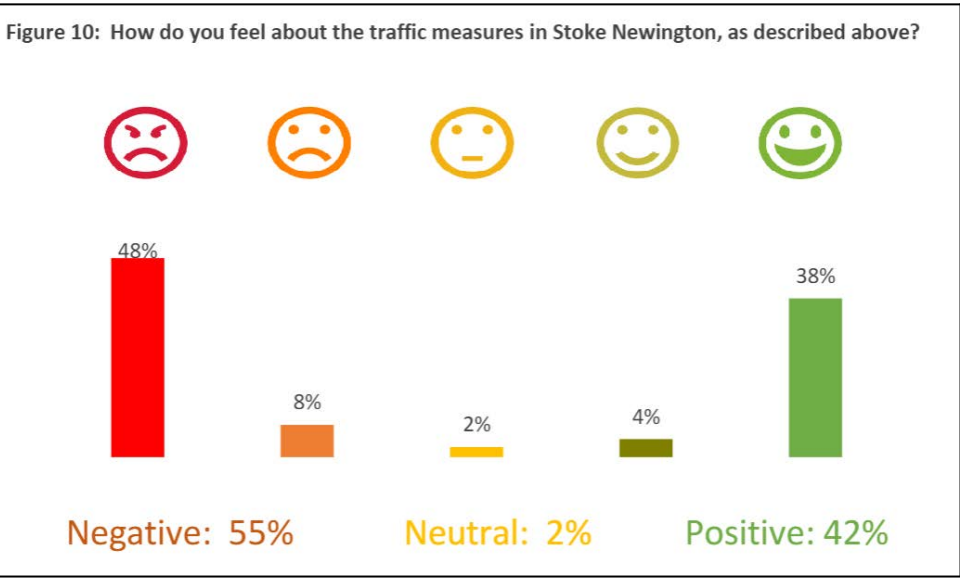
7.88. From a sample base of 2437 responses, 51% were in support of the proposals to rebuild a greener Hackney by encouraging more walking and cycling, and preventing car-use from returning to pre-lockdown levels or above, and 43% were against.

7.89. Drilling down to look at the views of Hackney residents shows that 54% of those who provided feedback on the Stoke Newington LTN agree with the aspiration to rebuild a greener Hackney. The proportion of residents who disagree is 14 percentage points lower, at 40%. Non-residents are less positive about the rebuilding of a greener Hackney aspiration (49% disagree). (see figures below - **figure numbers are as in the original document in the appendix**)

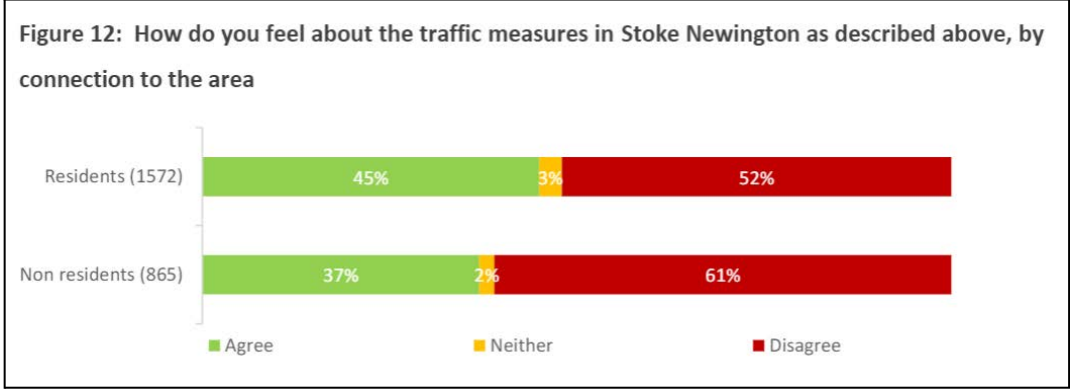


7.90. Feelings towards the Stoke Newington LTN:

7.91. The overall balance of opinion among respondents regarding the Stoke Newington LTN was captured using a visual five-point scale which is replicated below. Overall, more respondents feel negative about the scheme (55%) than positive (42%).

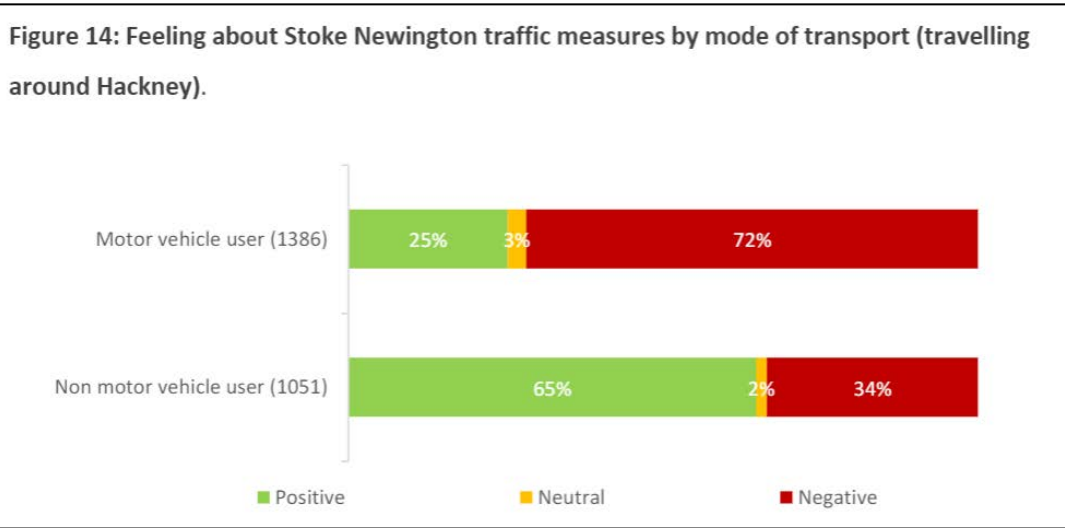


7.92. Looking specifically at residents in the borough, the proportion who have a negative view of the scheme (52%) is higher than the proportion who are positive (45%). Among those who are non-residents, negativity is higher, at 61%.



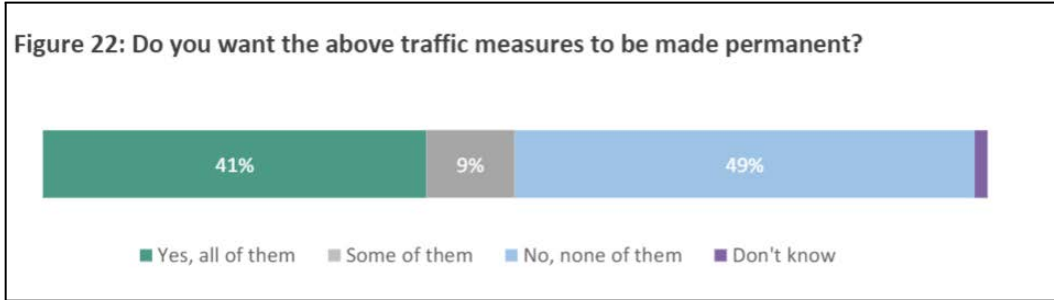
7.93. Modes of transport used to move around in Hackney:

7.94. Further analysis also shows that among those who use a motor vehicle to travel around Hackney 72% feel negative about the Stoke Newington LTN. This is significantly higher than among non-vehicle users, which is 34% negative.



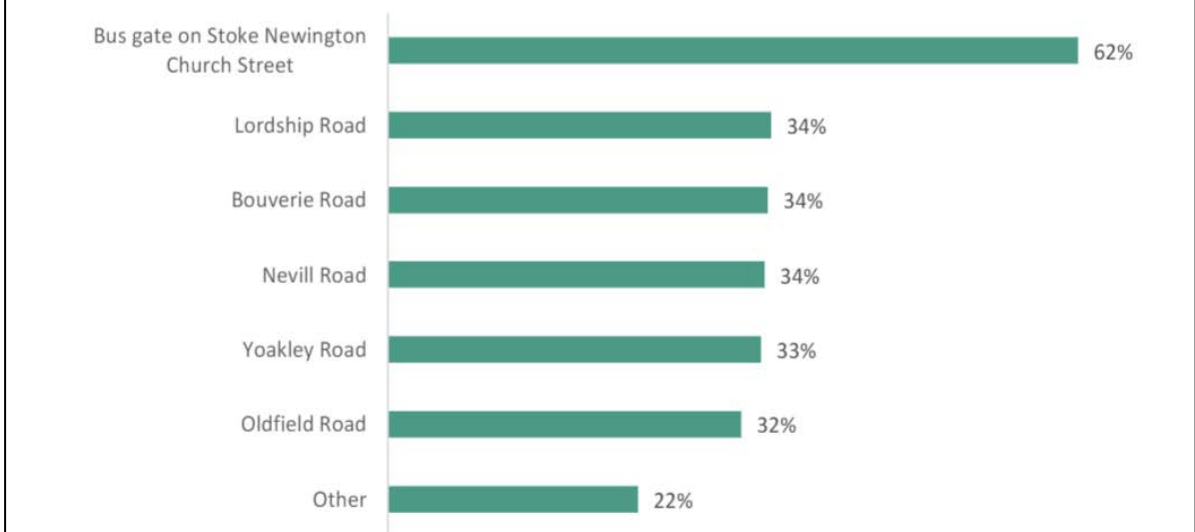
7.95. Permanency:

7.96. When asked whether the traffic measures in Stoke Newington should be made permanent, opinion was split. Half of respondents (50%) indicated they wanted some (9%), or all (41%) of the measures to be made permanent, and half (49%) indicated that they should not be made permanent.

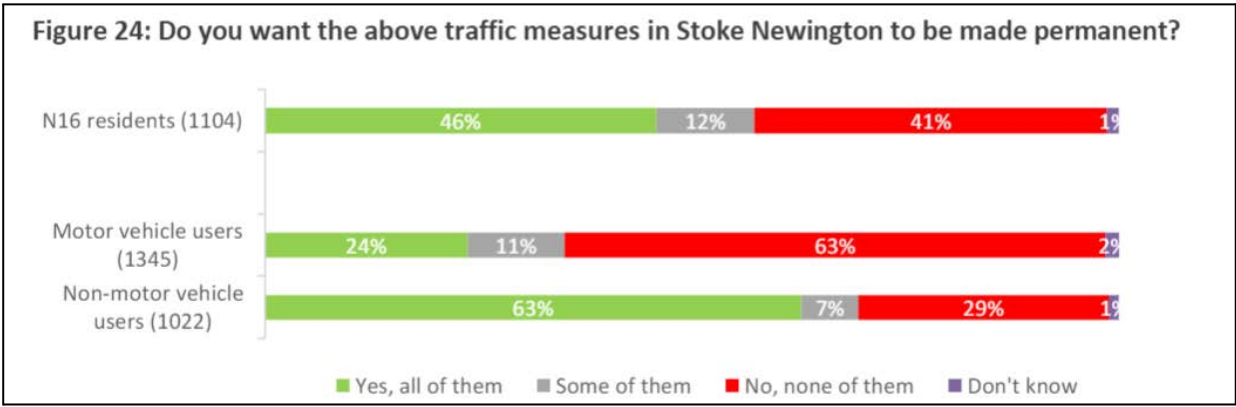


7.97. Among those who wanted just some of the measures to be made permanent, six in ten (61%) stated that they would like the bus gate on Stoke Newington High Street to be made permanent. Support for this measure is notably higher than for the measures on other roads.

Figure 23: If you have selected 'Some of them' in the previous question, please specify the location of the turning restrictions you want to be made permanent?



- 7.98. Among those who are Hackney residents, the proportion who would not like the scheme to be made permanent is 45%. Among non-residents, the proportion that say they would not like the scheme to be kept is higher, at 55%.
- 7.99. Among those who live in the N16 postcode district the proportion who would like all of the Stoke Newington measures to be made permanent is 46%, with 12% stating that they would like some measures to be made permanent. This compares to 41% who would not like the measures to be made permanent. The remaining 1% of those who live in this location answered "don't know".
- 7.100. **Modes of transport used to move around in Hackney:** Among those who use motor vehicles in the area, there is minority support for all of the Stoke Newington measures to be made permanent (24%), with a further 11% indicating they would like some measures to be made permanent. Over six in ten (63%) motor vehicle users do not want the measures to be made permanent, and 2% answered "don't know". In comparison, among non-motorists a majority of 63% would like all of the measures to be made permanent, while 7% would like some of them to be. Just under three in ten (29%) non-motorists would not like any measures to be made permanent. The remaining 1% of non-motorists answered "don't know".

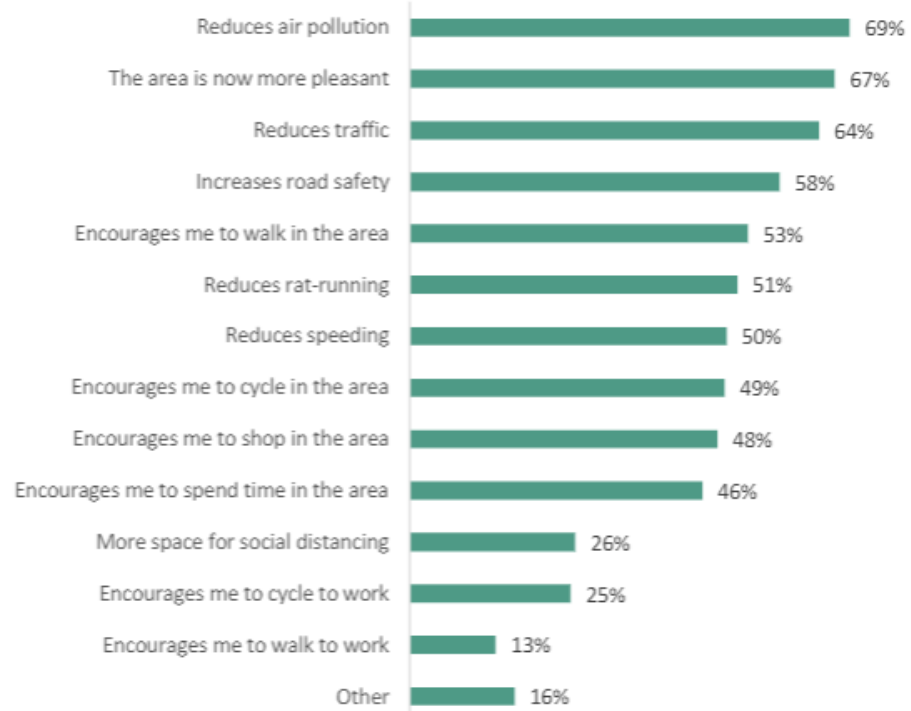


7.101. Positive aspects of the schemes:

7.102. All respondents were given the opportunity to record the aspects of the Stoke Newington LTN that they like. A number of scheme aspects and impacts were presented on screen for the respondent to select from, or alternatively they could select an 'other' option and then provide their own description of what they like about the scheme. More than one 'liked' aspect could be selected per respondent.

7.103. The positive aspects of the Stoke Newington LTN that are most commonly identified, by around six in ten respondents, are that there is reduced air pollution (69%), that the area is more pleasant (67%), and that there is reduced traffic (64%). This is followed by road safety increasing (58%) and encouragement to walk in the area (53%).

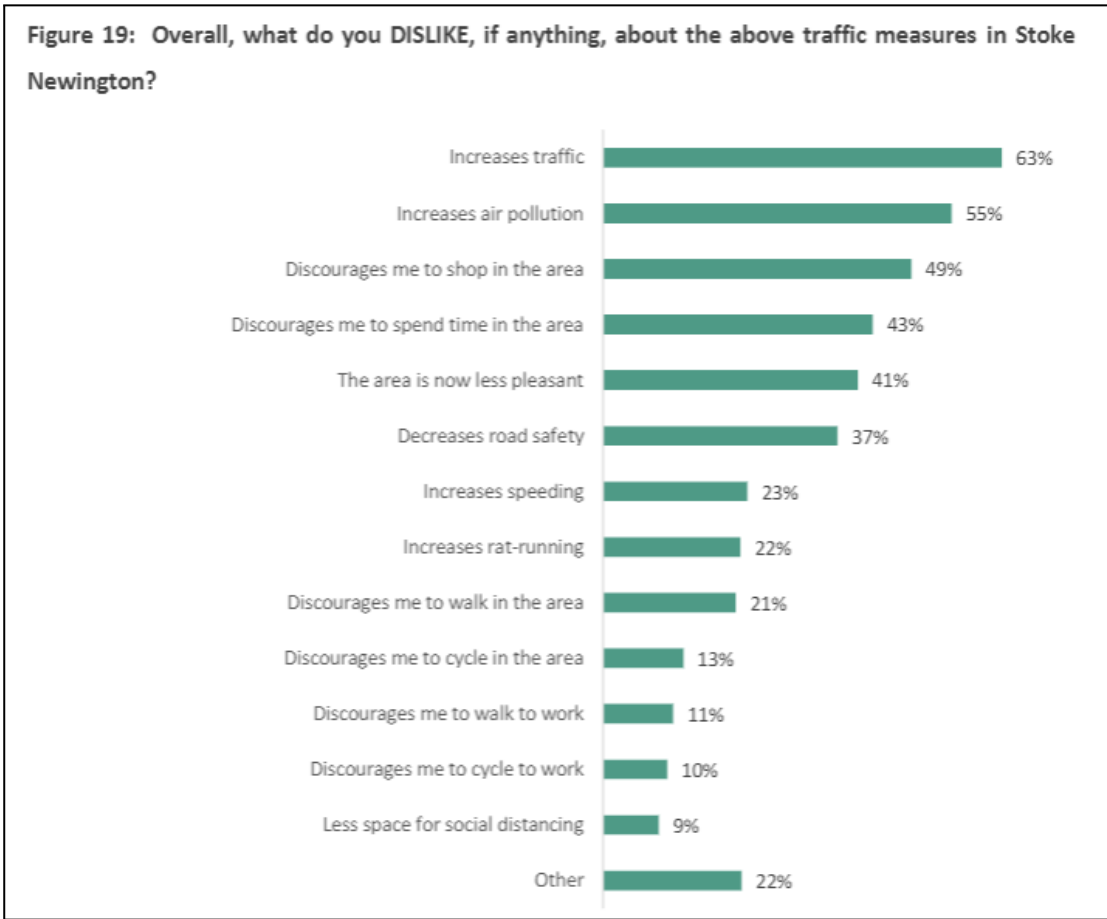
Figure 16: Overall, what do you LIKE, if anything, about the above traffic measures in Stoke Newington?



7.104. Disliked aspects of the Stoke Newington Low Traffic Neighbourhoods schemes:

7.105. Disliked aspects of the Stoke Newington LTN were collected in the same way as the liked aspects, i.e. through a pre-prepared list of issues/impacts and through respondents providing their own 'other' comments.

7.106. The most commonly provided answers to this question about what respondents disliked about the traffic measure in Stoke Newington are that the traffic measures have increased traffic (63%) and that they increase air pollution (55%) and discourage shopping in the area (49%). Around two in five of those who gave a dislike suggested that the Stoke Newington measures discourage them from spending time in the area (43%), make the area less pleasant (41%), and are causing a decline in road safety (37%).



7.107. Consultation Analysis:

7.108. The first six months of the scheme consultation, until 3 March 2022, formed the statutory part of the consultation. These responses, along with those that came after this period up until 31 March 2022, have been considered to allow for maximum consideration of views. Responses include comments made in the online Commonplace questionnaire or from email and letter correspondence sent directly to the Council between 20 September 2022 and 31 March 2022.

7.109. Detailed responses were grouped to represent common themes/issues relating to the Stoke Newington LTN; one response may fit into several themes. The themes and Hackney’s response to each are outlined in the following paragraphs.

7.110. General Need for the Scheme and who benefits

Example Comments:

- *“If we pay for the public roads we should be able to use ALL public roads when we wish. Otherwise it’s not a public road, it’s now in effect a private gated community.”*
- *“I don’t think the measure is necessary for church street. The traffic on that street was never very bad - there were never traffic jams or problems on*

church st. I think the traffic made a lot of noise though.”

- *“This entire scheme is useless. You want to create a “greener” Hackney, yet cause more congestion and pollution on the main roads. It is a stupid, money wasting idea. Whoever came up with these proposals should be fired.”*
- *“Lovely for the coffee shop users of Church Street not so lovely for all the people living and working along the A10 and Green Lanes which now appears to be a jammed up ring road”*
- *“has made north stokey a ghetto in comparison to south”.*
- *“no one in London drives unless they have to!”*
- *“These LTNs are causing isolation, frustration and mental health problems”.*
- *“It seems that this has been done to protect a handful of gentrified streets off church street”.*
- *“The pollution this morning, Saturday 25 Sept whilst I was waiting for a bus was massive and the time cars were idling in traffic was longer. Equal distribution of pollution might be fairer”.*
- *“We all have to live here and share the air not shove the problem on our neighbours.”*
- *“I find the restrictions elitist and narrow minded. The privileged young can make it work no doubt and presumably everyone else is expected to move out.”*
- *“The entire community has to be considered when putting in place such measures. Not moving the problem “elsewhere”.*
- *“It’s now a two tier system”.*

Hackney Response

- 7.111. As outlined in the Policy Section above, the scheme does not privatise road space, it re-balances the use of road space away from motor vehicles in order to protect people who walk, cycle and use public transport in the area. Road space is for all users, and motor vehicle trips do not have automatic priority over other modes of transport.
- 7.112. The Council, as highway authority for borough roads, has a Network Management Duty, as set out in the Traffic Management Act 2004, to manage the road network for the benefit of all road users, not just cars.
- 7.113. While some car trips might have to take slightly longer routes as a result of the LTN causing frustration to these road users overall the physical and mental health benefits (including the reduction of social isolation) of active travel are well established.
- 7.114. The choice of Stoke Newington Church Street, as set out in the Cabinet report of September 2020, was made as it represented a road with heavy traffic flows associated with high use of footpaths, cycling and frequent bus use. Selection

was not based on any income group and in fact, as shown in the Equality Impact Assessment, the benefits are likely to accrue most to low-income groups.

- 7.115. The EQIA (section 8 of the report) demonstrates that the benefits of the scheme do not come at the expense of vulnerable groups protected by the Equalities Act. It also considers the issue of income distribution.
- 7.116. The issue of diverted traffic and pollution is raised in a number of comments and is addressed fully in the traffic Traffic Impact of this report (section 5).
- 7.117. Officers spent considerable effort in designing the scheme and looked at a range of options. The need for measures around the Stoke Newington Church Street area was the subject of a number of workshops with the local residents to determine an appropriate solution. The use of an ETO allowed designers to see how the measures worked in practice and evolve the designs accordingly.

7.118. Impact on People with Protected Characteristics

Example Comments

- *“I'm heavily pregnant and cannot simply hop on a bike, I have young children who cannot walk everywhere; I have struggled to get to the hospital for appointments and I'm scared about what will happen when I go into labour if I needed emergency services, I'll probably be left in a precarious position”.*
- *“Please can you come up with a solution for disabled people to get around still. Is there a PedalMe model for disabled people? Or can specific local cab firms have blue badge registered vehicles for people? Not everyone can walk or cycle.”*
- *“As a disabled person I often need to get taxis and I need them to arrive to pick me up. At the moment it is impossible to get an Uber in my zone - they simply cancel when they realise they need to comply with the restrictions”.*
- *“The restrictions have increased the cost of taxis - yet another way that being disabled costs me more. If I were able-bodied I would walk or get the bus, but I cannot do that. This policy is highly ableist and does not consider the particular needs of disabled people”.*
- *“I do not agree with this. I live in Hackney from 1976 and I used to drive through these roads to go visit my mother 80yrs & 2 disabled sister, hospital, to my sons care home, shopping, families, friends and relatives. I cannot do most of this without so much difficulties”.*
- *“It has made it very difficult for people with disabilities who do not have a car ! I understand the school road closures but I feel at least Taxis (including mini cabs) should be able to access them all as I can no longer be picked up outside my door and this is challenging.”*
- *“Highly concerned for those who must use vehicles or really need to-*

e.g. small businesses, older citizens, infirm citizens, women carrying shopping (particularly - since they are generally less physically muscled). when the cold sets in the distance to bus stops and wait for buses is awful for the elderly, and they can't always afford cabs."

Hackney Response

- 7.119. A full Equality Impact Assessment is included in Section 8 of this document. Fair treatment of all disadvantaged and protected groups is an important part of the Council's Approach and the overall outcome of the scheme is generally positive. The impact of the scheme on pregnancy and maternity has been considered and while it is acknowledged that some journeys will be made longer, including those made by pregnant women and/or mothers with children, it is considered that the benefits of the scheme to this group outweigh the harm. Emergency services have full access through every traffic restriction in the scheme and access to emergency services is not negatively impacted.
- 7.120. In recognition that the impact of the scheme may have a more disproportionate impact on disabled people, it was announced in June 2021 that Companion e-Badge holders would be able to drive through some traffic filters, particularly those bus filters on classified roads. This means that Companion e-Badge and other registered Blue Badge holders are able to drive through the traffic filter on Stoke Newington Church Street. The EQIA is an evolving document and work will continue to, for example, investigate the extent to which taxicard users can be exempt for individual trips
- 7.121. The restriction points are controlled by camera specifically to allow emergency services to access the area, for example to attend maternity cases. If unmarked or unregistered vehicles, such as doctors or midwives, are attending a genuine emergency then they can submit evidence about this and Penalty Charge Notices can be cancelled.
- 7.122. It is the case that taxi use in new LTNs can be difficult. This has been the case with every LTN, even those dating back to the 1970s. However, as drivers become familiar with the restrictions and as their knowledge of routes and/or Sat-navs get updated, this should become less of a problem. All properties within the scheme remain accessible by motor vehicle even if some routes there have had to change.
- 7.123. The council continuously looks for opportunities to help all sectors of the community travel healthily and sustainably. The shared bike initiative PedalMe is Londonwide and more information on them is available on pedalme.co.uk. Discussions are also being held with the new concessionaires of the dockless

bike scheme to establish what assistance can be given to those who might benefit from a different type of pedalled transport.

7.124. It is accepted that not everyone can ride a bike and no part of the network is accessible only by bike. The overall reduction in car use should make the network less crowded and therefore easier for public transport and essential car journeys.

7.125. There will be some people who use a car and may find conditions more difficult. This will apply to those who are in protected groups and their carers and also to the wider population. However for each of these groups there will be others who do not use a car and who will find conditions are now more favourable and while some journeys by disabled people will take longer, and some taxi journeys could cost more, on balance the benefits of the scheme to this protected group as a whole are seen to outweigh the harm to some of the members within the group. The evidence base used to guide this decision is available here <https://hackney.gov.uk/low-traffic-neighbourhoods#equal> and further discussion is in section 8 of this report.

7.126. Diversion of Traffic onto Other Routes

Example Comments

- *“There is now significantly more traffic on SN High Street, Manor Road, Lordship Park and Green Lanes, displaced from the “low traffic zone”.*
- *“Your proposals have not reduced my contribution to congestion and pollution, they have merely translocated (and increased) them”.*
- *“My road is now full of heavy traffic. Why would I want to walk along it?”*
- *“Low Traffic Neighbourhoods are not working. The increase in traffic in the surrounding areas is obvious and our children are suffering it as well”.*
- *“What you see as low traffic in one area, makes double traffic in the next, and is not going to be temporal, this is going to be as long as the LTN are in place.”*
- *The proposals should include mitigation on surrounding streets which will bear the brunt.”*
- *“The policy of just continuing to close roads has resulted in severe traffic congestion on the roads that remain open, longer roundabout journeys that result in more pollution in certain areas such as lordship park and Stoke Newington high street”.*
- *“Good idea, awfully imposed.”*
- *“I live on Lordship Park the massive increase in traffic has had a very negative effect on us. There are constantly traffic jams, idling cars lorries and busses, in addition huge amounts of frustration and aggression shouting horns etc. It is not possible to cycle down LP and using buses takes longer*

and average additional 8/12 minutes”.

- *“I understand that we need to take action to reduce the use of cars and levels of emissions. But it feels like Lordship Park residents quality of life and health have been sacrificed.”*
- *“Manor Road/Lordship Park is usually very heavy even outside rush hours, with buses and vans having great difficulty passing each other, adding to delays and idling engines guffing out even more pollutants.”*
- *“There are winners and losers in the proposals and Hackney should do more to recognise and mitigate the negative impacts”.*
- *There is already an increase in the amount of vehicle traffic, speeding and poor air quality on Manor Road. This is the road I and other residents walk our children to school on every day. It would be a brave family to cycle along Manor Road now the proposals on Church Street have been implemented”.*
- *“Taking out parked cars on Manor Road, as Hackney have done, only exacerbates the problem of increased vehicles and greater vehicle speeds, directly against the principles for a Greener Hackney.”*
- *“Lordship Road, Manor Road and Green Lanes have increased traffic and congestion its quite bad. Also there are less parking spaces on Manor road - this has pushed parking areas to the other end of Manor Road where people who live there have problems facing a space now”.*

Hackney Response

- 7.127. There is a common fear when residential road closures are introduced, which assumes that trips which used to pass along a road simply divert to other roads when that road is closed and problems are shifted to those other roads. In the event, as has happened with other Hackney schemes, the amount of diverted traffic is almost never as much as was previously using the location which is now subject to restrictions. Therefore, there can be expected to be an overall reduction in air pollution when taking the whole area into consideration.
- 7.128. As discussed in section 4 above, special attention has been given to Manor Road/Lordship Park. This recognised that initially there was a large amount of diverted traffic and mitigation was necessary. This appears to have settled down, as was expected, although it will remain under close watch. More generally traffic trends on boundary roads are discussed extensively in section 5 of this report (Traffic Impacts) including traffic on Stoke Newington High Street, Manor Road, Lordship Park and Green Lanes. Stoke Newington High Street, Manor Road, Lordship Park have not seen significant increases in traffic, while Green Lanes has seen approximately 1,000 vehicles per day increase. It is accepted that schemes such as this one have an uneven distribution of benefits, with some roads benefiting more than others. It is considered that on balance, the benefit of

the scheme outweigh the negative and that while some residents, such as those on Green Lanes, may have seen an increase in traffic on their road, the scheme is part of the efforts to reduce general traffic by encouraging people to change their mode of travel.

- 7.129. Although it may appear as if stationary traffic is emitting more pollution (and this may be the case for specific periods) the best way to improve air quality overall is for there to be less traffic. The spread of LTNs across Hackney means that car use, especially for non-essential journeys, will be reduced.
- 7.130. Parking was removed at various locations only where it was essential for safety reasons. It is acknowledged that any measures to improve traffic flow can lead to an increase in the speed travelled by some drivers. We pay constant attention to this and work with the police to tackle offending.
- 7.131. The subject of Air Quality is covered in more detail in section 5.

7.132. Problems Accessing Properties

Example Comments

- *“Taxis are refusing to come in because they don’t understand the rules and the sign on the high street is misleading”,*
- *“My postman couldn’t make his deliveries on Nevill/Barbauld road the other day - presumably he is expected to go to the high street, round the one way, back onto cross street and back round. That is absurd.”*
- *My plumber could not bring her tools to me from Milton Grove (essentially just round the corner without driving for 15 minutes)”.*
- *“People are reporting Ubers and taxis not being able or willing to reach us.”*
- *“Significantly extends vehicle journeys to and from our home. This has had a negative impact on our household and family visiting and is consistently problematic when taking deliveries or trying to get a taxi.”*
- *“I can’t visit my daughter and her baby and help them when they are having difficulties.”*
- *“The whole area is nearly is full of no entries, one ways, no left turn no right turn and this has made main roads so much congested and added much more travelling time, also a lot of parking space have been taken away”.*

Hackney Response

- 7.133. An important feature is that the filters do not prevent access to any property, although the route may need to be different, and that pedestrians, cyclists and buses are not impacted by the restrictions and that therefore the scheme is an encouragement for a modal shift towards sustainable transport

- 7.134. It is accepted that some people will be inconvenienced; however, this is not the case for the majority, as outlined in section 5. This means that the LTN area will see more people having the benefit of less traffic, compared to the number of people disadvantaged. This overall reduction in traffic is likely to be greatest among non-essential journeys and therefore will be of benefit to those who still have to travel by motor vehicles such as vans and taxis.
- 7.135. It is recognised that people needing to use the main roads are impacted by additional traffic and congestion and that this could be a nuisance and make their lives harder. However, the findings of this report suggest that on balance the advantages are considered to outweigh the disadvantages to these residents.
- 7.136. Any change to the road network involves a period of settling in while drivers get used to the changes. Every property is accessible by motor vehicle, although it may take more time to get around for some journeys. This also applies to taxis, trades and deliveries including postal. The reduction in through traffic should make it more likely that social interaction can take place as more people walk, cycle or just linger on quieter streets.

7.137. Difficulty for Car Users

Example Comments

- *“I still need to commute to work but it’s almost impossible. Added minimum 40 mins onto my journey; Like many of us, for the majority of journeys by car (or by bus) into London and beyond, I pass through Newington Green”.*
- *“This is 0.6 miles from my house, and used to take around 3 minutes, give or take 30 sec (confirmed a month or so before the new arrangements). Now, it clocks about 3 miles and takes over 14 minutes. Coming back, roughly the same distance (slightly more in fact) takes close on 16 minutes”.*
- *“A lot of time spent travelling further to get into my and other streets which contributes to poor air quality and congestion.”*
- *“It makes it extremely difficult for me to be able to drive south - I now have to go all the way around Stoke Newington, adding 20 minutes of driving time”.*
- *“Necessary journeys still have to be made and public transport and walking are not an option at times and location is not closely served by transport.”*
- *“I can’t get equipment to my place of work.”*
- *“Can’t reach children activities classes in Bouverie Road by car if raining.”*
- *“I had to drop a Covid test off for my daughter stuck at home with a baby and it took an hour as a round trip from Hackney Central to Lordship*

Road and I had to wait til after 7pm . I can't pop up to see them and help in a crisis anymore."

- *"This policy is great for people who live a 10 min walk of Stokey but what about all the Katherine residents who have to travel through it to Finsbury Park, Islington etc. "*
- *"15 min neighbourhoods are great idea unless your neighbourhood doesn't have shops, supermarkets etc within that radius or your work somewhere else... great in principle. Not so good in practice".*

Hackney Response

- 7.138. All users will still be able to drive in and out of the LTN. However, they may have to use a more circuitous route than previously. It is an accepted consequence of the nature of LTNs that they will create longer journeys. Some people will have longer journeys, but this is not always the case for every journey. Some journey distances will be the same where they leave the LTN at the same point where they would have done before the scheme was implemented. However, if the journey previously went through a point where a filter has been placed then the journey's distance will be longer as the route would need to go around the LTN.
- 7.139. It is accepted that some journey times will be longer due to longer routes and also at times additional traffic and congestion on the main road network. The Stoke Newington Church Street LTN is a complete neighbourhood scheme, but even so, the route around the scheme is not large in terms of miles and is thought to be an acceptable additional journey length.
- 7.140. Although delays to essential journeys are undesirable, it is the case that this additional inconvenience, for both residents and those that were driving through the area, would encourage motorists to consider alternative ways of travelling. This is a driver for modal change, which is one of the Council's transport strategy key aims and objectives. It has since become easier for residents to reach their properties as Satnavs become updated.
- 7.141. The specific issue of Manor Road is addressed in section 4. This and Albion road will receive regular speed checks which will be reported to the Police.
- 7.142. As shown in section 6 it is council policy to reduce carbon emissions. Also to support active travel. Whilst recognising the needs of those with particular circumstances, for most people very short car journeys go against both of these aims.
- 7.143. More Exemptions Needed**

Example Comments

- *“There should be an ANPR system to facilitate exemptions for local residents. The scheme was promoted as restricting through traffic. Local residents are not through traffic!”*
- *“It is also quite ridiculous that electric vehicles are not exempt”.*

Hackney Response

- 7.144. A review was conducted of the need for exemptions for people with disabilities which concluded that e-Companion Badge holders should be exempted from some closures. However, although the Council is keeping the requests for exemptions under review, there are concerns that allowing more exemptions would negatively impact the whole purpose of the scheme. Details of the exemptions can be found here www.hackney.gov.uk/blue-badge
- 7.145. The amount of exemptions applied for is so large that, if allowed, the scheme would appear to be operating as normal. If a non-exempt motorist was travelling behind a long line of vehicles who passed through and then got a penalty, there is a risk that they follow the line of cars ahead of them, decreasing compliance and reducing the benefits of the scheme. Other road users would also not get to experience the full benefit of the whole feeling of the road as being no longer a main thoroughfare.
- 7.146. Emergency service vehicles are all automatically exempt when responding to an emergency; as there are no physical barriers in place, they can also pass unhindered through the schemes.
- 7.147. The Council is working hard to enable a transition towards low emission transport, such as electric vehicles. These are experiencing very high growth, however, and their exemption would reduce the ability of the scheme to protect pedestrians, such as children’s safety and ability to cross the road, and would reduce the benefits of the scheme to cyclists and bus users.

7.148. Lack of Consultation

Example Comments

- *“No consultation seems highly undemocratic”.*
- *“You refuse to listen to those who are negatively impacted. You are supposed to be serving the community, not yourselves.”*

Hackney Response

- 7.149. In keeping with the recommendations of the UK government and TfL, the Stoke Newington Church Street LTN was introduced using an Experimental Traffic Order. This process involves a simultaneous consultation period after installing

the measures and asking residents and businesses to submit their comments based on their experiences with the measures. This has the advantage of allowing responses to be based on actual lived experience rather than the residents commenting on what they believed the impacts were likely to be. An ETO does not remove the need to consult residents, but instead allows for consultation to occur concurrently throughout their operational period. The approach to consultation is described earlier in this section.

- 7.150. Although advance notification to residents was made, it is accepted that this provided residents with a relatively short period to become aware of the proposals and its impacts on them. This did result in some confusion at the outset. However, there was a need to implement the scheme quickly.
- 7.151. The combination of direct workshops and the Commonplace survey has gathered a good mixture of qualitative and quantitative data. The consultation therefore can be considered fully in line with DfT and TfL guidance to engage with local communities on proposals.
- 7.152. All responses have been recorded, whether positive or negative. Assessing the impact on the whole community is particularly important. However this must include consideration of everyone, including those who do not respond to consultation.
- 7.153. The Council has listened to those negatively impacted, in particular disabled residents, which informed the decision to allow Hackney residents with a blue badge to register a vehicle for an exemption through the Stoke Newington Church Street bus gate.
- 7.154. Details of consultation, including copies of materials used and a map showing where they were distributed to 18,000 households is available in section 7.

7.155. Impact on Public Transport

Example Comments

- *“Public transport is affected by the road closures because All traffic has been pushed onto bus routes.”*
- *“I do not own a car. I walk or use buses or zipcar. The buses are now very unreliable (106 and 393). I cannot bring my kids to their activity on time from Lavers Road to Islington or from Stoke Newington school to the East of the A10”.*
- *I took a bus las week along Green Lanes from the start of Albion Road and it took 25 minutes to get to Manor House station for the Tube.”*
- *“Often buses on Albion Road can drive quite dangerously fast, so if there was a way of forcing bus drivers to drive more considerately, that would be*

excellent”.

- *“I have a bus stop outside my house, and if a driver leaves their engine idling it creates sustained noise and air pollution so it would be good to think about how to promote better conduct from bus drivers.”*

Hackney Response

- 7.156. Protecting bus routes and encouraging bus use is an important part of the Hackney Transport Strategy. Studies on bus journey times between stops in the LTN area show that these were affected by many factors and not necessarily by the introduction of the LTNs. It is the case that corridor speeds, which are dependent on other factors, including those not related to the LTN such as the frequency of bus routes, show that some bus routes were affected. For more details see Section 5 Impact on bus journey times. However, on a borough level the evidence is that bus journey speeds have not been impacted by LTN's.
- 7.157. The impact of the scheme on buses, including those mentioned above, are included in section 5.
- 7.158. Buses are exempt from all traffic filters implemented as part of the Stoke Newington Church Street LTN and will benefit from the reduced traffic on some routes. This, along with the improved walking environment to and from bus stops, should compensate to an extent for the delays on short sections of busier roads.
- 7.159. Regular liaison meetings are held with TfL and bus operators. At these meetings the subject of driver behaviour (including idling) and speed is frequently discussed and we will continue to press for better performance across the Borough.

7.160. Impact on Pollution

Example Comments

- *“I personally think it will increase pollution as you now have to drive around to park outside your own home. A journey that could of taken 5 minutes has now turned into 15 minutes which in turn increases the amount of petrol that is use and the amount of emissions that are being admitted into the air.”*
- *“Increases traffic horribly, all of us who live outside the residential area are breathing 10 times more pollution, cars are held in endless traffic jams toxic fumes pumping out at us”.*
- *“This scheme makes it more unpleasant for the residents that live on the boundaries of these zones. It makes no sense that air pollution is improved for businesses and visitors while residents, especially those on lower incomes roads and estates suffer from 7am to 7pm! I strongly oppose these schemes!”*

- *Albion Road was full of fumes and congestion this morning. I really feel for the residents of Albion Road who have to put up with this so their neighbours can sit and drink tea in 'reclaimed' parking spaces (not that I think anyone will want to do this anyway)."*
- *"This seems largely pointless in terms of reducing pollution other than in the immediate location. Cars are now queuing on main roads, idling and creating increased levels of pollution which of course can be wind borne".*

Hackney Reponse

- 7.161. Air quality and pollution in the local area are very much influenced by local traffic, however, air pollution is also dependent on a number of variables that are not traffic related, including atmospheric and weather related factors. Therefore, levels will fluctuate.
- 7.162. As described in section 5, a sophisticated modelling and measurement exercise has taken place to examine impacts on air quality. Many of the perceived negative changes in air quality will have been more noticeable in the early stages, and this should diminish as the Scheme beds in and traffic evaporation starts to take place.
- 7.163. Although it may appear as if stationary traffic is emitting more pollution (and this may be the case for specific periods), the best way to improve air quality overall is for there to be less traffic. The spread of LTNs across Hackney means that car use, especially for non-essential journeys, will be reduced.
- 7.164. Albion road has seen a reduction in traffic as a result of the scheme as described in Section 5. Some initial increase in traffic may have occurred in the very early stages. There are plans to improve conditions for travel on Albion Road and these have been discussed with the Albion Road Residents Association.
- 7.165. It is important to note that Stoke Newington Church Street functions as a town centre as well as a residential street, exposing many more pedestrians to air pollution stemming from vehicle traffic. Although any change in air quality as a result of the scheme on boundary roads, including Manor Road, is of concern, those roads do tend to be wider than Stoke Newington Church Street, and building frontages have more front gardens and are further removed from traffic when compared to Stoke Newington Church Street. The distance of the facade of the property from the kerbside will determine the risks of exposure.
- 7.166. In the medium to longer term, the Scheme proposals, together with a package of other measures, aim to produce a modal shift away from vehicles as well as encouraging a take-up of electric vehicles. This will positively impact local air quality across the borough. For example, more cycle parking and electric vehicle charging

points are being installed. The expansion of the ULEZ in October 2021 will also have helped to remove the most polluting vehicles from the area.

7.167. Monitoring of both the scheme area - as well as on the boundary roads and beyond - will continue to be carried out. The approach to air quality is clearly set out in the borough's Air Quality Action Plan which is regularly updated with new data and consulted upon, the latest version being available here <https://hackney.gov.uk/air-quality-reports>.

7.168. Impact on Businesses

Example Comments

- *"The area has less people and atmosphere. Shops and restaurants etc are suffering"*
- *"This is not just people making unnecessary trips in a motor vehicle but people driving delivery vans, people who require a car/van for work (Gas engineers etc) People who live outside or work outside the hackney area"*
- *Hackney has not separated non essential motor traffic from those tradespeople that need a motor vehicle to earn a living",*
- *"this will impact businesses who need to drive vehicles to access customers e.g.: mobile mechanics, delivery drivers, taxi drivers or local shops in the area such as Bolt Motorcycles."*
- *"We run a small local dog walking business. All of the closures around Stoke Newington have been devastating for our business, following two very challenging years."*
- *"People who do not own cars do need deliveries. These are now becoming impossible. I know this because I work for a small business that relies on deliveries. Businesses too need deliveries. Drivers who rely on 20 drops per day are lucky if they can now manage 10. For most of their time they are sitting in overcrowded, polluted bottlenecks - on the high street, the Crossway and further afield around Highbury Corner, Blackstock Road etc."*
- *"Since these measures have been put in place, I am no longer shopping at the small local businesses, and not going to the restaurants and cafes. It's a shame, because I enjoyed the area a lot, and wanted to support local business."*
- *"Some of us work for a living, that means vans full of tools and parts, electric vans are nowhere near viable, if you make it harder for me to work in the area, I simply won't take of work there, doesn't help the residents and businesses does it?"*
- *Small businesses in particular are a real worry - they are part of the glue of a community and are repeatedly hammered."*

Hackney Response

- 7.169. Where routes have been restricted, delivery vehicles, taxis and residents may need to use longer access routes in some cases and boundary roads may have higher levels of traffic. However access for all properties has been maintained. As new routes become more familiar and as sat-navs are updated this should become even easier.
- 7.170. This is compensated for by the tranquillity that is brought about by the absence of non local traffic. Increased use of unsuitable residential roads by large numbers of light commercial vehicles, including delivery drivers, was one of the problems identified as needing addressed by LTNs.
- 7.171. There will be delays to some journeys in this general area as a result of the combination of projects in Hackney and adjacent boroughs. This is a result of wider policies by elected London authorities to reclaim streets from traffic. Over time, road users will adapt. Some essential services will shift to other models, including the use of cargo bikes which have already proven themselves to be capable of a wide variety of uses including in construction and plumbing. Some non-essential journeys will stop being made which should make the roads quieter for those who genuinely have no alternative to motorised vehicles.
- 7.172. There is no evidence for any reduction in activity on foot along the street as demonstrated in Section 5. Close contact is maintained with businesses, however, in recognition of their importance to the community, and opportunities to support them are always under consideration.
- 7.173. It is recognised that those using the main roads are impacted by additional traffic and congestion and that this could be a nuisance and make their lives harder. Districts in London are constantly changing and this can result in places becoming more environmentally friendly, with a better quality of life, but which are more difficult to traverse by car. For some businesses this will represent increased potential for high value customers, but for others it will be an inconvenience. On balance, the advantages are considered to outweigh the disadvantages.
- 7.174. The road network of Hackney has been evolving since the introduction of the first Low Traffic Neighbourhoods in the 1970s. Over time, road residents and businesses have been able to adjust their behaviour to suit the conditions. In some cases this has required re-timing of operations and deliveries, where needed, to avoid restrictions. Although it is acknowledged that some people may be inconvenienced, this is a negative aspect which has to be balanced against all of the positive aspects.
- 7.175. Council officers regularly provide information on road layout changes to organisations such as Google Maps to help with wayfinding for drivers. The Council already works with businesses via the Zero Emissions Network (ZEN) network, and engages with local businesses to help some journeys to be switched to alternative

modes, such as cargo bikes. Specialists from that team are also able to advise on other initiatives to help businesses.

7.176. Miscellaneous Concerns

Example Comments

- *“Hackney council has not brought in any measures to reduce the volume of traffic passing through the borough, such as park and ride schemes, school buses and car sharing”.*
- *“There needs to be some inter-borough joined up thinking around this (if there is then publish it). I'd imagine most congestion is a result of "Through Traffic". How do we progress as the measures are local but the influences are potentially not. How is TFL involved with the measures?”*
- *“are there plans for Nodal Last Mile Hubs for Goods deliveries, Electric/Hybrid or Cargo Bike?”*

Hackney Response

- 7.177. For some considerable time Hackney has followed a transport strategy based on a reduction in overall car traffic. Park & ride has been found to work better in isolated and usually historic cities, rather than London boroughs, but we have promoted car sharing and ride sharing. School buses are a statutory provision but we have also been engaging with the privately operated school minibuses in the north of Hackney.
- 7.178. Regular meetings are held with neighbouring boroughs, in this case Islington, and also with TfL who have provided funding. City-wide initiatives such as the Ultra Low Emission Zone (ULEZ) will help to reduce traffic across London. The large number of Low Traffic Neighbourhoods in Hackney can be expected to produce an overall reduction in through traffic as they become less attractive to rat-running.
- 7.179. Freight hubs require considerable assistance from the private sector and will work in some parts of the borough and not others. These will be promoted as part of the next Hackney Transport Strategy. A cargo-bike rental scheme (the first in London) has been in operation since the start of the Stoke Newington Church Street scheme.

7.180. Positive Support

Example Comments

- *“I really hated walking and cycling on Church Street during the pandemic, no space for distancing, these changes are very welcome and would've been good sooner! Will shop more now!! Shop owners, please see the benefits!”*
- *“as I'm certain Council is aware, so how is Council positioned to influence broad behavioural change beyond Hackney's boundaries to ameliorate the*

arterial load on available roadways Keep it up!"

- *"All the LTN schemes have been great and drastically changed the liveability of the neighbourhoods".*
- *"I own a car and drive and find the measures to be inconvenient as a driver, but, on the net, am fully and enthusiastically supportive!"*
- *"Please continue to expand all low traffic neighbourhoods. a cycle lane on the high street. wider pavements everywhere possible. More street trees."*
- *"Only 1/3 of residents own a car, so makes sense to make the streets better for the majority."*
- *"My child is at nursery on Church Street and they walk down the road once a day to the park with their carers (plus being dropped off and picked up). The speeding and pollution has always worried me given her height and the link made between children being shorter and therefore nearer to exhaust pipe fumes; I feel like the new scheme is making the road a better place to live".*
- *"Please do keep looking at further measures throughout Hackney to encourage active travel choices, and to make those choices both safer and more pleasant".*
- *"These measures are a great contribution, but more will be needed."*
- *"I've lived in N16 for 30 years and love the new traffic restrictions. I do drive and sometimes experience jams or the inconvenience of having to take a slightly longer route in/out from home but that is well worth the advantages the measures bring. I wish they had been in place when my children were young as roads are so much safer now."*

Hackney Response

- 7.181. Comments such as these are useful reminders of what conditions were like before the scheme was tried. It is not just the volume of traffic that discourages walking and cycling, but also driver behaviour. Removing highly congested and ill-disciplined traffic from one point, or even displacing it, can greatly improve the quality of life for residents.
- 7.182. In his 2022 Manifesto the Mayor said "We want Hackney's streets to be the most walking and cycle-friendly in London, leading the push to build people-focused neighbourhoods with cleaner air and healthier lives".
- 7.183. It is the case that car ownership in the area is low. This highlights the need to introduce schemes like this that are clearly of benefit to all, perhaps especially the non car-owning majority who for a long time have not been a priority in traffic engineering schemes and whose voice is not always heard.
- 7.184. Hackney are very keen for TfL to introduce improvements for all road users on Stoke Newington High Street and will continue to press for this with TfL.

7.185. Personal Safety/Security

Example Comments

- *“Doesn’t encourage safety if you are a female getting a cab home but the cab can’t get to your door so you have to get out and walk. Not safe at all.”*
- *“It is a muggers paradise after dark. The streets off Church St are so dangerously quiet and as a woman and a mother of two boys I am very anxious about safety.”*
- *“The area so empty, not safe for the kids at all, crime increased.”*
- *“Delivery mopeds using pavements unsafe/fast.”*
- *It also increases crime in an area that already has a high crime rate, as a women I feel less safe walking down a road in the dark where there aren’t any cars passing.”*
- *“We have only seen 2 days of operation but already Lordship Park is choked for the duration of the morning rush hour from about 07.30 to 09.30. Consequently cyclists have given up cycling in the road and are cycling along the pavement, often very fast. What are you going to do to control this dangerous irresponsible behaviour?”*
- *“More people are driving dangerously out of frustration. Lots of traffic and altercations between drivers. Lots of anger towards other road users.”*

Hackney Reponse

- 7.186. Residents may feel that fewer cars on the street means that there is more potential for stranger danger. This is a legitimate fear and the situation will be monitored to ensure that there are no spaces without natural surveillance that have been created by the traffic restrictions. This is discussed in section 5 of this report.
- 7.187. Safety and security at night, especially for women, is of utmost importance to the Council. Section 5 includes a full analysis of this issue.
- 7.188. There is a valid perception that cars might be a source of reassurance at night. There is mixed evidence on this assertion and there is evidence that increased numbers of walkers and cyclists will contribute more to an area's safety.
- 7.189. However, this has been considered as part of the monitoring of the scheme and checks with Crime Enforcement in the borough show no evidence that this crime has increased since the introduction of LTNs. Further details are included within the report. In addition, the Council's design and enforcement teams have ongoing liaison

and, if any safety related concern is raised in the future, these would be investigated and measures implemented to mitigate them.

- 7.190. Although taxis may be initially reluctant to enter an area whilst changes are being made, as they learn new routes and as sat-navs are updated this should be less of an issue.
- 7.191. Any change to the road network involves a period of settling in and it is possible that irresponsible (and illegal) cycling on footpaths did occur during the first two days of operation. However, this has not been observed during site visits or reported as an ongoing issue during the trial.
- 7.192. Where the perceived danger arises from increased traffic flows, casualty statistics will be monitored and form the basis for ongoing safety programmes. Any reports of speeding traffic or misbehaviour by other road users, including delivery drivers/riders, will be reported to the police and examined for an engineering solution.
- 7.193. The street lighting levels within the LTN have not been affected by the traffic filters and the majority of the area has already been upgraded to LED lighting, which gives off a much whiter and clearer light source.
- 7.194. Specific Locations**
- 7.195. All of the comments that mentioned a specific problem location have been given special attention, as summarised in **Table 12**, which includes a response by officers.

Table 12: Traffic Engineering issues raised at consultation

LOCATION	ISSUE RAISED (verbatim)	OFFICER RESPONSE
<i>Church St</i>	<i>cars remaining still speeding</i>	<i>This will be monitored and if speeding proves to be a problem then Hackney will work with the police on measures to tackle the problem.</i>
<i>Zebra crossing in Lordship Pk/ Queen Elizabeth walk</i>	<i>not safe - people don't stop</i>	<i>This is signposted to the full requirements of the DfT regulations but will be investigated for any potential improvements such as zeebrites.</i>
<i>Barbould Rd</i>	<i>Walking around the filters is stressful as cyclists are very fast.</i>	<i>A 'parklet' has recently been introduced in this area which should help, but this will be kept under review.</i>
<i>Lavers Road</i>	<i>only accesses are via 2</i>	<i>This is an integral part of the</i>

	<i>congested roads (Manor Rd and High St)</i>	<i>design and prevents use as a short-cut.</i>
<i>Brighton Rd</i>	<i>This shouldn't be done in conjunction</i>	<i>The Stoke Newington Church Street project did follow closely behind the Walford Road scheme but both are designed to work together.</i>
<i>Lordship Road east of Red Lion</i>	<i>needs road closed sign or blocked by flower box. cars and vans go down the road and then have to reverse</i>	<i>An additional no through road sign has been installed on the west side to complement the existing no through road sign to help prevent vehicles having to reverse due to not seeing the one sign</i>
<i>Lordship Terrace</i>	<i>Carriageway too narrow for all vehicles wanting to use this particular diversion route</i>	<i>The council is investigating several mitigation options including removal of parking.</i>
<i>Green Lanes / Lordship Park/Brownswood Road Signals</i>	<i>Right-turning vehicles currently blocking the junction</i>	<i>The Council has commissioned TfL to amend the timings of this junction to hold the southbound flow on Green Lanes, which will enable the right turn traffic (onto Lordship Park) to clear the junction</i>

7.196. Polling

7.197. The Secretary of State for Transport has stated in his 'Statutory Guidance Traffic Management Act 2004: network management to support recovery from COVID-19 - Updated 30th July 2021':

"We have no interest in requiring councils to keep schemes which are proven not to work. But that proof must be presented. Schemes must not be removed prematurely or without proper evidence. And, any decisions on whether to remove or modify them must be publicly consulted on with the same rigour as we require for decisions to install them. This guidance lays out new standards for consultation, including the use of objective methods such as professional polling, to provide a genuine picture of local opinion, rather than listening only to the loudest voices."

7.198. In response to this guidance to undertake polling to provide a genuine picture of local voices, the Council employed an independent company to undertake polling of 1000 Hackney residents on LTNs and School Streets. Whilst the polling survey did not refer to the measures implemented for the Stoke Newington Church Street Low

Traffic Neighbourhood (LTN), the results demonstrated that two thirds of residents support the idea of Rebuilding a Greener Hackney, and opinion is split as to whether the LTN traffic measures should be made permanent. Results are shown below:

How far do you agree or disagree with the idea to rebuild a greener Hackney?

Total respondents: 803

+3% confidence interval

- 66% agree
- 11% neither agree nor disagree
- 23% disagree

Do you want the Low Traffic Neighbourhood traffic measures in Hackney to be made permanent? Total respondents: 742

+4% confidence interval

- 48% some or all of them
- 47% none of them
- 5% don't know

The results also demonstrated the behavioural impact of Low Traffic Neighbourhoods in terms of increased walking/cycling and reduced car use apparent among motorists and non-motorists.

As a result of the changes that the Low Traffic Neighbourhood, which affects you the most, has brought to your local streets, have you been encouraged to do more or less of the following types of travel? Walk (including mobility aids)/Run

+4% confidence interval

- 9% less
- 64% the same
- 26% more

As a result of the changes that the Low Traffic Neighbourhood, which affects you the most, has brought to your local streets, have you been encouraged to do more or less of the following types of travel? Cycle/scoot

+5% confidence interval

- 15% less
- 61% the same
- 24% more

As a result of the changes that the Low Traffic Neighbourhood, which affects you the most, has brought to your local streets, have you been encouraged to do more or less of the following types of travel? Use the car

+4% confidence interval

- 30% less
- 53% the same
- 17% more

8. Equalities Impact Assessment (EQIA)

- 8.1. Hackney Council and its delegated authority decision-makers must comply in the performance of their functions with the Council's obligations under the Equality Act 2010 and other relevant provisions including Article 14 of the European Convention on Human Rights, where that applies. The Public Sector Equality Duty set out in section 149 of the Equality Act requires the Council to have due regard in the performance of its functions to the need to eliminate, amongst other things, discrimination, to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it, and to foster good relations between such groups.
- 8.2. As part of our decision-making process on the proposal for this Scheme, the impacts of it have been investigated and measured so far as circumstances reasonably allow, with particular consideration being given to the likely impact on those with a relevant protected characteristic. These characteristics include age, disability, gender reassignment, marriage and civil partnership, race, religion or belief, sex and sexual orientation. Consideration has also been given in this section to children, pregnancy, maternity and persons on very low incomes.
- 8.3. Officers have ensured that all impacts on protected characteristics be considered at every stage of the development of this proposal. This has involved estimating 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 EQIA will be kept under review and updated.
- 8.4. The Commonplace engagement platform launched as part of the communications and engagement strategy asked respondents to fill out Equalities information such as ethnic background, age, gender and disability. This helped Officers monitor the impacts of the scheme.
- 8.5. It is recognised that an online Commonplace platform alone will not be enough to collect data on the impacts of the scheme on people with protected characteristics. This is because not every group has equal access to

computers, the internet or will be as comfortable completing an online survey. Therefore feedback was able to be submitted by writing to the Council, and Officers will continue to engage with stakeholder groups (including those representing people with disabilities) to collect feedback.

- 8.6. The scheme has improved conditions for walking, cycling and bus services in an important local town centre. It has also reduced traffic levels, made it easier to cross previously busier roads improving local road safety and air quality. The town centre has a diverse mix of uses and destinations which means these improvements are relevant to all protected groups.
- 8.7. An important benefit is that traffic reduction has enabled pavements to be widened in the town centre.
- 8.8. The potential traffic displacement on boundary roads and beyond, and thus corresponding potential negative impacts on, for example, road safety and air quality, are important for all groups that might reside on these roads. For instance, there are several commercial centres, places of worship and GP practices on or near the boundary roads of the LTN.
- 8.9. The traffic monitoring described in **Section 5** of this report is designed to ensure that negative effects due to displaced traffic on boundary roads is monitored, controlled and mitigated where necessary. This monitoring has shown that traffic has decreased throughout much of the roads within the LTN and also along some roads identified as boundary roads, including Lordship Park, Manor Road and the A10.
- 8.10. Reference has also been made to an evidence base which is attached as Appendix C.

8.11. Age

- 8.12. Consideration has been given to the impact of these proposals in terms of age. The scheme is very relevant to all age groups, but particular attention has been paid to older people and young children. Hackney has a higher proportion of children under seven years old than London or England and Wales, has around the same proportion of children 8-15 and fewer young people aged 15 to 19. It has a particularly large cohort of 20-44 year olds and fewer people aged 45 and over. Stoke Newington Ward has proportionately fewer children and young people under 25 but more adults aged 25 than Hackney as a whole. Clissold has a greater proportion of adults aged 30-64 and fewer children and young adults than Hackney as a whole. See **Table 13**:

Table 13 Population age by ward

Age	Stoke Newington	Clissold	Hackney	London	England
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0 to 4	6.5	7.8	7.8	7.2	6.3
5 to 7	2.8	3.6	3.9	3.7	3.4
8 to 9	1.6	2.2	2.3	2.2	2.2
10 to 14	4.2	4.8	5.6	5.6	5.8
15	0.9	0.9	1.1	1.1	1.2
16 to 17	1.5	1.9	2.1	2.3	2.5
18 to 19	1.7	1.9	2.2	2.3	2.6
20 to 24	7.9	6.6	8.8	7.7	6.8
25 to 29	15.9	13.2	13.7	10.2	6.9
30 to 44	32.1	31.6	27.9	25.3	20.6
45 to 59	14.5	15.7	14.4	17	19.4
60 to 64	3.4	3.3	3	4.2	6
65 to 74	3.8	3.7	3.9	5.8	8.6
75 to 84	2.5	2.3	2.3	3.8	5.5
85 to 89	0.6	0.5	0.5	1	1.5
90 and over	0.2	0.3	0.3	0.5	0.8

Source: 2011 Census, % of usual resident population

8.11 Mode shares for all age groups for all modes for trips ending in Hackney are shown in Table 14 below.

Main mode	0-15	16-19	20-64	65+	Average
Walk	52	47	43	43	44
Cycle	2	6	10	0	8
Car	15	2	12	11	12
Bus	27	35	18	40	21
Underground/DLR	1	5	6	0	5

National Rail/Overground	1	3	8	5	7
Other	2	2	3	1	2

8.12 For Hackney as a whole, those aged 65+ have a higher mode split of bus use compared to the average with about average walking and car use mode shares. There is very little cycling amongst this age group.

8.13 Those aged 0 to 15 have much higher walking and bus use rates than the average and also slightly higher car use, but lower cycling rates. Those aged 16 to 19 also have much higher usage of buses and walking than average and the lowest car use of any age group.

8.14 Cycling is most popular among the working age adult population (10% of trips) but is lower in both younger and older age groups. Car use is relatively low amongst all age groups, but is highest among the under 15s. For details of how different age groups travel in Hackney, see the Hackney EQIA evidence base in <https://hackney.gov.uk/low-traffic-neighbourhoods#equal>

8.15 Important destinations and ‘sensitive receptor’ sites

8.16 In order to check the impacts on protected groups, reference was made to destinations known to be important to local travel of protected groups. In air quality analysis, these destinations are sometimes referred to as ‘sensitive receptor’ sites, but the journey from people’s homes to access these sites is also important.

8.17 There are several important locations for young children in the local area, including schools, parks, playgrounds and shops. Several of these locations have direct frontages onto Stoke Newington Church Street and Albion Road and thus directly benefit from a reduction in traffic and improvement in air quality, walking, cycling and road safety. As air pollution and obesity can have lasting effects on young people, encouraging walking and cycling and working towards reducing traffic is very important.

8.18 Road safety is especially important for children and young people, and this group is disproportionately represented in casualty statistics. A reduction of traffic in the town centre as well as in the LTNs, accompanied by better walking conditions, will be beneficial to this group.

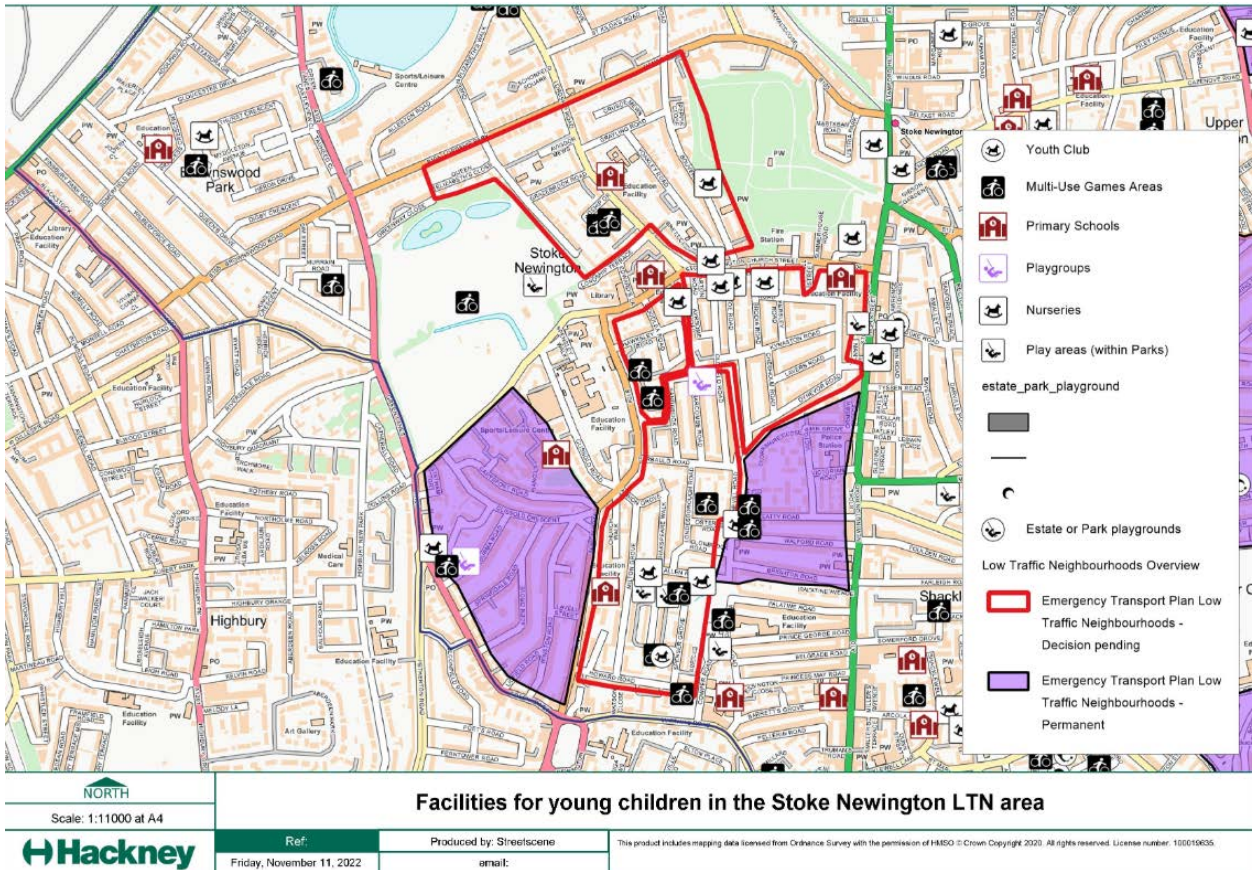
8.19 Locations important for young children

8.20 Locations important for young children include local primary schools, nurseries and playgrounds. Within the LTN there are Grazebrook Primary School on Lordship Road; William Patten Primary School on Stoke Newington Church Street and Grasmere Primary School on Church Walk. It has become easier and safer

for children to access local parks such as Clissold Park and Abney Park Cemetery. The Stoke Newington Library has also seen a reduction in traffic and it is easier to reach this location.

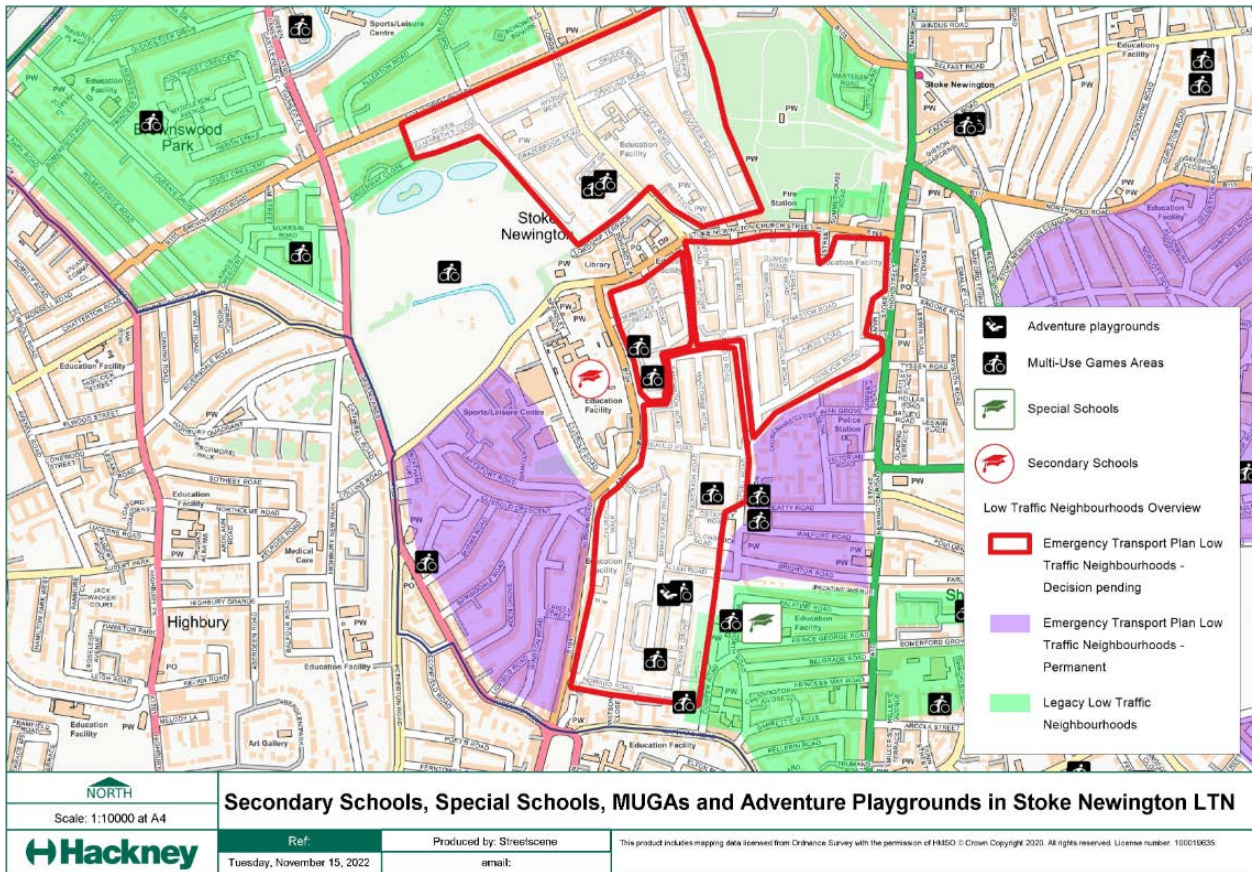
- 8.21 Just outside the LTN or boundary roads there are Betty Layward Primary School on Clissold Road; St Mary's Church of England Primary School on Barn Street; St Matthias Church of England Primary School on Wordsworth Road and Princess May Primary School on Stoke Newington Road.
- 8.22 School Streets were introduced to limit traffic at school opening and closing times at Grazebrook Primary School; William Patten Primary School; Betty Layward Primary School; St Matthias CE Primary School; Princess May Primary School.
- 8.23 There is a cluster of six nursery schools close to Stoke Newington Church Street. These are Coconut Nursery, N Family Club and N16 Tots and Playgroup on Stoke Newington Church Street, N Family Club on Defoe Road, N16 Tots on Defoe Road and Bright Horizons on Wilmer Place. Elsewhere in the LTN there are Tams House [nursery] on Bouverie Road, Little Stars Nursery and Minihome Ltd on Allen Road, Burma Court Playgroup on Burma Road and Sandbrook Community Playgroup on Sandbrook Road. On boundary roads of the LTN there are Academic Day Nursery on Green Lanes and Monkey Puzzle Day Nursery on Stoke Newington High Street.
- 8.24 Also important for young people is access to community spaces such as playgrounds and parks. It has become easier and safer for children to access Clissold Park and Abney Park Cemetery.
- 8.25 There are the playgrounds in the LTN area on Butterfield Green on Shakespeare Walk, Yorkshire Grove Estate playground and Kynaston Gardens Play area. Clissold Park playground is also in the area, with access eased by lower motor traffic on Stoke Newington Church Street. Within the LTN there are multi-use games areas (MUGAs). These are located in Clissold Park, Lordship Grove Estate, Hawksley Court, Londesborough Estate, Butterfield Green, Milton Gardens Estate, Yorkship Grove Estate and Burma Court. For older children there is also the Stoke Newington Youth Club on Shakespeare Walk. A map showing these facilities for young children (a map which is also relevant to the young people as part of the age protected group) is shown in **Figure 35**
- 8.26 The vast majority of these facilities have benefitted from reduced traffic related to the scheme. Locations where Section 5 suggests traffic has, or might, increase will be kept under observation and review, especially in locations of interest to young people such as the Academic Day Nursery and the Burma Court playgroup.

Figure 35 Facilities for young children in the Stoke Newington LTN area



8.27 The Stoke Newington LTN area also contains Stoke Newington School on Clissold Road and The Garden School in Wordsworth Road. **Figure 36** shows the locations of these schools. While neither of these schools are inside the formal area of the LTN, walking and cycling access routes to both of these schools has been made easier and safer by the scheme. Clissold Road benefits from a School Street which further reduces traffic at school opening and closing times. The Garden School lies within a legacy low traffic neighbourhood which was in place prior to the current scheme.

Figure 36 Secondary and Special Schools in Stoke Newington LTN



8.28 Destinations Important to Older People

8.29 When looking at locations that are important to older people, several locations in the project area can be identified. These include GP surgeries, libraries and pharmacies and general access to the town centre.

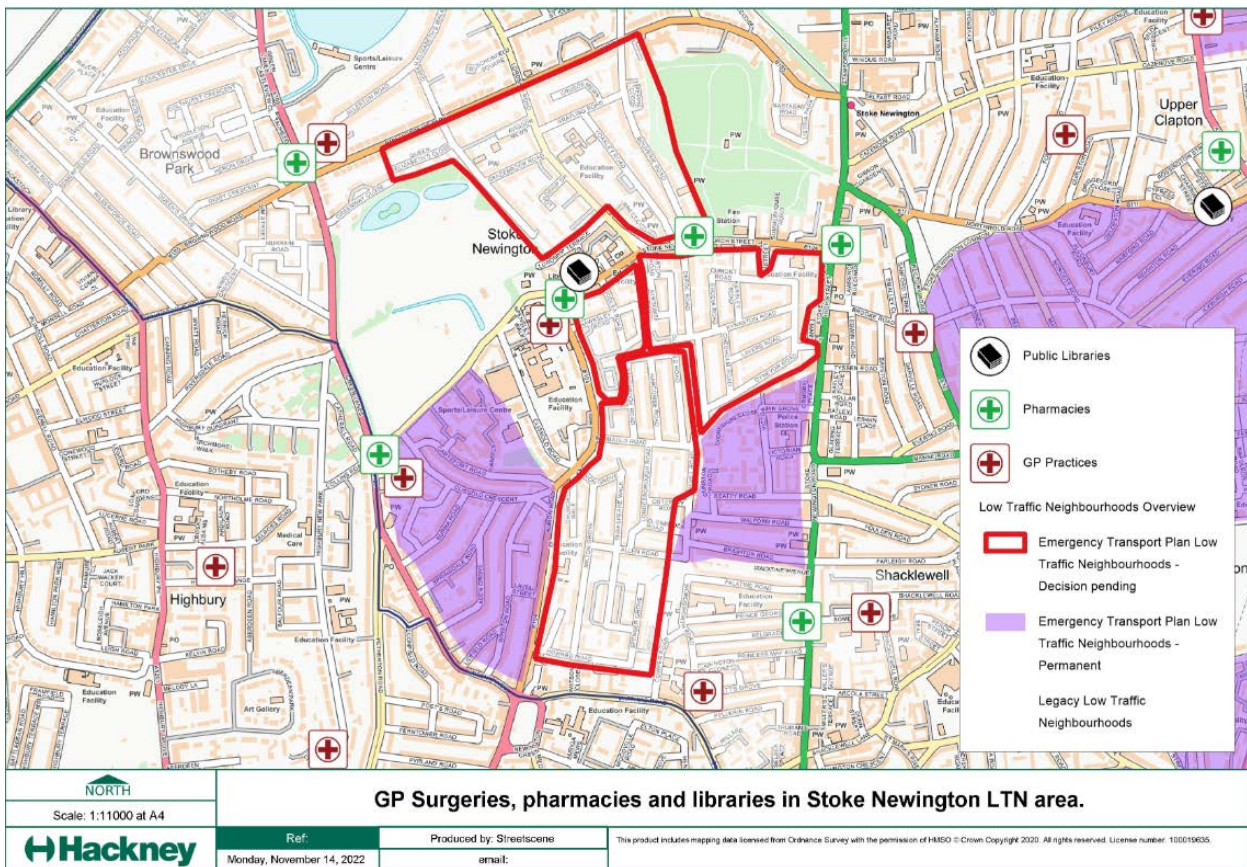
8.30 The GP surgeries include Barton House Health Centre in Albion Road, Statham Grove Surgery, Barrett's Grove Surgery, Allerton Road Medical Centre in Allerton Road, Statham Grove, Brooke Road, Somerford Grove Practice and Tollgate Lodge Healthcare Centre. A reduction in traffic in the town centre has made it easier to cross the road and side streets, which can be more difficult for older people. The implementation of two blended crossings, including one on Bouverie Road, will also highlight the pedestrian priority on the CS1, reducing conflicts between cyclists and pedestrians. One location which has become easier to access is Stoke Newington Library on Stoke Newington Church Street.

8.31 On boundary roads and beyond, traffic levels have the potential to impact aspects such as accessibility, road safety, and air quality, especially for older people. Whilst there are no GPs or surgeries located on boundary roads, there are several pharmacies. These include Armstrong Pharmacy and Safedale Ltd on Green Lanes, Benjamin Chemist on Stoke Newington High Street and Day Lewis

Pharmacy on Stoke Newington Road. Also many other general commercial locations that are relevant for older people are on the main roads and boundary roads.

8.32 Moreover, there are several GP surgeries near the boundary roads. These include Statham Grove Surgery, Barretts Grove Surgery, Somerford Grove Practice, Tollgate Lodge Healthcare Centre and Allerton Road Medical Centre. The traffic monitoring described in Section 5 of this report is designed to ensure that negative effects due to displaced traffic on boundary roads is monitored, controlled and mitigated where necessary. The location of GP surgeries, pharmacies and libraries in and around the LTN are shown in **Figure 37** below.

Figure 37 - GP Practices, pharmacies and libraries in Stoke Newington LTN Area



8.33 Scheme impacts on older people

8.34 Health services in the area - especially important for older people - are supported by the exemptions applied to all emergency service vehicles, such as ambulances to all road closures within the scheme including the bus gate on Stoke Newington Church Street. The latter also, as the name suggests, allows local buses, used to access GP surgeries, to pass through unimpeded.

8.35 Certain local vehicle-based journeys have been diverted to take a different route as a result of the scheme. Very short regular journeys have been the most

affected in terms of route length. All changes to the access routes were advertised well ahead of the scheme start to provide clarity to drivers.

- 8.36 The scheme has ensured that local ambulances, doctor's and Blue Badge Holder parking bays are not removed or changed. This is especially important for older people, who might need more frequent medical attention.
- 8.37 AgeUK was contacted multiple times, however no response was received. Nevertheless, their feedback on previous engagements, including the Hackney Transport Strategy, was used to inform project officers in this scheme. This feedback includes removing potential conflicts between pedestrians and other road users, including cars, bicycles and micro mobility vehicles such as e-scooters.
- 8.38 The feedback received has been incorporated in the designs of the schemes. Pedestrian priority will be clearly indicated by installing blended crossings on two LTN filters, which will also make it easier to cross at these locations.
- 8.39 In particular, together with the new cycle infrastructure on Green Lanes, the impacts on older people will continue to be monitored. Whilst creating more space between pedestrians and vehicles might be positive in terms of air pollution exposure, more traffic due to displacement would, if it occurred, be negative in terms of air pollution and might make it more difficult to cross the road.
- 8.40 Bus services are of particular importance to older people and bus services in the area run largely along boundary roads. The speed of bus services has been monitored as part of this scheme and details can be found in Section 5 of this report, with the potential for higher bus speeds created by the bus gate at the heart of the scheme and no evidence of increased bus delays on the western boundary roads of the scheme despite some increased traffic.
- 8.41 Feedback to the scheme along with a Hackney response to issues, including those related to age, is described in section 7 of this report covering consultation. With regard to children, the focus has been on the journey to school and the difficulty of using a car to take children to school, but also on the perception of increased pollution to which children are exposed on boundary roads of the LTN such as Lordship Park and Manor Road. With regard to older people, there is feedback on increased traffic on main roads making it more difficult for more car-dependent older people to move around the area, especially in connection with homecare visits and hospital appointments.
- 8.42 Summary of Impacts on equalities on the group protected by Age**
- 8.43 The LTN may make certain private vehicle journeys more indirect, due to road closures, point closures and one-way restrictions. This may disproportionately

affect those in the 0-15 age category who rely on cars more than other age groups, with 15% of this age group's trips ending in Hackey being by car.

- 8.44 But overall, the potential impact on buses is more important to monitor with respect to young and old age groups. Both 0-15s; 16-19s and over 65s are far more dependent on bus use than the 21% of trips registered among all residents. The highest dependency on bus use is among the over 65s, 40% of whose trips are by bus, but the 0-15 and 16-19 age groups also show higher than average bus use with trips by this mode accounting for 27% and 35% of all the trips in these age groups respectively. Section 5 of this report shows that while the scheme has the potential to benefit bus services on Stoke Newington Church Street, there is no evidence of increased bus delays on Green Lanes despite some small increases in traffic.
- 8.45 But even among the over 65s, walking mode share exceeds bus use (43% versus 40%) so the substantial potential benefits relating to an improvement in walking conditions and reduced conflicts with motorised vehicles should not be underestimated.
- 8.46 Older people are more likely to suffer from slight mobility impairments, due to ageing, which do not fall under the disability PCG. This can include slower movement and reaction time, and some may use mobility aids for walking. Additional space for walking is likely to be particularly beneficial for those who find it difficult to negotiate narrow and crowded footways. As such, improvements for pedestrians will disproportionately benefit this age group.
- 8.47 The 0-15 age group also stands to benefit substantially from the LTN, with some 54% of this age group's trips being by either walking or cycling. Improvements for pedestrians will also benefit both older and younger people who use public transport, as they are likely to walk to/from the nearest public transport stop.
- 8.48 People of young and old age are more vulnerable to poor air quality. For young children, negative air quality can lead to reduced lung development. For the elderly, this can lead to a range of long term health problems. Therefore a reduction in emissions from private vehicle use and increases in active modes of travel is benefitting these age groups disproportionately through improved air quality. The initial overall positive impact of the scheme on the air quality on local roads is described in Section of this report.
- 8.49 Disability**
- 8.50 Hackney has lower than average rates of residents who identify as having a disability. In August 2019, 4,157 were in receipt of Disability Living Allowance and 3,273 were in receipt of Attendance Allowance. In October 2019, 9,760 people

were entitled to Personal Independence Payments.¹⁵ Clissold and Stoke Newington wards have between 10 to 15 percent of residents with a long term illness or disability, marginally lower than the Hackney or London rates. Further details about disabled people in Hackney, the potential impacts of LTNs on them and engagement work can be found in the EQIA Evidence base in <https://hackney.gov.uk/low-traffic-neighbourhoods#equal>

- 8.51 The aims of the LTNs of reducing pollution, reducing traffic, and reducing road danger are of critical importance to disabled people, who are among the worst impacted by increased pollution levels and the effects of climate change. The local bus service routes upon which many disabled people depend have not been diverted as a result of the road closures introduced by the scheme.
- 8.52 Bus data analysis on local buses in Stoke Newington in section 5 of this report shows a mixed picture on local bus speeds with potential for improvements on Stoke Newington Church Street, especially during the previously congested daytime peaks brought about by the bus gate, but conversely some delays on Green Lanes. Bus speeds are being continuously monitored and improvements made for all users as their value to protected groups is especially recognised.
- 8.53 As the scheme has significantly reduced traffic levels on residential roads, it has likely become easier to (informally) cross the road for people, including people with disabilities or using mobility aids like wheelchairs (noting that this should not be encouraged, but is something that people frequently choose to do). The destinations important to disabled people in the scheme area are similar to the ones important to older people detailed in the older people's age section of this EQIA with similar benefits along with some disbenefits.
- 8.54 As part of the proposals, all addresses and properties remain fully accessible by foot, cycle or vehicle. This is important to support community workers including midwives and carers. Certain journeys will have had to be rerouted as part of the scheme. Hackney's enforcement policy allows for emergency journeys to be undertaken through the LTN filters/traffic filter. Thus, in case of an emergency, a midwife would be able to traverse the restrictions and successfully appeal a PCN through the Council's system.
- 8.55 The 'Pave the Way' report by Transport for All outlines several experiences of disabled people with the introduction of LTNs, the communication surrounding these interventions and the impacts on a spectrum of disabled people. The report provides valuable insights such as ensuring that interventions are communicated in a proper way and that changes are announced well in advance so that road users, such as taxi services, can adapt to the new routes.

¹⁵ Department for Work and Pensions, StatXplore, August 2019

- 8.56 The report also highlights that LTNs can have both positive and negative impacts for disabled people, and that sometimes disabled people cannot benefit from the positives because of other pre-existing conditions (i.e. poor pavement quality).
- 8.57 Overall it is acknowledged that all people with disabilities living within the LTNs may experience more positive impacts than those living on boundary or other roads. Some people with disabilities who must use cars may suffer disproportionately from any increases in journey times.
- 8.58 There are risks of a negative effect on disabled people if displaced traffic and/or less direct journey has any of the following effects:
- Longer journey times for residents with disabilities lead to travel becoming more exhausting, expensive, complicated or difficult.
 - Longer journey times necessitate earlier starts for medical appointments, resulting in carers needing to get clients up earlier and overall longer days and more stress.
 - Longer journey times increase the pain suffered by disabled people when sitting in vehicles, such as arthritis sufferers.
 - Longer journey times affect visitors who provide care and support to disabled people.
 - Longer journey times increase costs (whether for petrol or cab fares) for people with disabilities who are more likely to have lower incomes with these costs, therefore representing a greater proportion of their available money
 - Longer journey times on buses affected by displaced general traffic and not protected by Bus Priority measures.

8.59 Stoke Newington Exemptions for the Disabled Community

- 8.60 As part of the LTN experiments across the borough, the Council received feedback from people with disabilities regarding the impacts of those schemes on them. The Council subsequently approved a Delegated Powers Report entitled [“Exemptions to Traffic Filters on the Borough’s Classified Road Network for Hackney Resident Companion e-badge Holders”](#). Following that decision, residents with Companion e-badges were able to access through the traffic filters on specific restrictions on classified roads across the borough as set out in the web page [Blue Badge holders](#) .
- 8.61 The Stoke Newington LTN contains a bus gate on Stoke Newington Church Street where this exemption applies, but local disabled motorists will also benefit from bus gate exemptions elsewhere in the borough outside of the immediate vicinity of where they live. For further information on general considerations of the impact of

Hackney LTNs on the disabled protected group see the EQIA Evidence base in <https://hackney.gov.uk/low-traffic-neighbourhoods#equal>

- 8.62 It has not been possible to exempt all taxis in London from the restrictions without adversely affecting the effectiveness of the scheme. It is recognised that many people with disabilities may use taxis. The Council has undertaken to continue to work with other organisations to try and resolve the issue of how to exempt people with disabilities from traffic filters when using taxis.
- 8.63 It is also worth noting that all designated Blue Badge parking spaces have been retained in this scheme and also that no street in the scheme area which previously had motor vehicle access has lost this access. Emergency vehicles are still able to access the kerbside. Taxi/PHV are also able to access the kerbside, loading bays, Blue Badge Holder bays or other locations, to pick-up and drop off passengers with disabilities.
- 8.64 Buses provide a fully accessible form of public transport which are used by 58% of disabled people across London and make up 23% of disabled people's trips in Hackney. No bus routes have been diverted as a result of this scheme. The impact on bus journey times by displaced traffic is discussed in Section 5 with potential benefits on buses in Stoke Newington Church Street pending timetable revision.
- 8.65 The conditions for those with protected characteristics will continue to be monitored as part of an ongoing EQIA. It is recognised that not all people with a disability who have access to private motor vehicles hold a companion badge. It is further acknowledged that not every person with a disability who relies on motor vehicles holds a Blue Badge, but may sometimes be a passenger either in someone else's private vehicle, or a Taxi (some, but not all, will use the Taxicard scheme) or a Private Hire Vehicle.
- 8.66 Furthermore, it is recognised that residents with a disability may rely on motor vehicle journeys made by others, such as carers, NHS, and social services and others and these journeys may become more indirect due to restrictions on through traffic.
- 8.67 However, the TfL 2019 Travel in London report highlights that those who identify as disabled, and those who do not, have the same rate of car use as passengers. Additionally, they have slightly lower rates of use of taxi and private hire vehicles. Therefore, any impact to those with mobility requirements would not be disproportionate compared to those who do not.

8.68 Pregnancy/maternity

8.69 The positive benefits of reducing the dominance of motor vehicles benefit the most vulnerable road users, including mothers and children, who disproportionately suffer the harmful effects of air pollution. Prams and pushchairs put children at the level of exhaust fumes when navigating the streets. Air pollution has been linked to low birth weight and underdeveloped lung capacity in children, as well as higher incidences of lung conditions such as asthma. Overall, there is a reduction in vehicle use and air pollution in the area. Encouraging walking and cycling and working on the school run - and more generally through reducing motor traffic - is an important tool in combating childhood obesity.

8.70 There are numerous important locations in the local area for people in the pregnancy/maternity group. Locations important for this group include local primary schools, nurseries and playgrounds. community spaces; playgrounds and parks.

8.71 These have been described previously in the age section of the EQIA under locations important for young people, but there is also an overlap with the need to access the facilities described as important to older and disabled people such as GP surgeries and pharmacies for this group. These facilities were also described and mapped in the age section of this EQIA.

8.72 Impacts on Pregnancy and Maternity Groups

8.73 The majority of journeys in the Stoke Newington LTN area involve walking, either because they are completely walked or walked in part to access a public transport stop. The LTN has improved walking conditions by reducing traffic and improving air quality in residential areas.

8.74 This scheme is likely to negatively affect a small portion of those who are pregnant and parents with infants and/or young children who may find it more difficult to walk, and who may therefore prefer the use of door-to-door transport services. However, whilst a few local vehicle journeys may become more indirect due to restrictions on through traffic, necessary vehicular access will be retained to all streets in the LTN area.

8.75 A couple of pharmacies are close to boundary roads. These have previously been described in the age section and include Armstrong Pharmacy and Safedale Ltd on Green Lanes. There are also some facilities for young children on the western edge of the LTN. Traffic changes here are detailed in section 5. These include the Academic Day Nursery and Burma Court playgroup on Green Lanes; and the Shellgrove games area which is close to Boleyn Road.

8.76 The scheme has ensured that taxi and private hire drivers are aware that they can access closed streets for the purposes of dropping-off and picking up passengers with mobility impairments, including pregnant passengers. Whilst acknowledging the considerable routing skill of Black Cab drivers, direct instructions have been given to mapping providers such as Google Maps and TomTom regarding restrictions in Hackney.

8.77 Religion

8.78 Consideration has been given to the impact of these proposals in terms of religion or belief see **Table 15**. Special attention has been paid to places of faith and how these would remain accessible by all transport modes as part of the proposals. Both Stoke Newington (39%) and Clissold (39.8%) have a considerably higher percentage of people with 'no religion' than the Hackney average of 28.2%. Less than half of Hackney's residents describe themselves as Christians – a significantly smaller proportion than in London or England. This percentage is even lower in the Stoke Newington and Clissold wards which both also have a lower percentage of Muslims and Jewish people than the borough average, although the percentage of the Jewish people in the area is above the London average and reaching 3.2% of the population in Stoke Newington ward.

Table 15 - Religion or belief in Homerton wards

Religion	Stoke Newington	Clissold	Hackney	London	England
Christian	33.8	34.1	38.6	48.4	59.4
Buddhist	0.9	1.4	1.2	1.0	0.5
Hindu	1.1	0.8	0.6	5.0	1.5
Jewish	3.2	2.7	6.3	1.8	0.5
Muslim	11.1	10.8	14.1	12.4	5.0
Sikh	0.8	0.8	0.8	1.5	0.8
Other Religion	0.6	0.6	0.5	0.6	0.4
No Religion	39	39.8	28.2	20.7	24.7
Religion Not Stated	9.6	9.1	9.6	8.5	7.2

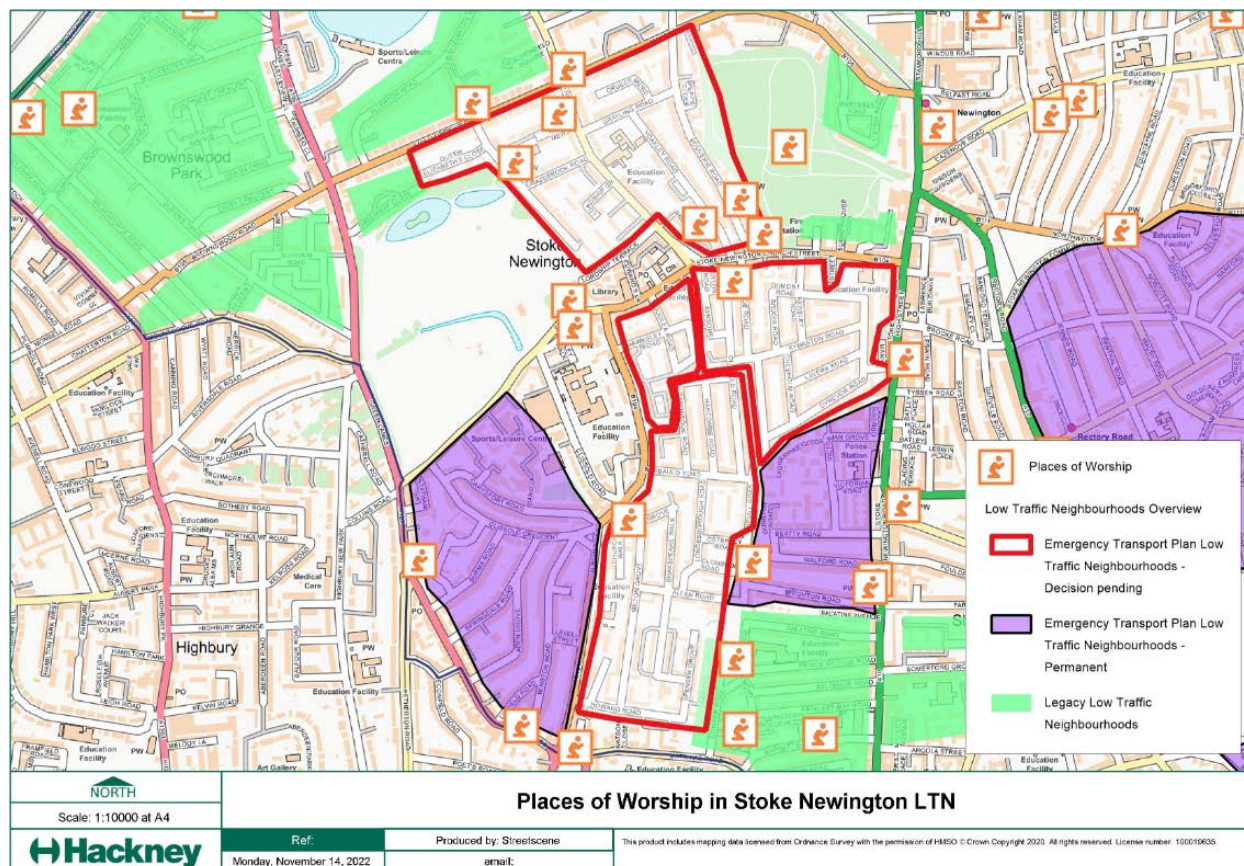
Source: 2011 Census, % of usual resident population

8.79 Reducing the dominance of motor vehicles benefits all groups equally, regardless of religion. The proposals in this report do not discriminate against any religious group, as they apply equally to all groups. There is no disproportionate impact on the

Muslim or Christian populations as residents or business owners, as the scheme does not prevent access to shops, places of faith or other cultural or religious institutions. Routes to access these facilities might have changed as a result of the scheme, depending on the origins of the journeys.

8.80 Places of worship have been identified that will see an impact in terms of traffic displacement, walking and cycling connectivity, air quality and road safety. A map can be found in **Figure 38 below**.

Figure 38: Places of Worship in Stoke Newington LTN



8.81 There are several places of worship that have frontages on streets within the scheme area, although there are more places of worship in the LTNs north and south of Stoke Newington Church Street which include St. Mary’s Church on Stoke Newington Church Street, the Seventh Day Adventist Church on Yoakley Road and the Torah Etz Chayim Beth Hamedrash Synagogue on Lordship Road. These locations have seen a reduction in traffic and corresponding improvements in cycling and walking connectivity, air quality and road safety.

8.82 There are, however, a few places of worship that have frontages on boundary roads and other roads that have seen evidence of increased traffic. These locations might therefore also see a negative impact in terms of air quality, road safety and cycling and walking connectivity. This includes, for instance, the Newington Green Unitarian

Church on Newington Green; the Green Lanes Methodist Church and the London Islamic Turkish Association both on Green Lanes. Traffic and air quality monitoring were conducted at these locations to monitor the changes in traffic, air quality and road safety. Places of worship were contacted as part of the wider communication strategy so that they can submit their feedback to Hackney Council.

8.83 Protected Groups: Race

8.84 The 2011 Census estimates that about 45% of Hackney's population are Black, Asian and Minority Ethnic groups, with the largest group (around 23%) being Black or Black British. The 'Asian/Asian British' ethnic group population in Hackney (10.5%) is low compared to Greater London (18.4%), but higher than that across England, at 7.8%. See **Table 16**

8.85 Stoke Newington and Clissold wards have proportionally more white British residents and fewer black African and Caribbean residents than Hackney as a whole. Black and Asian Minority Ethnic groups form approximately 37% and 35% of Stoke Newington and Clissold wards respectively, which is lower than the Hackney and London averages, but greater than the proportion in the English population as a whole. (Note that the expression BAME is used in this report instead of more inclusive terms such as 'people with culturally and ethnically diverse communities' only when it is used in reference sources). 71% of Hackney's residential population hold a United Kingdom (UK) passport and 11% hold non-European passports.¹⁶

¹⁶ ONS July 2019 to June 2020 estimate.

<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/internationalmigration/datasets/populationoftheunitedkingdombycountryofbirthandnationality>

Table 16: Ethnicity in Homerton LTN wards, Hackney, London, England (% of resident population)

Ethnicity	Stoke Newington	Clissold	Hackney	London	England
White;English/Welsh/Scottish/Northern Irish/British	44.9	46.4	36.2	44.9	79.6
White; Irish	2.9	2.8	2.1	2.2	1
White; Gypsy or Irish Traveller	0.1	0.1	0.2	0.1	0.1
White; Other White	15.2	15.8	16.2	12.7	4.6
Mixed Multiple EthnicGroups; White and Black Caribbean	2	2.1	2	1.5	0.8
Mixed Multiple Ethnic Groups; White and Black African	1	1.3	1.2	0.8	0.3
Mixed Multiple Ethnic Groups; White and Asian	1.7	1.4	1.2	1.2	0.6
Mixed Multiple Ethnic Groups; Other Mixed	2	2.1	2	1.5	0.5
Asian/Asian British; Indian	4.2	2.2	3.1	6.6	2.6
Asian/Asian British; Pakistani	1.3	0.6	0.8	2.7	2.1
Asian/Asian British; Bangladeshi	1.6	1.8	2.5	2.7	0.8
Asian/Asian British; Chinese	0.8	0.8	1.4	1.5	0.7
Asian/Asian British; Other Asian	2	2.2	2.7	4.9	1.6
Black/African/Caribbean/Black British; African	6.2	6.1	11.4	7	1.8
Black/African/Caribbean/Black British; Caribbean	7.3	6.5	7.8	4.2	1.1
Black/African/Caribbean/Black British; Other Black	3.1	3.4	3.9	2.1	0.5
Other Ethnic Group; Arab	0.5	0.4	0.7	1.3	0.5
Other Ethnic Group; Any other Group	3.3	4.2	4.6	2.1	0.6

8.86 Spatial Distribution of Ethnic Groups

8.87 Research has shown that in inner London, people with an ethnic minority background are minimally more likely to live on a main road or high street¹⁷. The report found the following proportions for people living on main roads or high streets versus residential streets **see Table 17:**

Table 17: Inner London spatial distribution of ethnic groups by main road/residential street		
Ethnic background:	Main road/ high street	Residential street
White	8.1%	90.8%
Black	8.4%	90.5%
Asian	8.7%	90.1%
Mixed, Other & Arab	10.5%	87.7%

8.88 Whilst these figures are comparable, it is important to consider these numbers in terms of social equity when implementing schemes that can potentially displace traffic from residential roads to main roads/high streets.

8.89 By using census data, the differences in ethnicity in the Stoke Newington area have been investigated. Several example maps, created through the Office of National Statistics mapping tool (<https://www.ons.gov.uk/census/maps>), can be seen in **Figure 39** below. The data showcases census data that different ethnic populations live on both main roads as well as residential roads within the scheme area. It also shows that different ethnic populations live both in the scheme area as well as on the boundary roads.

8.90 Note that data is not available at household level for these and other protected groups. As such there could be some statistical areas that include both the main road and those on quiet side streets up to 100m away. We are constantly looking for improved data sources and will continue to do this in association with TfL, other Boroughs and third party agencies.

Figure 39a: Distribution of white ethnic groups in Hackney

¹⁷ LTNs for All?: Mapping the Extent of London’s new Low Traffic Neighbourhoods

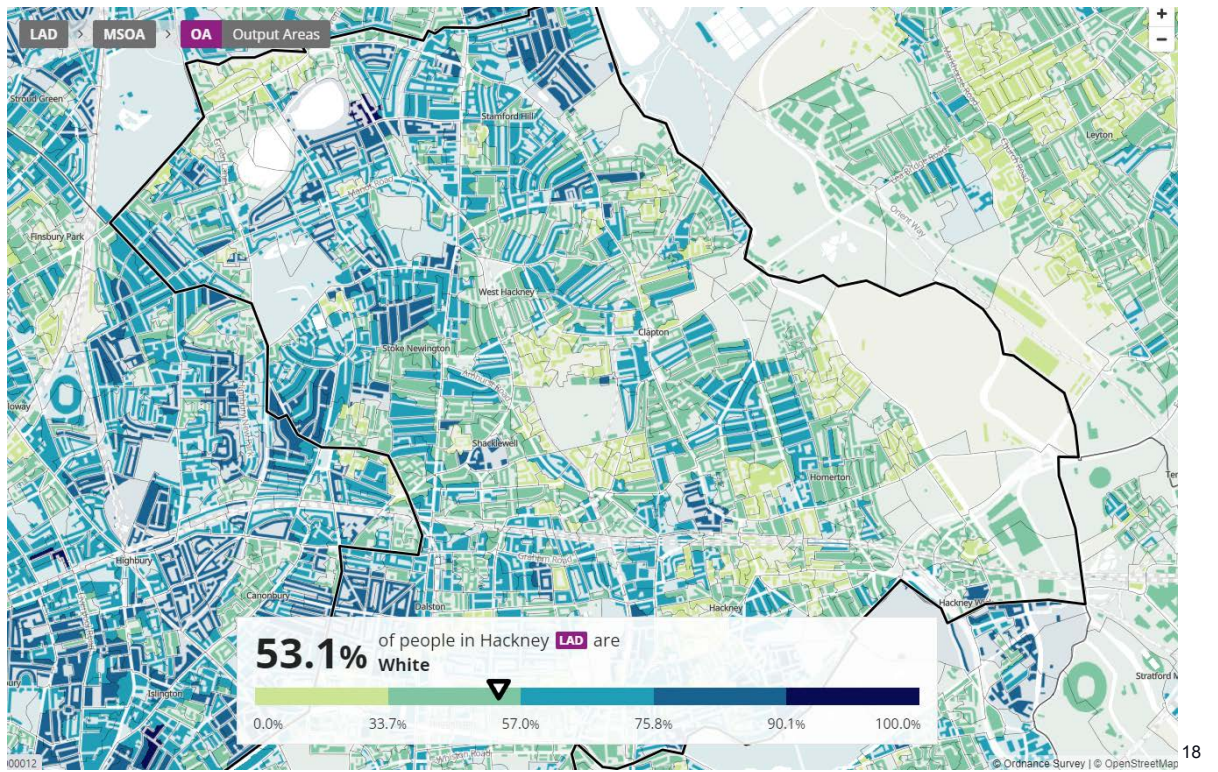
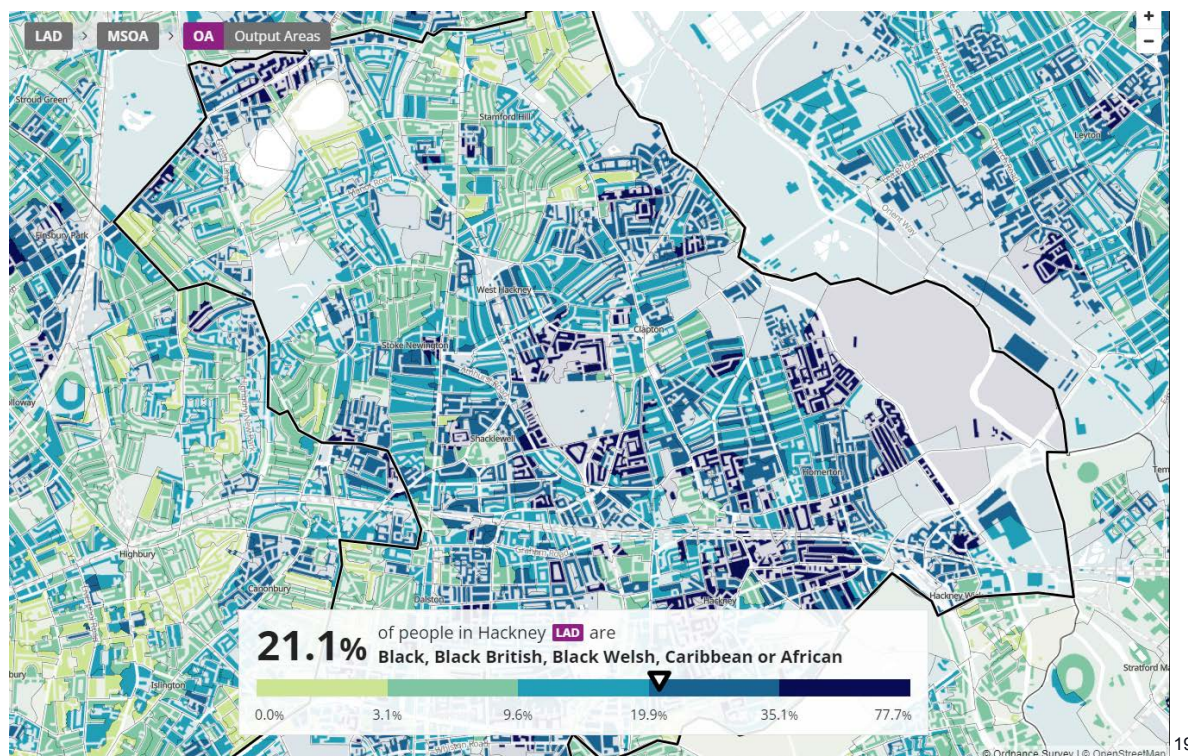


Figure 39b Distribution of Black, Black British, Black Welsh, Caribbean or African ethnic groups in Hackney

¹⁸ <https://www.ons.gov.uk/census/maps/choropleth/identity/ethnic-group/ethnic-group-tb-6a/white?lad=E09000012>

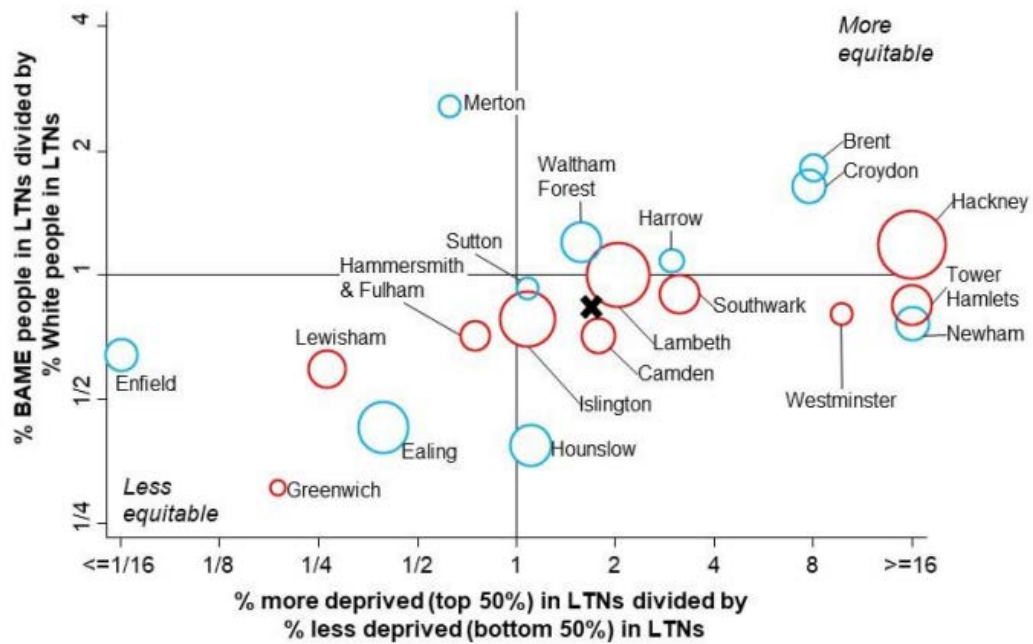


8.91 The argument that LTN areas benefit primarily affluent white populations living on the residential roads inside LTNs leaving poorer ethnic minority populations on boundary roads and outside the traffic filtered areas has also been systematically explored in a study by Rachel Aldred.²⁰ While the higher proportions of white populations in Stoke Newington and Clissold wards have been noted in this report, The results of the Rachel Aldred study, shown in **Figure 40** below, show that overall a higher percentage of non-white people live in LTNs compared to white people. The chart also shows that people in LTNs in Hackney are many times more likely to be in the more deprived half of the national population than in the more affluent half - a result which is relevant to the low income and poverty section of this EQIA.

Figure 40: Relative differences (ratios) by ethnicity and area deprivation in which residents live inside LTNs by district.

¹⁹<https://www.ons.gov.uk/census/maps/choropleth/identity/ethnic-group/ethnic-group-tb-6a/black-black-british-black-welsh-caribbean-or-african?lad=E09000012>

²⁰ Aldred, Rachel et al, Equity in new active travel infrastructure: a spatial analysis of London's new Low Traffic Neighbourhoods <https://osf.io/preprints/socarxiv/q87fu/>



8.92 London mode choice by ethnicity

8.93 TfL data for Greater London, reported in TfL’s ‘Travel in London: Understanding our diverse communities 2019’ summary of research, shows that walking is the most commonly used type of transport by Black, Asian or Ethnic Minorities (BAME) Londoners (96% of BAME Londoners walk at least once a week, compared to 95% of white Londoners), followed by bus (65% BAME compared to 56% white). The data also indicates that both Mixed or Multiple Ethnic groups, and Other Ethnic Groups, are much more likely to walk (48% and 45%, respectively), whilst mixed and multiple ethnic groups are more likely to cycle (7%), and Asian or Asian British are more likely to drive (6%)²¹.

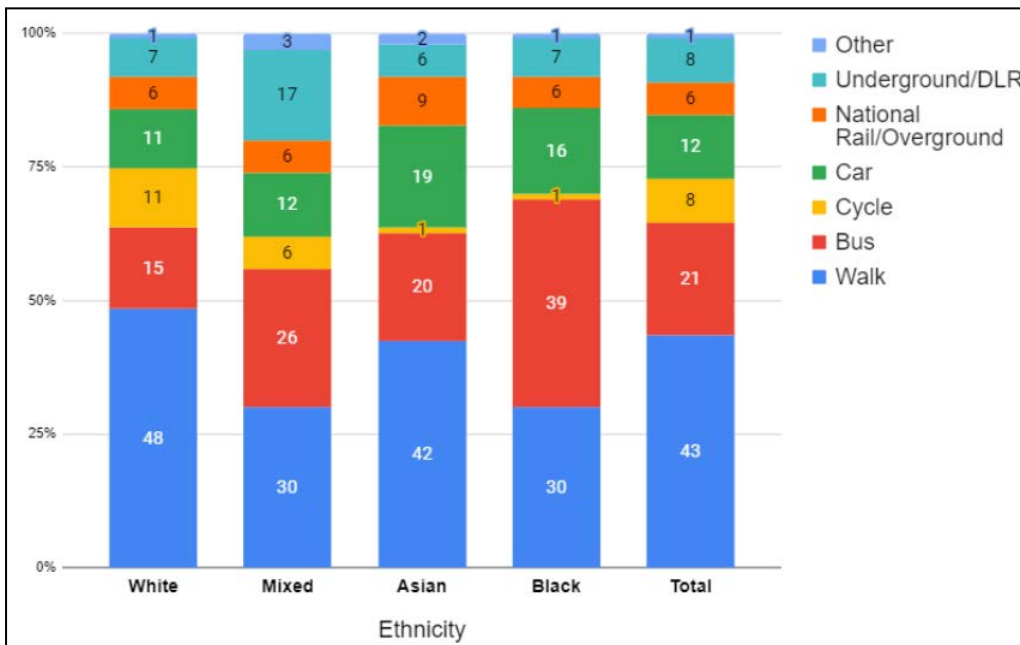
8.94 Hackney mode choice by ethnicity

8.95 An analysis for trips made for all purposes ending in Hackney shows the following modes shared by ethnic background,²² see **Figure 41**:

Figure 41: Mode share of trips (%) made by Londoner with a destination in Hackney 2017/08-2019/20 by Ethnicity

²¹ ONS 2011 Census, % of resident population

²² LTDS 2020



- 8.96 Based on average travel modes in journeys ending in Hackney from the 2018-19 LTDS data, Black or Black British people are much more likely to use buses as a mode of transport for a trip ending or beginning in Hackney, with 39% of these trips being by bus compared to the 21% average for all groups. Mixed, Other and Arab ethnic Groups are more likely to use buses for transport - 26% of trips by these groups. Bus journey times have been monitored as part of the scheme with the results described in Section 5, being a mixture of 'no change' with potential for quicker journeys pending timetable revisions.
- 8.97 Asian people in Hackney have a slightly higher dependency on car trips with car consisting of 19% of trips made by this group compared to average for all ethnic groups of 12%. Black or Black British people are also slightly more car-dependent, recording that 16% of their trips were by car.
- 8.98 Mixed, Asian and Black people also all have a much lower level of cycling trips than people in the borough as a whole, with only 1% of trips by Asian people, for example, being by bicycle compared to 8% for the borough as a whole and 11% by white people. Walking is also less prevalent as a means of transport for Mixed/Other/Arab, Asian and Black ethnic groups.
- 8.99 The lower use of walking as a means of transport is not as pronounced as the lower cycling rates, but still considerable. For instance only 30% of Mixed/Other/Arab and Black ethnic groups' trips are by walking compared to 43% for the borough as a whole and 48% among white people. For all of the above statements, it should be noted that these percentages may not be precise due to low sample sizes.

8.100 Scheme Impacts specifically on the Group protected by Race/Religion

- 8.101 It is the case that Low Traffic Neighbourhoods do make certain private motorised vehicle journeys more indirect, due to the introduction of permeable filters and point closures. This is part of the incentive to create the conditions for positive behavioural change. In the short term this may slightly disproportionately affect those in the ethnic groups that rely more on driving, such as Asian and Black communities. However, this should be seen against an overall low level of car ownership in this area.
- 8.103 Research such as TfL's Analysis of Cycle Potential has shown that there is a greater potential for cycling for people with Culturally and Ethnically Diverse communities. Research has also shown that these groups are also disproportionately affected by Covid-19 and obesity. Therefore, a scheme improving the walking and cycling conditions in an area will be beneficial for people with culturally and ethnically diverse communities.
- 8.104 But to realise this potential positive impact also requires insight into and strong action to address the barriers to walking and cycling experienced by some ethnic minorities. Hackney has been at the forefront of exploring these barriers through its sponsorship of developing best practice into targeted behaviour change programmes, such as its sponsorship of the London Walking and Cycling Conference. In 2020 this conference included themes such as "Walking and cycling whilst Black: barriers, policy and progress" and in 2021 was focussed on the theme of "walking and cycling towards a fair and inclusive city".

8.105 Bus journey impacts

- 8.106 As BAME communities, especially in Hackney, are relatively more reliant on bus services, it was important to check the impact of the scheme on bus services on the boundary roads. The changes in bus journey times on the Stoke Newington Church Street; Manor Road/Lordship Park and Green Lanes corridors have been analysed in Section 5 and found that they have not significantly changed due to the scheme.
- 8.107 All of the proposed measures are likely to improve conditions for pedestrians by reducing conflicts with motorised vehicles and in many cases potentially enabling more space to be allocated to pedestrians. This will benefit all ethnic groups, all of whom make more use of walking and cycling than of car trips, creating a new benefit for all ethnic groups.

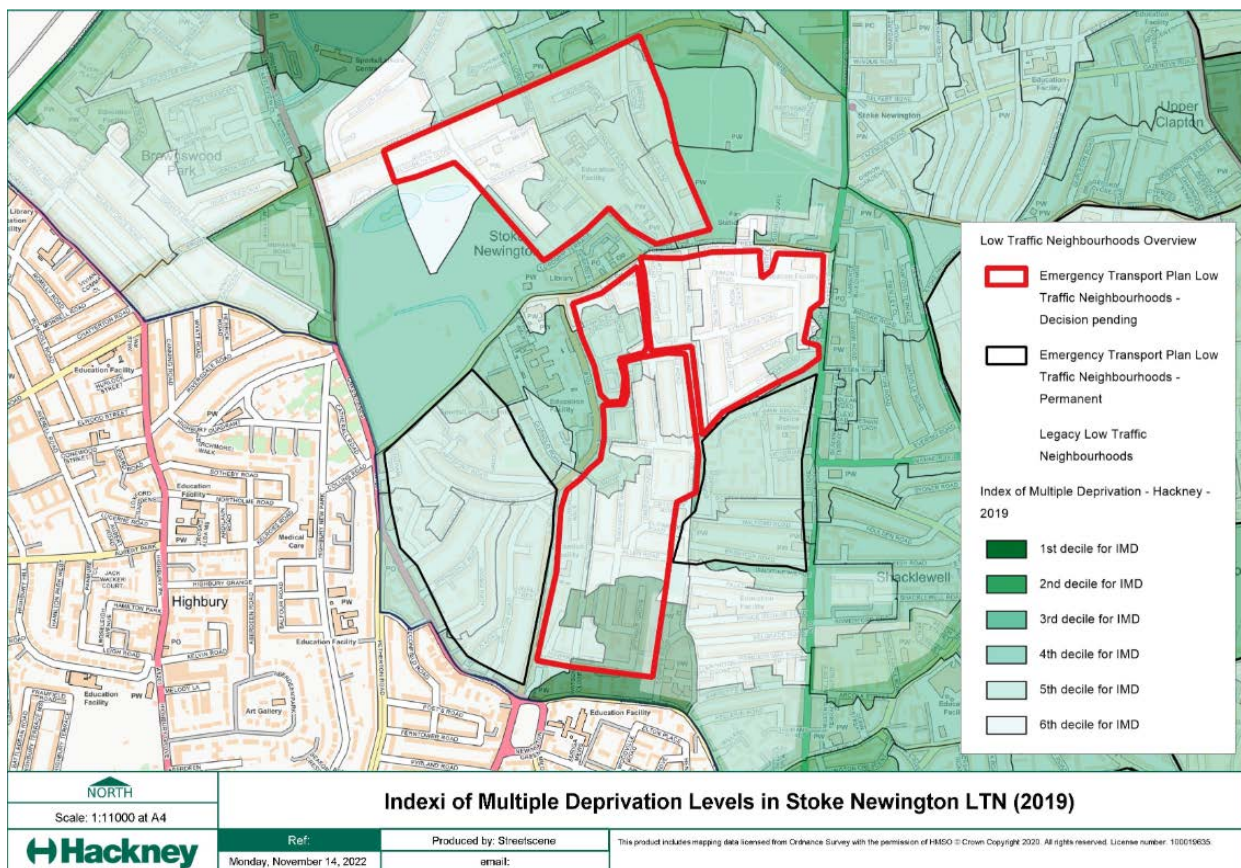
- 8.108 Gender, gender reassignment, sexual orientation, and marriage and civil partnership:**
- 8.109 The Scheme proposals apply equally to all groups, and thus they do not discriminate against any group, including gender and sexual orientation groups. That being said, it is important to identify any specific impacts on groups with these protected characteristics.
- 8.110 Women and people with a LGBT sexual orientation can more frequently be the subject of Anti-Social Behaviour (ASB) and crimes of a sexual nature. Under section 17 of the Crime and Disorder Act 1998, local authorities have to consider the impacts of its proposals on crime and crime prevention.
- 8.111 As described in paragraph 8.6 on the ‘Implications for Crime and Disorder’ section of this report, reducing traffic on streets can cause divergent impacts on the number of ‘eyes on the streets’. On the one hand, vehicle traffic is decreased whilst on the other hand, enhanced cycling and walking conditions can cause more people to cycle and walk in their local neighbourhood. Together with the Community Safety Team, the impact of the proposals will need to be monitored in terms of crime, safety and the perception of safety. Other measures may be identified through the project to improve (the perception of) safety and reduce the potential for crime. This can include altering the proposed green infrastructure or enhanced lighting in the area.
- 8.112 Research such as TfL’s Analysis of Cycle Potential has also shown that there is a greater potential for cycling for women, and research has shown that perception of cycle safety differs between women and men. Therefore, enhancing walking and cycling conditions by reducing traffic and improving road safety will be beneficial in particular for women and their cycle uptake. This will be supported by the Council’s ongoing cycle training programme.
- 8.113 Recent events have raised the public awareness of street crime and violence against women, in particular. A recent study concludes, for instance that “The introduction of the Waltham Forest LTNs was associated with an overall reduction of street crime, particularly more serious crimes involving direct attacks against the person”. This supports previous research (Newman 1996), and adds to evidence that LTNs can create safer, more liveable neighbourhoods.²³
- 8.114 The Council will keep all LTNs and other highway schemes under review and will investigate and take appropriate action if other evidence becomes available.
-
- ²³ The Impact of Introducing a Low Traffic Neighbourhood on Street Crime, in Waltham Forest, London.
<https://findingspress.org/article/19414-the-impact-of-introducing-a-low-traffic-neighbourhood-on-street-crime-in-waltham-forest-london>

8.115 People experiencing or at risk of poverty:

- 8.116 For the purpose of this report, 'poverty' will be broadly defined as not having enough money to meet basic daily needs, or not benefitting from having what most of the UK population have. Approximately 65% of households in Hackney do not own a car, compared to 47% across the whole of London. This has been showcased in TfL's Travel in London: Understanding our diverse communities (2019).
- 8.117 While car ownership is not solely dependent on income, there is a correlation between income and car ownership. London-wide, the highest earners are almost 3 times as likely to own one car or more than the lowest earners, with 78% of households on £100k or more having one or more cars versus 23% earning £5k or less owning one or more cars and 28% at incomes between £5-10k. Those with incomes of between £15k and £20k have car ownership levels of 44%.²⁴
- 8.118 A map of the 'Index of Multiple Deprivation' (2019) in the LTN (see **Figure 42** below) shows high levels of deprivation in the area (darker shades of green)

Figure 42: Index of Multiple Deprivation levels in Stoke Newington LTN (2019)

²⁴ [Streetspace funding and guidance - Transport for London \(tfl.gov.uk\)](https://www.tfl.gov.uk/streetspace/funding-and-guidance) Case-making data for boroughs accessed 1/11/21). Based on these figures, measures that de-prioritises car use and generate an inconvenience to drivers could be seen to disproportionately impact those on a higher income.

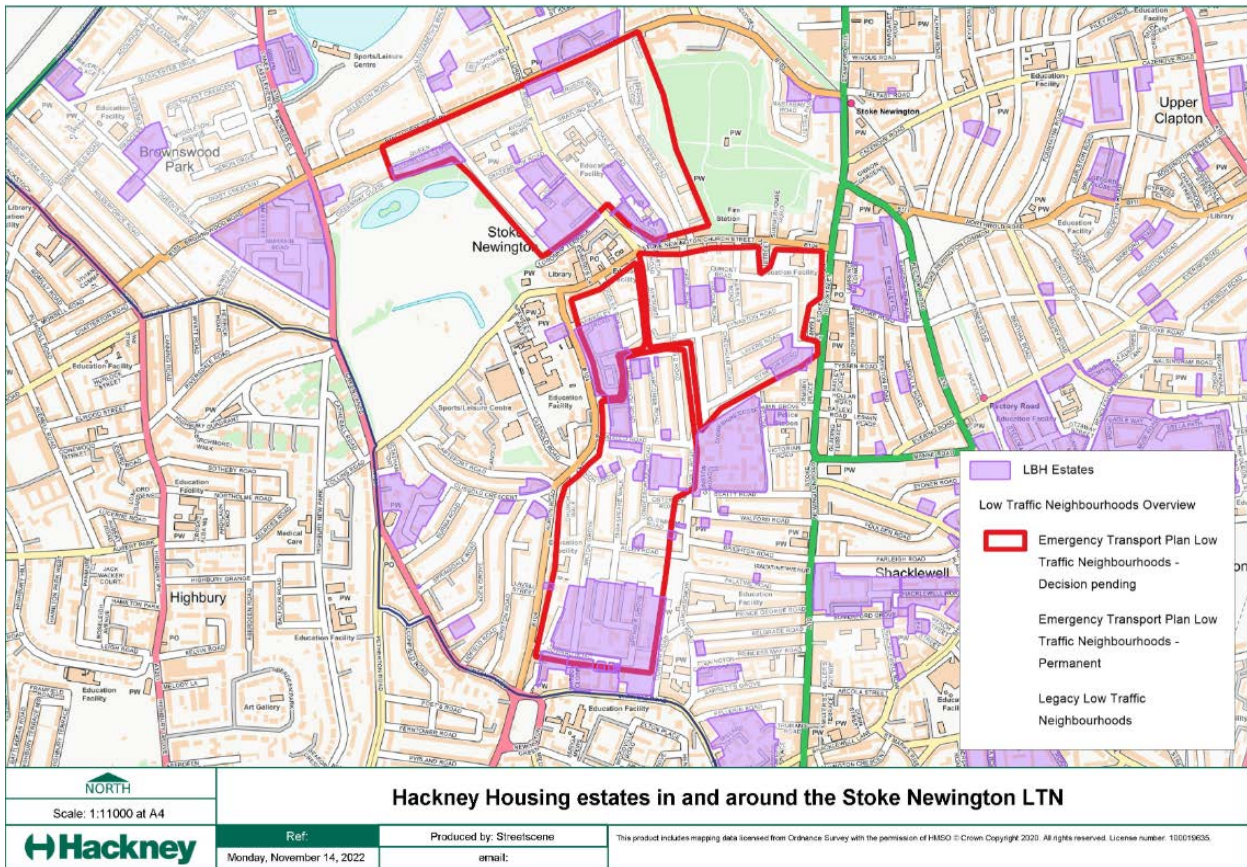


- 8.119 It shows levels of deprivation ranging between the first and sixth deciles across the LTN area. In the northern part of the LTN most of the LTN is in the third most deprived decile apart from an area in the northwest which is in the sixth decile. There is a similar range of IMD on the northern boundary road of the LTN, with the exception of a small section of Manor Road which lies in the second decile.
- 8.120 The LTN area immediately south of Stoke Newington Church Street has IMD ranging from the third to the sixth decile. The southernmost part of the LTN contains an area which falls in the most deprived decile of deprivation. The bulk of the A10, which forms the eastern boundary road for the scheme, is in the third decile. The southern boundary road of the scheme has mixed levels of deprivation containing areas falling into the most deprived and second and third IMD deciles.
- 8.121 More broadly, as shown in Figure 40, in the ‘race and ethnicity’ section of this EQIA, residents in Hackney living inside an LTN are many times more likely to be from the more deprived half of the population than the more affluent half. Car ownership in the Stoke Newington LTN is on the level seen elsewhere only among London’s poorest households, with all five of the LTN’s Middle Super Output areas reporting more than half of all households without a car in the 2021 census, ranging from 56.7% in Clissold North to 67.4% in Stoke Newington South.

- 8.122 This is a pattern which applies boroughwide. With 65% of households not having a car, a significant proportion of Hackney's population (making up 87.4% of all trips by borough residents in 2020²⁵) relies on walking, cycling and public transport for travel and therefore benefits from this proposal regardless of income. At the latest count some 52.1% of trips were by walking or cycling.
- 8.123 Bus use (22.6% of trips) is also very significant. This, once again, highlights the importance of the bus journey time monitoring, as described in Section 5, to make sure that the clear benefits to walking and cycling inside the LTN were not compromised by increased bus journey times on the A10, Green Lanes; Stoke Newington Church Street and Manor Road/Lordship Park and more broadly across the borough.
- 8.124 Since the end of Covid19 lockdown restrictions, it is more important than ever that we continue to support the 70% of Hackney households that do not own a car to walk and cycle or use public transport instead. 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, minority ethnic groups, the elderly, and children.
- 8.125 Another useful way to investigate the impacts of the scheme is to look at social housing availability and locations. Whilst only capturing part of the available social housing, the map in **Figure 43** (below) indicates the locations owned and operated by Hackney Housing, the Borough's largest social housing provider.

Figure 43: Hackney Housing estates in and around the Stoke Newington LTN

²⁵ LTDS 2019/20



8.126 The map indicates large areas of social housing in the LTN with many estates having frontages on roads that are to benefit from a reduction of traffic, including the Milton Gardens Estate, the Lordship South Estate, the Londesborough Estate, the Yoakley Road Estate, the Hawksley Court Estate and the Queen Elizabeth Close Estate. While the access to these estates is generally from the residential streets directly benefiting from the LTN, most of them do contain some properties which look out onto the main roads surrounding the LTN. This all underlines the need to continue traffic and air quality monitoring in these areas for potential short and medium-term traffic displacement disbenefits.

8.127 EQIA Conclusions

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

Protected Characteristic						
Disability	Pregnancy & Maternity	Age	Religion & Belief	Race & Ethnicity	Gender, gender reassignment, sexual orientation; marriage & civil partnership	Poverty
Overall P	Overall P	Overall P	Overall P	Overall P	Overall P	Overall P
Positive		<p>Positive</p> <p>The proposals have reduced traffic on main roads such as Stoke Newington Church Street and Albion Road and in the Low Traffic Neighbourhoods created north and south of Stoke Newington Church Street. A reduction in traffic has created corresponding benefits in terms of air quality, walking and cycling conditions, bus services and road safety. These Benefits are relevant to all categories, but particular benefits can be identified.</p> <p>Road safety improvements are especially beneficial for disabled people to support them making local journeys. They are also particularly beneficial for older people and young children, who are overrepresented in road collision accidents.</p> <p>Improvements to walking and cycling conditions are relevant to all protected groups, as all require access to the town centre. In particular, women and people with culturally and ethnically diverse communities have currently low levels and therefore higher potential for cycling, and thus benefit more from improvements to local cycling conditions. Disabled people and young people under 20 currently have a higher mode share percentage of walking trips than average in the borough, and so stand to benefit in particular from improvements in walking conditions.</p> <p>Bus services on Stoke Newington Church Street and Albion Road</p>				

	<p>can benefit from less congestion, which is especially beneficial to older people, under 20s and people from an ethnic minority, who tend to be more reliant on bus services.</p> <p>Air quality improvements in the town centre and LTNs are beneficial to all protected groups. In particular, air quality improved outside local primary schools and nurseries is particularly beneficial to young children and people in the maternity/pregnancy group. Several estates will also benefit from improved air quality, which is especially beneficial for people that either suffer from or are in danger of falling into the poverty category.</p>
<p>Negative</p>	<p>Negative</p> <p>Some short-term traffic displacement due to the proposals may have occurred, however, phenomena such as modal shift and traffic evaporation are likely to reduce these impacts as traffic grows accustomed to the new restrictions. This might mean a short term increase in traffic together with potential reductions in air quality, road safety and cycling/walking conditions on roads surrounding the scheme area (boundary roads). Some changes in traffic have been recorded on roads on the Western edge of the LTN including Green Lanes and as this EQiA notes this potentially affects access to several sites important to a number of protected groups.</p> <p>As shown in section 5 the overall air quality benefits are indicated positive, but within this there will be some local negative impacts. These negative impacts are relevant to all groups, but in particular they are relevant to young children as several nurseries have frontages onto affected boundary roads. They are also relevant to certain faith groups as several places of worship have entrances/exits on boundary roads.</p> <p>Moreover, there are several GP surgeries near these boundary roads, thus the scheme might impact groups that use these healthcare facilities, such as older people and people with disabilities. Destinations affected by increased traffic and important to protected groups have been identified in this EQIA. All destinations will remain accessible by all modes, but the scheme does require some journeys to be rerouted. Apart from exemptions for Blue Badge holders at the Stoke Newington</p>

	<p>Church Street Bus Gate and emergency services, there are no exemptions proposed, so users that are more reliant on cars/vehicles have been disadvantaged by the need to make slightly longer journeys. Subgroups of the group of car-dependent people include members of protected groups, including older people and people with disabilities.</p> <p>In order to protect the integrity of the closures, emergency services have been given exemptions, but some other carers for members of protected groups have needed to reroute their journeys. Taxis used by older people or people with disabilities have needed to take longer routes in some cases.</p> <p>The impact of the scheme has been examined in detail in section 5. All negative impacts have been considered in general and for their impact on protected groups in particular.</p> <p>Monitoring of the whole road network is ongoing. Because of having produced this, EQIA, which highlights the special requirements of groups with protected characteristics, particular attention will be paid to the type of journeys they make and how they interact with traffic changes.</p> <p>Road collisions affect all users. The statistics are so far inconclusive but do not cause serious concern. Once again any patterns of collision which appear to be particularly relevant to groups with protected characteristics will be given special attention.</p>
<p>Comments</p>	<p>Comments</p> <p>Impacts on certain groups cannot be fully evaluated, or contrasting impacts identified. This includes the impact of the scheme on community safety and thus on protected groups such as women or people with a non-straight sexual orientation. Section 5 looks at the impact of the scheme on crime trends but the scheme needs to continue to be evaluated by project officers together with the Met police and Hackney's Enforcement team.</p> <p>Certain groups may have experienced both positives and negatives due to the scheme. This can be a difference in location, i.e. benefits in the town centre and LTNs but disbenefits on boundary roads. It can also be a difference in terms of transport mode, i.e. benefits for bus users, pedestrians, cyclists, but</p>

disbenefits for vehicle users. Individuals and groups will, of course, make use of different modes of transport at different times. Overall, data and research show that groups with protected characteristics, e.g. ethnicity or disability, are more frequently pedestrians or bus users than car passengers or drivers. But there are exceptions to this such as the slightly higher car dependency of Asian groups on car use.

Overall, balancing these positives and negatives and the impact on different locations, it is believed that the scheme has been beneficial in terms of equalities. Walking, cycling and potential bus service enhancements and road safety and air quality improvements are especially relevant for the town centre and the LTNs.

Also bearing in mind the disproportionate impacts of Covid-19 on certain groups e.g. people with culturally and ethnically diverse communities or older people, certain measures were incorporated into the proposals to mitigate negative impacts, or to ensure that certain negative impacts would not formulate.

These included:

- The retention of all doctor, disabled and ambulance bays in the scheme area.
- Taking into account emergency services feedback and ensuring that 4 out of 5 LTN filters and the traffic filter are navigable for emergency vehicles.
- Granting exemptions for Blue Badge holders with companion e-badges through the Stoke Newington bus gate and other bus gates in the borough. This was extended in October 2021 for Hackney residents who are Blue Badge holders and have registered one vehicle for an exemption permit.
- The traffic filter operations have been limited to 7am-7pm to mitigate potential negative impacts from traffic displacement.
- Feedback from other organisations, including disability stakeholder groups has been taken into account and has influenced, for example, the pavement widening designs.
- All properties, shops and residences alike are still accessible by motor vehicles.

As patterns and habits change, new impacts and effects on groups with protected characteristics might be discovered, and these will continue to need to be captured and evaluated. As these could impact the scheme after it is introduced, there is a need to see the EQIA as a live document that requires continual updating and assessment.

The proposals should be seen as part of a package of measures in the local area that all aim to achieve the same policy goals and scheme objectives, especially in terms of promoting a modal shift towards active travel and improving local air quality.

Supporting measures have included the installation of more residential cycle hangars, electric vehicle charging points (rapid and lamp column), improved public realm as part of the LEN16 programme and improved cycle infrastructure on Green Lanes. Other schemes such as the expansion of the ULEZ in October 2021 and the ongoing Zero Emissions Network have contributed to the same objectives.

To ensure that benefits of the broader programme are realised for all groups, the Council has a number of existing initiatives such as the ongoing cycle training programme and several publicity campaigns. To monitor the scheme and collect feedback, the Council will continue to liaise with stakeholder representatives of protected groups.

8.128 Summary of Equalities Specific Recommendations

- 8.129 Continue to look for data that is specific enough to be able to distinguish the impact of those living inside an LTN to those on the boundary or other impacted areas.
- 8.130 Continue to liaise and consult with representatives of all protected groups in order to learn more about their day-to-day experiences of using the LTN.
- 8.131 Continue to investigate ways in which those who genuinely need motorised access can be exempted from some restrictions without this affecting the wider benefits to the majority. Maintain contact with taxicard operators.
- 8.132 Understand that this is an area with high levels of deprivation and low car ownership and that measures to reduce the dominance of car traffic will be of overall benefit to all sectors of society.
- 8.133 At the detailed level, ensure that facilities for cyclists are designed to accommodate adapted cycles. Ensure that taxi and private hire drivers are aware that they can access closed streets for the purposes of dropping off and picking up passengers with mobility impairments, including passengers with disabilities. This could include creating maps for distribution to drivers, as well as engagement through TfL Taxi and Private Hire (TPH) and trade associations. Ensure that all routing providers such as Google Maps and TomTom are given up to date information to help those in need.
- 8.134 Treat the EQIA as a 'live' document and continue to look for opportunities to actively support groups with protected characteristics.

9. Legal implications

- 9.1. A local authority is empowered under the Road Traffic Regulation Act 1984 to make an experimental traffic order ("ETO") "for the purposes of carrying out an experimental scheme of traffic control" which may continue in force for a maximum of 18 months. The order may empower an officer to modify or suspend the order.
- 9.2. Regulation 23 of the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996 sets down the procedure for an order where "the sole effect of an order ('a permanent order'), which is not an order made under section 9 of the 1984

Act, is to reproduce and continue in force indefinitely the provisions of" an ETO or ETOs.

- 9.3. The statutory requirements ordinarily applicable to an order that does not solely continue in force the provisions of an ETO are disapplied on condition that the requirements in Regulation 23(3) have been complied with. The requirements imposed by Regulation 23(3) are, among other things, that the notice of making the ETO made clear that the authority would be considering making the order permanent and that any person could, within six months of the making of the ETO, object to the authority making the order permanent.
- 9.4. Before making a permanent order, an authority must consider all the objections that are made in response to the notice of making, published in respect of the relevant ETO.
- 9.5. Any person may, within 6 weeks, apply to the High Court to question the validity of a permanent order, but an order may not otherwise be questioned in any legal proceedings whatsoever.
- 9.6. The network management duty in s.16 of the Traffic Management Act 2004 is a continuing duty and the authority is obliged pursuant to s.17 TMA 2004 to keep its performance of the network management duty under review.
- 9.7. The public sector equality duty continues to apply when making an experimental scheme permanent.

10. Financial implications

- 10.1. The estimated cost of making the permanent traffic order for the Stoke Newington Church Street LTN is £3k fundable within the TFL LIP budget.
- 10.2. Further financial implications on permanent improvements for each traffic filter will be approved on a case-by-case basis and subject to spend approval. This decision is not dependent on funding for upgrading the traffic filter locations. Each improvement will be subject to a capital budget spend approval although alternative sources of funding, such as through Transport for London or central government bids, will be pursued.
- 10.3. The maintenance of the road markings and signs will be incorporated into the Council's routine maintenance and will not have a substantial impact on the revenue budgets.

11. Summary Authority to make decisions

- 11.1. Within the scheme of delegation for Climate, Homes and Economy (previously Neighbourhoods and Housing), delegation (authority) for making permanent orders under Section 6 of the Road Traffic Regulation Act (RTRA 1984) falls under (what is currently numbered as) NH256 - Making “permanent” orders for prescribed routes, waiting and loading restrictions, bus stop and school clearways, disabled persons’ parking places, doctors’ parking places, free parking places, loading bays, bus and cycle lanes, pedestrian zones, weight, height and length restrictions, is delegated to Director, Public Realm and Head of Streetscene.
- 11.2. The Strategic Director, Sustainability and Public Realm is able to approve recommendations set out in paragraph 1.1 of this report.

12. Conclusions

- 12.1. This Delegated Powers Report recommends that the Director of Sustainability and Public Realm authorises making permanent the Stoke Newington Church Street Low Traffic Neighbourhood LTN scheme as set out in Section 1 Recommendations of this report.

13. Approval

EXEMPT

Not applicable

CONFIDENTIAL

None

BACKGROUND PAPERS

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

None

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

Signed

Dated:

Aled Richards - Strategic Director, Sustainability and Public Realm

cc Cllr Mete Coban – Cabinet Member for Environment and Transport

cc Tyler Linton - Acting Head of Streetscene

cc Maryann Allen - Group Engineer, Design & Engineering

APPENDICES

Appendix A: Air Quality Modelling Study Aecom report Stoke Newington LTN

Appendix B: MEL Low Traffic Neighbourhoods - Stoke Newington Feedback Report

Appendix C: Hackney EQIA evidence base

Glossary of Abbreviations Used in this Document

ANPR Automatic Number Plate Recognition

AQAP Air Quality Action Plan

CS1 Cycle Superhighway 1

DfT Department for Transport

DPD Delegated Powers Decision

ETO Experimental Traffic Order

ETP Emergency Transport Plan

EQIA Equalities Impact Assessment

LAS London Ambulance Service

LEN Low Emissions Neighbourhood

LEN16 Low Emissions Neighbourhood for N16 area

LFB London Fire Brigade

LTN Low Traffic Neighbourhood

NO_x Generic term for nitrogen oxides that are most relevant for air pollution;

Nitrogen oxide (or nitric oxide) = NO; Nitrogen dioxide = NO₂ or NO₂;

both together are referred to as NO_x

TfL Transport for London

ULEZ Ultra Low Emission Zone

ZEN Zero Emissions Neighbourhood

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<https://tfl.gov.uk/corporate/publications-and-reports/economic-benefits-of-walking-and-cycling>
- TfL, Vision Zero Action Plan
<https://tfl.gov.uk/corporate/safety-and-security/road-safety/vision-zero-for-london>

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Hackney Stoke Newington Church Street Low Emission Neighbourhood

Air Quality Modelling Study

London Borough of Hackney

November 2022

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Table of Contents

1. Introduction	6
Overview	6
Low Emission Neighbourhoods	6
Stoke Newington Church Street LEN	7
Study Objectives	7
2. Policy Context	9
Air Quality Objectives	9
Clean Air Strategy	9
The London Plan 2021	10
London Environment Strategy	10
Mayor’s Transport Strategy and Transport Action Plan	10
Air Quality Focus Areas	10
London Local Air Quality Management (LLAQM)	11
Hackney’s Air Quality Action Plan	11
3. Methodology	13
Emissions Modelling	13
Road Traffic Emissions	13
Other Emission Sources	13
Prediction of Air Quality Impacts	13
Dispersion Model Input Data and Model Conditions	13
Meteorological Data	14
Background Pollutant Concentrations	14
Traffic Flow and Speed Data	14
4. Baseline Air Quality	16
Monitoring Data	16
Background Concentrations	17
5. 2021 Baseline & 2021 With-Scheme Modelled Pollutant Concentrations	19
Results Summary	20
Nitrogen Dioxide	20
Particulate Matter	21
Key Impacts	25
A10 Stoke Newington Road - between Beatty Road and Walford Road	25
B104 Stoke Newington Church Street	25
A10 Stoke Newington High Street - south of junction with Church Street	26
A10 Stoke Newington Road – north of junction with Crossways	27
Green Lanes	28
A107 Lower Clapton Road	28
Air Quality Focus Areas	28
6. Conclusions	30
7. References	32
Appendix A Full Modelled Results	33
Appendix B Receptor Mapping	55

Figures

Figure 2-1 Study Modelled Road Network and Air Quality Focus Areas in Hackney	12
Figure 3-1 London City Airport 2018 Meteorological Data	14

Figure 5-1 Assessed Receptors with Air Quality Impact Descriptors Greater than 'Negligible' for Annual Mean NO₂ – Stoke Newington Church Road LEN 24

Figure 5-2 Church Street Source Apportionment, 2021 Baseline and 2021 With-Scheme 26

Figure 5-3 A10 Stoke Newington High Street - south of Church Street Source Apportionment, 2021 Baseline and 2021 With-Scheme..... 27

Figure 5-4 A10 Stoke Newington Road – north of junction with Crossways Source Apportionment, 2021 Baseline and 2021 With Scheme 28

Tables

Table 2-1: UK Air Quality Objectives 9

Table 2-2: World Health Organisation (WHO) Air Quality Guidelines 10

Table 3-1 General ADMS-Roads model conditions 13

Table 4-1: LBH Continuous Monitoring Data, 2015-2020 16

Table 4-2 Selected LBH NO₂ Diffusion Tube Monitoring Data, 2017-2021 16

Table 4-3 Comparison of Monitored vs Modelled Background Pollutant Concentrations 17

Table 4-4 Comparison of Defra Background Pollutant Concentrations vs Adjusted Defra Background Concentrations, 2021 17

Table 5-1 Effect Descriptors at Individual Receptors – Annual Mean NO₂ and PM₁₀ 19

Table 5-2 Effect Descriptors at Individual Receptors – Annual Mean PM_{2.5} 19

Table 5-3 Predicted Maximum and Minimum Annual Mean Pollutant Concentrations at all Assessed Receptors 20

Table 5-4 2021 Modelled Pollutant Concentrations, 2021 Baseline and 2021 With-Scheme Scenarios 22

1. Introduction

Overview

- 1.1 AECOM Limited (AECOM) has been appointed by the London Borough of Hackney (LBH) to support a detailed study into the borough's Stoke Newington Church Street Low Emission Neighbourhood (LEN). In particular, an assessment of the potential impact of traffic changes on local air quality has been undertaken.
- 1.2 A borough-wide air quality management area (AQMA) was declared in Hackney in June 2006 following exceedances of the annual and 1-hour mean objectives for nitrogen dioxide (NO₂) and the 24-hour mean objective for particulate matter (PM₁₀).
- 1.3 In 2021, AECOM conducted a baseline assessment of air quality in the borough based on a 2018 baseline year (AECOM, 2021). The main conclusions were:
 - Of the 1,785 selected receptors modelled, 251 locations had annual mean NO₂ concentrations greater than the 40 µg/m³ AQO. Of these, 15 had annual mean NO₂ concentrations in excess of 60 µg/m³, indicating a possible exceedance of the hourly mean objective.
 - Modelling results indicated exceedances of the annual mean objective for NO₂ in all eight of LBH's Air Quality Focus Areas (AQFAs), with 114 of the 251 modelled exceedances occurring within AQFAs. On average, the Dalston Lane AQFA (AQFA No. 66) had the highest annual mean NO₂ concentrations of any of the borough's AQFAs.
 - Modelled annual mean concentrations of particulate matter (PM₁₀ and PM_{2.5}) were not predicted to exceed the relevant AQOs at any sensitive receptor location. However, exceedances of World Health Organisation (WHO) guideline values for PM_{2.5} were predicted at all modelled receptor locations across the borough, and exceedances of WHO guideline values for PM₁₀ were predicted at 1,205 receptors (68% of the modelled locations).
 - Highest pollutant concentrations were found along the main A roads (e.g. A10 and A1207) as well as in street canyon environments with high traffic flows and low speeds including around Stoke Newington, Homerton High Street and City Road around Old Street roundabout.

Low Emission Neighbourhoods

- 1.4 LBH's Transport Strategy (London Borough of Hackney, 2015) commits to making Hackney's roads safer for everyone living, working and visiting the borough through creating an environment that will encourage more walking and cycling, subsequently improving air quality and reducing emissions throughout the borough.
- 1.5 As part of a shift towards a greener Hackney, LBH have committed to implementing changes that:
 - Protect communities from increases in traffic;
 - Support people to make healthier local journeys;
 - Prioritise public transport for those who need it; and
 - Create cleaner, greener streets for everyone to enjoy.
- 1.6 Such changes include the implementation of LENs, Low Traffic Neighbourhoods (LTNs) and School Streets, all of which are important in discouraging through-traffic from using neighbourhood streets where there are fewer pedestrian crossings and roads are less able to handle high volumes of traffic:

- **LENs** are schemes aimed at improving air quality and promoting sustainable living in a particular area, achieved via a range of measures from building up the infrastructure for ultra-low emission vehicles to projects that make it easier for people to move around by bike or on foot (TfL, 2021).
- **LTNs** exist where a type of road closure, known as a traffic filter (usually planters or bollards on the road, which prevent motor vehicles from passing through), is introduced at several locations in a specified neighbourhood or area. LTNs aim to enable residents to walk and cycle to their destinations, in addition to protecting local residential streets from an increase in through traffic.
- **School Streets** are a type of road closure wherein motor traffic is banned from outside schools at opening and closing times. It is LBH's intention that these be introduced at almost every primary school in Hackney, as part of the Council's plan to aid social distancing, support walking and cycling and protect people from an increase in traffic as the national COVID-19 lockdown continues to ease.

Stoke Newington Church Street LEN

- 1.7 Residents of Stoke Newington have identified traffic and poor air quality as significant issues in the area (London Borough of Hackney, 2021). Following engagement with residents in Stoke Newington on ways to make the area cleaner, greener and safer, LBH introduced a Low Emission Neighbourhood (LEN) on 20th September 2021.
- 1.8 LBH have been granted funding by Transport for London (TfL) to close Stoke Newington Church Street to through-traffic (with exceptions) during the daytime. The filter - located outside the Red Lion Public House on Stoke Newington Church Street - will operate from 7am to 7pm, Monday to Sunday, and will permit buses, cyclists, pedestrians and exempted emergency vehicles to pass through. The restriction is timed to balance the need to reduce traffic with delivery and servicing requirements of businesses on Church Street.
- 1.9 Further measures, of which all will operational 24/7, comprise:
 - Proposed road closure on Yoakley Road at the junction with Church Street;
 - Proposed closure on Lordship Road, north of junction with Lordship Terrace. Road 'realignment' in this area achieved by changes to road markings and with diagonal filters with planters in place;
 - Proposed closure on Oldfield Road, between Sandbrook Road and Kynaston Road;
 - Proposed closure on Bouverie Road at the junction with Church Street; and
 - Proposed closure on Nevill Road between the junctions with Barbould Road and Dynevor Road.
- 1.10 The proposals support the achievement of LBH's ambition to re-build a greener Hackney in the aftermath of the pandemic by improving air quality and encouraging people to walk, cycle and support local businesses as the borough emerges from coronavirus restrictions.
- 1.11 The plans intend to reduce traffic, improve air quality, and improve road safety on Stoke Newington Church Street and Albion Road, including at the three primary schools on these roads: St. Mary's C of E Primary School; Grasmere Primary School and William Patten Primary School.
- 1.12 The filter outside the Red Lion Public House will also be the first in the borough to allow Blue Badge holders with a registered permit to drive through at any time, after the Council recently revised its policy following feedback from local residents.

Study Objectives

- 1.13 This report presents the results of the detailed modelling undertaken with respect to the Stoke Newington Church Street LEN. The scope of this assessment is as follows:

- To identify any areas of improvement or worsening with respect to the baseline as a result of the LEN;
- To conduct a 'with-scheme' modelling exercise in line with the baseline model setup and processing methodology to capture the impacts of traffic displacement as a result of the LEN;
- To predict annual mean concentrations of NO₂ and PM₁₀ and PM_{2.5} at selected sensitive receptors;
- To compare modelled concentrations against long-term air quality objective values and WHO particulate guidelines; and
- Where new areas of exceedance are identified, to determine the contribution of emissions and pollutant concentrations by vehicle type (source apportionment).

2. Policy Context

Air Quality Objectives

- 2.1 The UK National Air Quality Strategy (AQS) was initially published in 2000, under the requirements of the Environment Act 1995 (HM Government, 1995). A further revision of the Strategy (Defra, 2007) sets objective values to help Local Authorities manage local air quality improvements in accordance with the EU Air Quality Framework Directive. Some of these objective values have been laid out within the Air Quality (England) Regulations 2000 (HM Government, 2000) and later amendments (HM Government, 2002).
- 2.2 The Environment Act 2021 (HM Government, 2021) amends the Environment Act 1995 (HM Government, 1995). On 9th November 2021, the Act received Royal Assent after being first introduced to Parliament in January 2020 to address environmental protection and the delivery of the Government's 25 Year Environment Plan. It includes provisions to establish a post-Brexit set of statutory environmental principles to ensure environmental governance through an environmental watchdog, the Office for Environmental Protection (OEP).
- 2.3 The Secretary of State must publish a review report every five years (as a minimum and with yearly updates to Parliament). The 25 Year Environment Plan will be adopted as the first Environmental Improvement Plan (EIP) of the Environment Act 2021, with long-term legally binding targets expected to be set in 2022.
- 2.4 The air quality objective values have been set down in regulation for the purposes of local air quality management (LAQM). Under the LAQM regime, local authorities have a duty to carry out regular assessments of air quality against the objective values and if it is unlikely that the objective values will be met in the given timescale, they must designate an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) with the aim of achieving the objective values. The boundary of an AQMA is set by the local authority to define the geographical area that is to be subject to the management measures to be set out in a subsequent action plan. It is not unusual for the boundary of an AQMA to include within it, relevant locations where air quality is not at risk of exceeding an air quality objective.
- 2.5 The UK's national air quality objective values for the pollutants of relevance to this assessment are displayed in Table 2-1.

Table 2-1: UK Air Quality Objectives

Pollutant	Averaging Period	Value	Maximum Permitted Exceedances	Target Date
Nitrogen Dioxide (NO ₂)	Annual Mean	40 µg/m ³	None	31/12/2005
	Hourly Mean	200 µg/m ³	18 times per year	31/12/2005
Particulate Matter (PM ₁₀)	Annual Mean	40 µg/m ³	None	31/12/2004
	24-hour	50 µg/m ³	35 times per year	31/12/2004
Fine Particulate Matter (PM _{2.5})	Annual Mean	20 µg/m ³	None	01/01/2020

Clean Air Strategy

- 2.6 In 2019, the UK government released its Clean Air Strategy 2019 (Defra, 2019a), part of its 25 Year Environment Plan.
- 2.7 Local air quality management focus in recent years has primarily related to NO₂, and its principal source in the UK, road traffic. However, the 2019 Strategy broadens the focus to other areas, including domestic emissions from wood burning stoves and from agriculture. This shift in emphasis is part of a goal to reduce the levels of fine particulate matter (PM_{2.5}) in the air to below the World Health Organisation guideline level; lower than the current UK objective (World Health Organization, 2005).
- 2.8 The World Health Organisation (WHO) have developed their own guidelines for outdoor ambient air quality (World Health Organization, 2021). These guidelines differ from UK AQOs, notable with regard to particulate matter; the WHO guideline values for particulate matter are more ambitious than the objective values transcribed within national legislation.

- 2.9 WHO most recently updated these guidelines in September 2021; these are notably more stringent than those released in 2005. Both the original and updated WHO air quality guidelines are outlined in Table 2-2.

Table 2-2: World Health Organisation (WHO) Air Quality Guidelines

Pollutant	Averaging Period	2005 Guidelines	2021 Guidelines
Nitrogen Dioxide (NO ₂)	Annual Mean	40 µg/m ³	10 µg/m ³
	Hourly Mean	200 µg/m ³	-
	24-hour Mean	-	25 µg/m ³
Particulate Matter (PM ₁₀)	Annual Mean	20 µg/m ³	15 µg/m ³
	24-hour Mean	50 µg/m ³	45 µg/m ³
Fine Particulate Matter (PM _{2.5})	Annual Mean	10 µg/m ³	5 µg/m ³
	24-hour Mean	-	15 µg/m ³

The London Plan 2021

- 2.10 The London Plan 2021 is the Spatial Development Strategy for Greater London (Greater London Authority, 2021). It sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth.
- 2.11 Air quality is a key theme throughout the document, and is a key consideration in the Plan's Good Growth Objectives, specifically objective 'GG3 – Creating a healthy city'. This objective aims to:

“...seek to improve London's air quality, reduce public exposure to poor air quality and minimise inequalities in levels of exposure to air pollution...”

London Environment Strategy

- 2.12 The London Environment Strategy was published by the Mayor of London in May 2018 and sets out the Mayor's vision of London's environment to 2050 (Greater London Authority, 2018). The London Environment Strategy includes a number of policies and aspirations, with an accompanying implementation plan, setting out actions the Mayor is prioritising for the next five years to help implement the aims of this strategy.
- 2.13 Chapter 4 of this document relates to air quality. This chapter of the Strategy supersedes the 2010 Mayor's Air Quality Strategy and sets the ambitious target for London to have the best air quality of any major world city by 2050.

Mayor's Transport Strategy and Transport Action Plan

- 2.14 In 2017, TfL produced 'Healthy Streets for London' (TfL, 2017). The Action Plan recognises that poor air quality is an issue, particularly in inner London, and that road transport is a key source. A range of measures are outlined to improve air quality including bringing forward and expanding the Low Emission Zone, tightening of Low Emission Zone standards for heavy goods vehicles (HGVs), buses and coaches, use of hybrid buses and retiring the oldest and most polluting taxis.
- 2.15 The Mayor of London published a new Transport Strategy for London (Greater London Authority, 2018) in 2018. This strategy is based on a Healthy Streets Approach that prioritises human health by changing the mix of transport in London to encourage walking, cycling and public transport. The Mayor aims for 80% of Londoners' trips to be made by public transport, cycling or walking by 2041.

Air Quality Focus Areas

- 2.16 The Greater London Authority (GLA) has identified 183 Air Quality Focus Areas (AQFA) across London. These are regions which exceed the NO₂ annual mean target and have relevant human exposure. These areas try to address concerns raised by boroughs when implementing their air quality reviews and forecasts.
- 2.17 LBH has eight AQFAs within their jurisdiction as depicted in Figure 2-1 and two additional AQFAs traverse the borough boundary. Five AQFAs are within the assessed LEN study area as follows:
- AQFA No. 63: Stamford Hill (A107) / Clapton Common (A10);
 - AQFA No. 66: Dalston Lane between Kingsland High Street and Queensbridge/Graham Road;

- AQFA No. 67: Manor House junction Green Lane/Seven Sisters Road;
- AQFA No. 69: Stoke Newington Town Centre area (A10); and
- AQFA No. 70: Clapton Road/Lea Bridge/Kenninghall Road/ A104.

London Local Air Quality Management (LLAQM)

- 2.18 In Greater London, AQMAs are declared for NO₂ and PM₁₀ in equal proportions, such that boroughs place equal emphasis on both pollutants. It is a statutory requirement for local authorities to regularly review and assess air quality in their area and take action to improve air quality when objectives set out in regulation cannot be met.
- 2.19 The London Local Air Quality Management (LLAQM) Technical Guidance (Greater London Authority, 2019) has been prepared to support London boroughs in carrying out their duties under the Environment Act 1995 and connected regulations.

Hackney's Air Quality Action Plan

- 2.20 LBH's AQAP spans the period 2021-2025 (London Borough of Hackney, 2021b), replacing the previous AQAP which ran from 2015-2019 (London Borough of Hackney, 2015).
- 2.21 The AQAP cites road transport as a key source of concern for emissions of NO_x and particulate matter (PM₁₀ and PM_{2.5}), identifying major roads as one of the borough's most dominant sources. The Plan emphasises the importance of tackling road-source emissions of NO_x and PM given the well-documented adverse health impacts of exposure. The cross-cutting benefits to society of reducing road-source pollution have been demonstrated throughout the Coronavirus (Covid-19) pandemic and associated local and national lockdowns, leading LBH to identify ways in which the borough can change to create a cleaner, greener and healthier future.
- 2.22 The Plan outlines 47 actions LBH have committed to taking in order to tackle poor air quality across the Borough. The actions are grouped into 9 policy-based categories in line with the LLAQM Air Quality Action Matrix (Greater London Authority, 2019):
- 2.23 Monitoring and other core statutory duties;
- Emissions from buildings and development;
 - Public health and raising awareness;
 - Delivery, servicing and freight;
 - Borough fleet;
 - Localised solutions;
 - Cleaner transport;
 - Schools and communities; and
 - Lobbying.
- 2.24 In a step towards a cleaner future, LBH have already formally adopted the WHO Air Quality Guidelines as shown in Table 2-2 (World Health Organisation, 2005) for PM₁₀ and PM_{2.5} as of August 2021, committing to achievement of these guidelines by 2030. This forms part of Action 1 of the new AQAP, which additionally outlines the borough's milestone target for 2025 of compliance at 75% of locations where PM is monitored.
- 2.25 The aims and actions of the AQAP are supported by a number of corporate strategies which will allow the new AQAP to *"not only build upon the achievements of past actions, but [establish] ambitious new targets that fit into the Borough's new corporate sustainability agenda"*. The council intend to address air quality issues not only in the new AQAP but also in their new Health & Wellbeing Strategy, Green Energy Strategy, Emergency Transport Plan, Parking Strategy, Green Infrastructure Strategy and Biodiversity Strategy, therefore adopting a holistic approach to environmental management.

3. Methodology

- 3.1 This section presents the methodology used to assess the impacts of the LEN Scheme.
- 3.2 The following sources of information and data have been used to form the basis of the air quality assessment:
- Department for Environment, Food and Rural Affairs (Defra)'s Air Quality Background Concentration Maps based on a 2018 base year (Defra, 2020a);
 - Defra's Vehicle Emission Factors (Defra, 2021);
 - Air quality monitoring data for 2018-2021 (London Borough of Hackney, 2019); and
 - Traffic model data provided by TfL's most recent version of their ONE model for 2021.
- 3.3 The modelling assessment was conducted following methodology within the Department of Environment Food and Rural Affairs (Defra)'s LAQM.TG (22) technical guidance (Defra, 2022) and the Mayor of London's London-specific technical guidance, LLAQM.TG(16) (Greater London Authority, 2019).

Emissions Modelling

Road Traffic Emissions

- 3.4 The latest version of Defra's Emissions Factors Toolkit (EFT) (version 11) (Defra, 2021) was used to calculate NO_x, PM₁₀ and PM_{2.5} emissions by vehicle type for each road link for both the 2021 Baseline and the 2021 With Scheme scenarios.

Other Emission Sources

- 3.5 The assessment has only explicitly modelled emissions from road traffic sources in the study area as these are the key emitters of pollution across the borough. Emissions from other sources such as rail and industry directly within the study area, other roads and other sources from further afield were taken into account as part of the background contribution.

Prediction of Air Quality Impacts

- 3.6 The dispersion model software 'ADMS-Roads' (5.0.1.3) was used to quantify concentrations of NO₂, PM₁₀ and PM_{2.5} at selected receptors due to road traffic emissions (CERC, 2013). ADMS-Roads is a modern dispersion model that has an extensive published track record of use in the UK for the assessment of local air quality impacts, including model validation and verification studies.
- 3.7 The model outputs have been presented at individual receptor locations.

Dispersion Model Input Data and Model Conditions

- 3.8 Details of general model conditions set up in ADMS-Roads are provided in Table 3-1.

Table 3-1 General ADMS-Roads model conditions

Variables	ADMS-Roads Model Input: Road Traffic Model
Surface roughness at source	1.5
Minimum Monin-Obukhov length for stable conditions	100
Terrain types	Flat with elevated road sections
Street canyons	Yes where applicable
Receptor location	x, y coordinates determined by GIS, z = various.
Emissions	NO _x , PM ₁₀ , PM _{2.5}
Emission factors	EFT Version 11 emission factor dataset.
Meteorological data	1 year (2018) hourly sequential data from London City Airport meteorological station.
Receptors	Facades of selected receptors and gridded.

Variables	ADMS-Roads Model Input: Road Traffic Model
Model output	Long-term (annual) mean NO _x concentrations.
	Long-term (annual) mean PM ₁₀ concentrations.
	Long-term (annual) mean PM _{2.5} concentrations.

Meteorological Data

3.9 One year (2018) of hourly sequential observation data from London City Airport meteorological station has been used in this assessment to correspond with the baseline year. The station is located approximately 9 km south east of the borough and experiences meteorological conditions that are representative of those experienced within the air quality study area., within wind speeds up to 8.2 m/s. A wind rose for the site is presented in Figure 3-1.

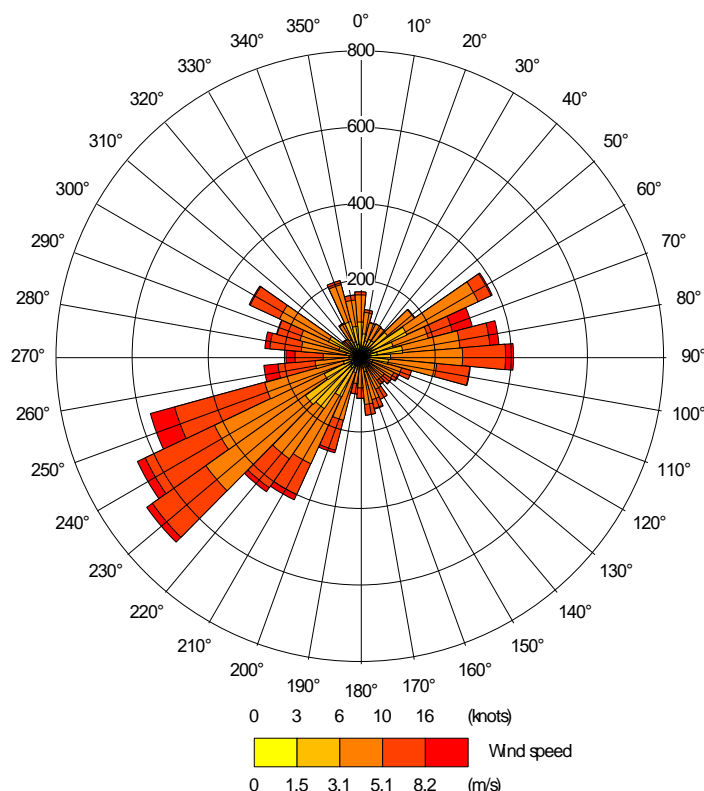


Figure 3-1 London City Airport 2018 Meteorological Data

3.10 It is recommended in LAQM.TG (22) that the meteorological data log file be checked, to confirm the number of missing and calm hours that cannot therefore be modelled (Defra, 2022). The meteorological data should only be used if the percentage of usable hours is greater than 75%, and preferably 90%. 2018 meteorological data from London City Airport includes 8473 lines of usable hourly data out of the total 8,760 for the year, i.e. 96.7% usable data. These data are therefore suitable for application to the assessment.

Background Pollutant Concentrations

3.11 Background pollution concentrations used in this assessment were sourced from Defra's 2018-based background maps (Defra, 2020a) for 2021. The data used in this assessment are presented and discussed section 3.14.

Traffic Flow and Speed Data

3.12 Outputs for all modelled roads within LBH for both AM (08:00-09:00) and PM (17:00-18:00) peak hours for two 2021 scenarios from TfL's ONE strategic VISUM model have been provided by the project's transport consultants:

- 2021 baseline: predicted traffic flows in 2021 **without** the Stoke Newington Church Street LEN in place.
- 2021 With Scheme: predicted traffic flows in 2021 **with** the Stoke Newington Church Street LEN in place.

- 3.13 The information was given in the form of a spatial shapefile with link type, number of lanes, bus lanes and link length, with flow and speed outputs for each link (in each direction) for the peak hours.
- 3.14 The peak hour data was converted by AECOM to 24-hour annual average daily traffic (AADT flows) broken down into light duty vehicles (LDVs) and heavy duty vehicles (HDVs), using a methodology largely similar to that applied to the baseline traffic data, as outlined in the Baseline Modelling Report (AECOM, 2021). The difference in methodology applied stems from an update to the TfL ONE model, from which data for the 2021 Baseline and 2021 With Scheme scenarios have been extracted. The outputs from the most recent version of the ONE model provides private hire vehicles (PHVs) as a separate count. For the purposes of this assessment, PHVs have been categorised with LDVs (instead of taxi's, which are considered less representative given the assumption in the EFT that Taxi's refer to 'Black Cabs' in London. Assumptions and Limitations
- 3.15 The study used the best information available at the time of the assessment. A number of assumptions were made and agreed with LBH to be able to consider the air quality effects of the Scheme.
- 3.16 The main assumptions and potential limitations to the methodology are summarised below:
- NO_x, PM₁₀ and PM_{2.5} vehicle emission factors and vehicle fleet for inner London assumed for 2021 as per information in Defra's latest Emissions Factor Toolkit v.11;
 - Use of modelled data has its inherent limitations however the use of the TfL ONE model output and modelled LEN Scheme data provided by the project transport consultant was considered the most representative source of 2021 data pre- and post-LEN Scheme implementation to be able to assess the predicted potential air quality impacts on all roads within the local vicinity of Church Street and across the wider impact area.
 - The dispersion modelling undertaken did not extend beyond the study area shown in Figure 2-1; it is recognised as a limitation of the assessment that impacts from the LEN may extend outside of the area however it is considered that the largest air quality impacts have been assessed and reported.
 - Background NO_x, NO₂, PM₁₀ and PM_{2.5} concentrations were taken from Defra's background maps for 2021. An adjustment factor has been applied to Defra's 2018-based background pollutant concentration predictions across the study area for 2021. This adjustment factor has been calculated from 2021 monitoring data from the 'Islington – Arsenal' automatic monitoring site, located close to the western edge of Hackney's borough boundary. The results from this assessment are therefore not comparable to the results of LTN studies carried out in 2021; these utilise the adjustment factor calculated for the Baseline Modelling Study, which uses background contributions adjusted by a factor calculated using 2018 monitoring data, due to the 2021 dataset being incomplete at the time of the assessment. Due to the absence of PM_{2.5} measured data, the same factor for PM₁₀ was utilised.
 - Receptors were assumed for ground floor (1.5m height) except where alternative information was known (for example where ground floor is commercial or where the road was elevated in relation to the receptor); and
 - Street canyons were assumed in a number of locations based on the road width and estimated building heights, as provided from Google Street view images or advice from LBH. The locations and geometry of street canyons has remained consistent with the Baseline Modelling Report (AECOM, 2021).

¹ At the time of modelling, EFT version 10.1 was the most recently available. Defra have since released version 11.0 of the EFT in November 2021.

4. Baseline Air Quality

Monitoring Data

- 4.1 Under the requirements of Part IV of the Environment Act (1995), LBH carried out a review and assessment of local air quality historically. Of the pollutants listed under LLAQM, LBH currently monitor for NO₂, PM₁₀ and PM_{2.5} (London Borough of Hackney, 2021a).
- 4.2 LBH undertake automatic (continuous) monitoring of NO₂, PM₁₀ and PM_{2.5} at one roadside location within the borough. This site is located 4 km south of Stoke Newington Church Street. Data from this monitoring site are presented in Table 4-1.

Table 4-1: LBH Continuous Monitoring Data, 2015-2020

Site ID	Location	Type	Pollutant	Monitored Annual Mean NO ₂ Concentration (µg/m ³)						
				2015	2016	2017	2018	2019	2020	2021
HK6	Old Street	Roadside	NO ₂	<u>60</u>	57	57	50	47	37	33
			PM ₁₀	25	20	23	24	22	19	20
			PM _{2.5}	12.1	12.1	11.7	10.2	9.1	7.9	7.8

Note: Exceedances of annual mean objectives are depicted in **bold**. Where an exceedance of the 1-hour NO₂ objective is considered likely, concentrations have been depicted in **bold underlined**.

- 4.3 The council also operates a large network of non-automatic (passive) NO₂ diffusion tubes across their jurisdiction, comprising 138 sites in 2021, including two triplicate co-locations. Of these, 72 are located within the LEN study area, of which 23 are situated in close proximity to the LEN. Data from these sites are presented in Table 4-2 for 2017 to 2021.

Table 4-2 Selected LBH NO₂ Diffusion Tube Monitoring Data, 2017-2021

Site ID	Location	Type	Monitored Annual Mean NO ₂ Concentration (µg/m ³)				
			2017	2018	2019	2020	2021
71	Temp Bus Stop	Kerbside	-	-	49	35	41
76	Stoke Newington High Street	Kerbside	<u>70</u>	<u>65</u>	<u>63</u>	53	48
77	Advantage properties	Kerbside	-	-	-	25	27
80	68 Brighton Road	Kerbside	-	-	-	21	19
86	LEN Lordship Park 1	Kerbside	-	-	-	27	25
87	LEN Lordship Road 1	Kerbside	-	-	-	23	20
89	LEN Allen Road	Kerbside	-	-	-	21	19
90	LEN Barbauld Road	Kerbside	-	-	-	23	23
92	LEN Manor Road	Kerbside	-	-	-	27	25
98	Stokey Vintage	Kerbside	-	-	-	27	29
99	H&B News	Kerbside	-	-	-	32	30
159	Albion 1	Kerbside	-	-	-	27	29
160	Albion 2	Kerbside	-	-	-	31	34
161	William Patten 1	Kerbside	29	29	26	22	21
162	William Patten 2	Kerbside	48	46	45	31	34
163	William Pattern 4	Background	-	27	30	20	21
169	St Mary 2	Roadside	-	28	26	20	20
171	St Marys 4	Roadside	-	39	34	24	23
172	Grasmere	Kerbside	47	43	41	36	38
176	Stoke Newington Nursery	Kerbside	-	-	-	24	22

Site ID	Location	Type	Monitored Annual Mean NO ₂ Concentration (µg/m ³)				
			2017	2018	2019	2020	2021
177	Rainbow Nursery	Kerbside	-	-	-	22	19
182	Grazebrook Primary School	Roadside	-	-	-	20	20
188	St Matthias School	Roadside	-	-	-	20	20

4.4 A decreasing trend is evident in borough-wide annual mean NO₂ concentrations at the majority of the council's long-term monitoring sites. The COVID-19 pandemic has induced a significant decline in pollutant concentrations (namely NO₂), largely attributable to reduced traffic flows following local and national lockdowns. Consequently, monitoring results for 2020 are unlikely to be a true indication of local air quality, and it is important that data be interpreted with caution.

Background Concentrations

4.5 Background data for the relevant 1 km x 1 km grid squares within which the Stoke Newington LEN is situated have been sourced from the latest version of the Defra Background Maps (Defra, 2020a).

4.6 As Defra's 2018-based background concentrations of NO₂, PM₁₀ and PM_{2.5} for 2021 were noticeably higher than monitored concentrations from nearby urban background monitoring sites for the same year, an adjustment factor was calculated for each pollutant using monitored concentrations from the 'Islington – Arsenal' urban background monitoring site (close to Hackney's western edge) and Defra's mapped background concentrations for the grid square in which this monitoring site lies.

4.7 The corresponding adjustment factor was then applied to all grid squares across the study area, in order to obtain background pollutant concentrations more representative of monitored levels in the vicinity of the borough in 2021.

Table 4-3 Comparison of Monitored vs Modelled Background Pollutant Concentrations

Monitoring Site, X,Y & Grid Square	Pollutant	2021 Monitored Concentration (µg/m ³)	2021 Defra Mapped Concentration (µg/m ³)	Background Adjustment Factor
Islington (Arsenal) 531328, 186067 531500, 186500	NO _x	25.9	37.2	0.70
	NO ₂	19.7	24.7	0.80
	PM ₁₀	18.7	19.2	0.97
	PM _{2.5}	-	12.2	0.97

Note: A factor specific to PM_{2.5} could not be calculated due to an absence of monitoring data from this site; the factor calculated for PM₁₀ was therefore applied to Defra's background PM_{2.5} concentrations.

4.8 A summary of the borough's background concentrations of NO₂, PM₁₀ and PM_{2.5} are presented in Table 4-4.

Table 4-4 Comparison of Defra Background Pollutant Concentrations vs Adjusted Defra Background Concentrations, 2021

Grid Square (x y co-ordinates)	Defra Mapped Background Concentration (µg/m ³)			Adjusted Background Concentration (µg/m ³)		
	NO ₂	PM ₁₀	PM _{2.5}	NO ₂	PM ₁₀	PM _{2.5}
531500_187500	21.5	17.9	11.6	17.2	17.4	11.3
531500_186500	23.2	19.2	12.2	18.5	18.7	11.9
532500_186500	22.8	18.0	11.7	18.2	17.5	11.4
532500_187500	21.4	18.5	11.9	17.1	18.0	11.6
532500_185500	24.0	18.5	11.9	19.1	18.1	11.6
533500_186500	22.7	18.7	12.1	18.1	18.2	11.8

Grid Square (x y co-ordinates)	Defra Mapped Background Concentration (µg/m ³)			Adjusted Background Concentration (µg/m ³)		
	NO ₂	PM ₁₀	PM _{2.5}	NO ₂	PM ₁₀	PM _{2.5}
533500_185500	23.9	18.8	12.1	19.0	18.3	11.8
533500_184500	25.5	19.5	12.4	20.3	19.0	12.1
534500_185500	23.2	19.3	12.3	18.5	18.8	12.0
533500_187500	22.0	18.7	12.1	17.5	18.3	11.8
534500_187500	21.0	17.7	11.6	16.7	17.3	11.3
534500_186500	22.5	18.6	12.0	17.9	18.1	11.7
535500_187500	22.0	17.1	11.3	17.5	16.7	11.0
535500_186500	21.6	17.8	11.6	17.2	17.4	11.3
534500_184500	25.2	19.4	12.4	20.1	18.9	12.1
532500_184500	25.6	19.3	12.3	20.4	18.8	12.0
533500_188500	21.2	19.1	12.4	16.9	18.6	12.1

4.9 Post-adjustment, the mapped background concentrations are below the relevant annual mean air quality objectives for all pollutants in all grids within the LEN study area.

5. 2021 Baseline & 2021 With-Scheme Modelled Pollutant Concentrations

- 5.1 A total of 919 receptors have been modelled for the purposes of assessing the Stoke Newington Church Street LEN, with 34 receptors additional to the 2018 baseline scenario. The receptors have been modelled under '2021 baseline' and '2021 With-Scheme' scenarios.
- 5.2 Model adjustment has been undertaken using the same zones (and therefore the same adjustment factors) as applied to the baseline modelling results, as reported in the Baseline Modelling Report (AECOM, 2021). For the Church Street LEN, results from all modelled receptors have been adjusted using the 'General' adjustment factor.
- 5.3 2021 pollutant concentrations were predicted at receptors within the Church Street LEN under two scenarios:
- 2021 Baseline scenario, representing a 'do nothing' approach compared to the baseline year, predicting pollutant concentrations for the opening year without the Scheme in place; and
 - 2021 With-Scheme, under which all LEN Scheme proposals have been implemented.
- 5.4 The change in pollutant concentrations with respect to 2021 baseline concentrations has been described at receptors that are representative of exposure to impacts on local air quality within the study area. The absolute magnitude of pollutant concentrations in the '2021 Baseline' and '2021 With-Scheme' scenario are also described. This is used to consider the risk of the air quality limit values being exceeded in each scenario. For consideration of a change in annual mean concentration of a given magnitude, the EPUK and IAQM have published recommendations for describing the effects of such impacts at individual receptors (Moorcroft and Barrowcliffe et al, 2017). These criteria are outlined in Table 5-1 and Table 5-2 and have been utilised in this assessment. The air quality objectives presented in Table 2-1 have been used to determine significance.

Table 5-1 Effect Descriptors at Individual Receptors – Annual Mean NO₂ and PM₁₀

Long Term Average Concentration at Receptor in Assessment Year (µg/m ³)	Change in Concentration Relative to Air Quality Assessment Level (AQAL) – NO ₂ and PM ₁₀ (µg/m ³)				
	<0.2 (Imperceptible)	0.2 - <0.6 (Very Small)	0.6 - <2.2 (Small)	2.2 - <4.0 (Medium)	>4.0 (Large)
<30.2	Negligible	Negligible	Negligible	Minor	Moderate
30.2 - <37.8	Negligible	Negligible	Minor	Moderate	Moderate
37.8 - <41.0	Negligible	Minor	Moderate	Moderate	Substantial
41.0 - <43.8	Negligible	Moderate	Moderate	Substantial	Substantial
≥43.8	Negligible	Moderate	Substantial	Substantial	Substantial

Table 5-2 Effect Descriptors at Individual Receptors – Annual Mean PM_{2.5}

Long Term Average Concentration at Receptor in Assessment Year (µg/m ³)	Change in Concentration Relative to Air Quality Assessment Level (AQAL) – PM _{2.5} (µg/m ³)				
	<0.1 (Imperceptible)	0.1 - <0.3 (Very Small)	0.3 - <1.1 (Small)	1.4 - <=2 (Medium)	>2 (Large)
<15.1	Negligible	Negligible	Negligible	Minor	Moderate
15.1 - <18.9	Negligible	Negligible	Minor	Moderate	Moderate
18.9 - <20.5	Negligible	Minor	Moderate	Moderate	Substantial
20.5 - <21.9	Negligible	Moderate	Moderate	Substantial	Substantial
≥21.9	Negligible	Moderate	Substantial	Substantial	Substantial

Results Summary

- 5.5 The following provides a summary of the 2021 pollutant concentrations at selected receptors within the study area. For those receptors modelled under the 2018 Baseline scenario, receptor IDs have remained consistent for ease in cross-referencing with the Baseline Modelling Report (AECOM, 2021). 34 additional receptors modelled for the 2021 scenarios do not have corresponding baseline concentrations within the Baseline Monitoring Report.
- 5.6 Pollutant concentrations were modelled at a total of 919 receptor points within Church Street LEN, of which 778 are residential properties, 140 are educational establishments and 1 is a medical facility.
- 5.7 2021 concentrations at all modelled receptors have demonstrated a notable decline compared to concentrations modelled under the 2018 Baseline scenario. This is largely attributable to improvements in predicted background pollutant concentrations, the implementation of borough lead and London wide measures to improve air quality and an overall reduction in traffic flows across the study area between 2018 and 2021.
- 5.8 The predicted annual mean pollutant concentrations across all assessed receptors are shown in Table 5-3; the upper and lower limits of each pollutant concentrations are not predicted to change with the Scheme. Full results are included in Appendix A and presented as figures for annual mean NO₂ concentrations in Appendix B as Figures B1 to B4.

Table 5-3 Predicted Maximum and Minimum Annual Mean Pollutant Concentrations at all Assessed Receptors

Pollutant	2021 Baseline Concentration	2021 With Scheme Concentration
NO ₂	17.7 µg/m ³ to 46.1 µg/m ³	17.7 µg/m ³ to 46.1 µg/m ³
PM ₁₀	17.0 µg/m ³ to 25.7 µg/m ³	17.0 µg/m ³ to 25.7 µg/m ³
PM _{2.5}	11.2 µg/m ³ to 16.0 µg/m ³	11.2 µg/m ³ to 16.0 µg/m ³

Nitrogen Dioxide

- 5.9 Implementation of the Church Street LEN is predicted to induce the following changes to modelled annual mean NO₂ concentrations compared to the 2021 Baseline' scenario:
- A decrease in annual mean NO₂ concentrations at 283 receptors;
 - No change in annual mean NO₂ concentrations at 334 receptors; and
 - An increase in annual mean NO₂ concentrations at 302 receptors.
- 5.10 The annual mean NO₂ concentrations impact as a result of the Scheme are presented in Appendix B as Figures B5 to B9.
- 5.11 In accordance with EPUK & IAQM criteria, impacts deemed 'Negligible' or 'Slight' are considered to be not significant. 'Moderate' and 'Substantial' impacts are considered to be significant. The following impacts have been determined for annual mean NO₂:

- A 'Moderate Beneficial' impact at 14 receptors;
 - A 'Slight Beneficial' impact at 12 receptors;
 - A 'Negligible' impact at 876 receptors;
 - A 'Slight Adverse' impact at 11 receptors;
 - A 'Moderate Adverse' impact at 5 receptors; and
 - A 'Substantial Adverse' impact at 1 receptor.
- 5.12 The 43 receptors which have an impact other than 'Negligible' are presented in Table 5-4 and their locations displayed in Figure 5-1, with the full set of results presented in Table A.1 in Appendix A.
- 5.13 As a result of the LEN Scheme implementation, a maximum increase in annual mean NO₂ concentration of 3.0 µg/m³ is anticipated to occur at receptor R132, located on the western side of the A10 Stoke Newington Road, north of the junction with Crossway.
- 5.14 A maximum decrease in annual mean NO₂ concentrations of -8.2 µg/m³ is predicted at R276, located on Stoke Newington Church Street at the junction with Summerhouse Road, under the '2021 With-Scheme' scenario.
- 5.15 An average reduction in annual mean NO₂ of -0.1 µg/m³ across all assessed receptors has been modelled across the study area, suggesting an overall benefit of the Stoke Newington LEN to local air quality.
- 5.16 Six receptors are predicted to experience annual mean NO₂ concentrations in breach of the annual mean objective in 2021 in the 'Without Scheme' scenario (R283, R1443, R1444, R1445, R1446 and R1555). In the 'With Scheme' scenario, five receptors are predicted to experience annual mean NO₂ concentrations in breach of the annual mean objective in 2021 (R283, R1443, R1444, R1445 and R1446). As a result of the LEN, the annual mean NO₂ concentrations at R1555 - located at a dwelling on the first floor on A10 Stoke Newington High Street, immediately south of the junction with Church Street – are predicted to reduce by 2.2 µg/m³ from 41.4 µg/m³ exceeding the 40 µg/m³ objective, to 39.3 µg/m³ and falling slightly below the objective. There were no assessed receptors with annual mean NO₂ concentrations predicted to be in excess of 60 µg/m³, indicating no possible exceedance of the hourly mean objective.

Particulate Matter

- 5.17 Concentrations of particulate matter are anticipated to be well below the representative AQOs under the '2021 Baseline' and '2021 With-Scheme' scenarios, with no exceedances predicted. However, exceedances of WHO guideline values for PM₁₀ and PM_{2.5} are predicted at all modelled receptor locations within the LEN.
- 5.18 Implementation of the Stoke Newington Church Street LEN is predicted to induce the following changes to annual mean particulate matter concentrations compared to the '2021 Baseline' scenario:
- A decrease in annual mean PM₁₀ concentrations at 115 receptors;
 - No change in annual mean PM₁₀ concentrations at 698 receptors;
 - An increase in annual mean PM₁₀ concentrations at 106 receptors;
 - A decrease in annual mean PM_{2.5} concentrations at 74 receptors;
 - No change in annual mean PM_{2.5} concentrations at 788 receptors; and
 - An increase in annual mean PM_{2.5} concentrations 57 receptors.
- 5.19 The modelled impacts on annual mean PM₁₀ concentrations as a result of the Scheme have been deemed 'Negligible', whereas PM_{2.5} modelled impacts have been deemed 'Negligible' at all modelled receptors with the exception of two which show a 'Slight Beneficial' impact. Effects of this magnitude are considered to be not significant.
- 5.20 The maximum modelled annual mean PM₁₀ and PM_{2.5} concentrations shown in Table 5-3 were predicted at R1444, Kingsland Road whilst the minimum modelled annual mean PM₁₀ and PM_{2.5} concentrations were predicted at R546 (Bakers Hill) and R547 (Leaside Road).

Table 5-4 2021 Modelled Pollutant Concentrations, 2021 Baseline and 2021 With-Scheme Scenarios

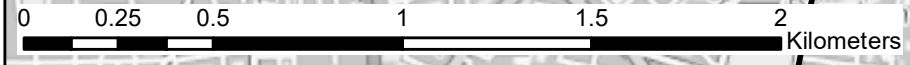
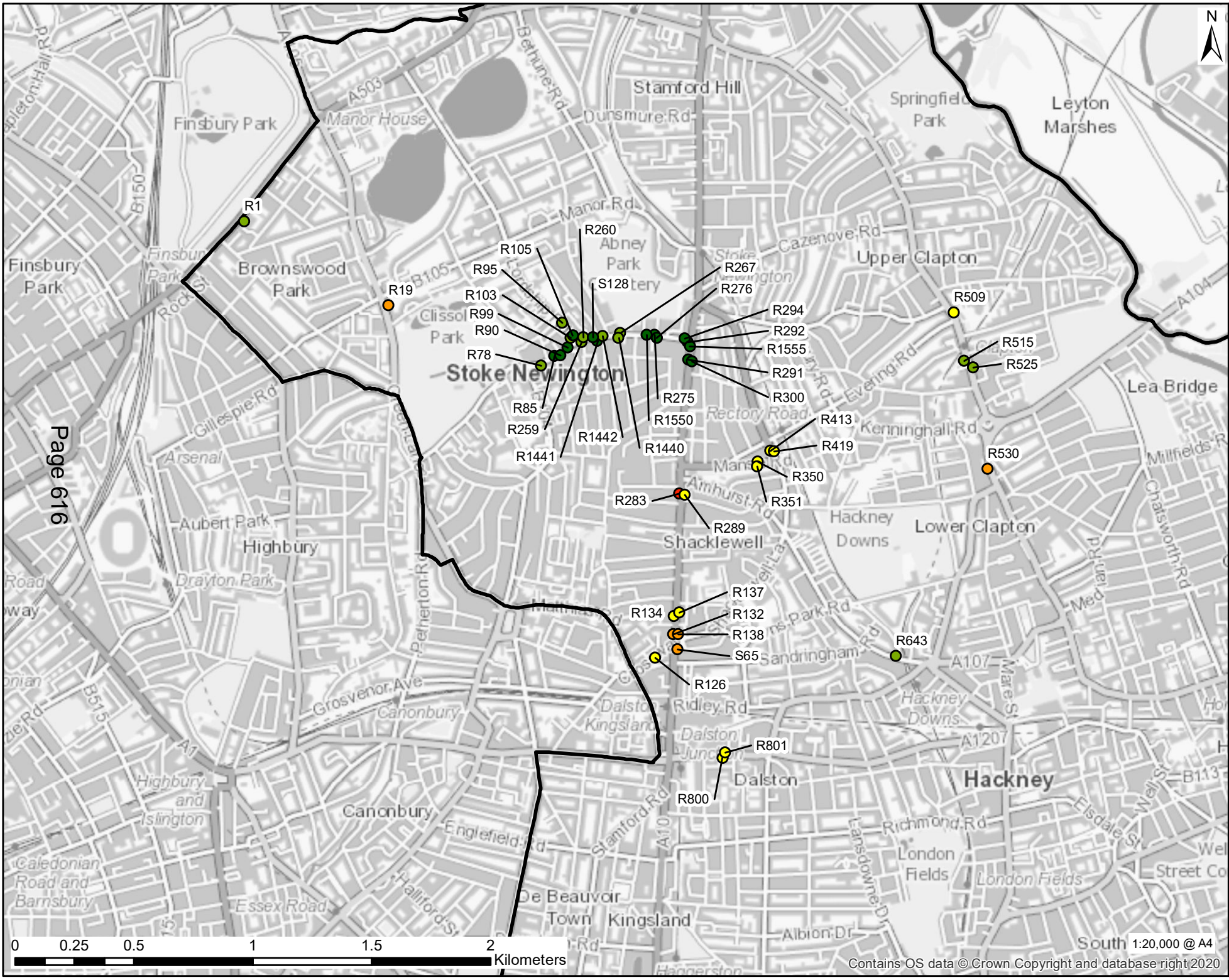
Notes: 2021-B: 2021 Baseline; 2021-WS: 2021 With-Scheme; MoC: Magnitude of Change. Receptor type: R = Residential; M = Medical/Healthcare; E = Educational.

Receptor ID	X	Y	Modelled Height (m)	Type	Annual Mean NO ₂ Concentration (µg/m ³)				Annual Mean PM ₁₀ Concentration (µg/m ³)				Annual Mean PM _{2.5} Concentration (µg/m ³)			
					2021-B	2021-WS	MoC	Impact Descriptor	2021-B	2021-WS	MoC	Impact Descriptor	2021-B	2021-WS	MoC	Impact Descriptor
R1	531741	187046	1.5	R	27.6	24.8	-2.8	Slight Beneficial	19.6	19.6	-0.1	Negligible	12.6	12.6	-0.1	Negligible
R19	532348	186693	1.5	R	29.3	31.9	2.6	Moderate Adverse	20.0	20.6	0.5	Negligible	12.8	13.1	0.3	Negligible
R78	532990	186440	4.0	R	23.7	20.3	-3.3	Slight Beneficial	18.8	18.1	-0.7	Negligible	12.1	11.7	-0.4	Negligible
R85	533045	186480	1.5	R	26.2	20.6	-5.6	Moderate Beneficial	20.1	18.8	-1.2	Negligible	12.9	12.1	-0.7	Negligible
R90	533071	186483	1.5	R	25.8	20.3	-5.6	Moderate Beneficial	20.0	18.8	-1.2	Negligible	12.8	12.1	-0.7	Negligible
R95	533077	186620	1.5	R	22.4	19.2	-3.2	Slight Beneficial	19.2	18.5	-0.7	Negligible	12.4	11.9	-0.4	Negligible
R99	533101	186516	1.5	R	26.9	20.4	-6.5	Moderate Beneficial	20.2	18.8	-1.4	Negligible	13.0	12.1	-0.8	Negligible
R103	533115	186558	1.5	R	23.0	19.5	-3.4	Slight Beneficial	19.3	18.5	-0.8	Negligible	12.4	12.0	-0.5	Negligible
R105	533123	186568	1.5	R	23.9	19.5	-4.4	Moderate Beneficial	19.5	18.5	-1.0	Negligible	12.6	12.0	-0.6	Negligible
R126	533469	185212	1.5	R	30.5	31.1	0.7	Slight Adverse	20.7	20.8	0.1	Negligible	13.2	13.2	0.1	Negligible
R132	533545	185311	4.0	R	34.7	37.7	3.0	Moderate Adverse	22.1	22.4	0.3	Negligible	14.0	14.2	0.2	Negligible
R134	533549	185388	4.0	R	34.9	36.1	1.2	Slight Adverse	22.2	22.5	0.3	Negligible	14.0	14.2	0.2	Negligible
R137	533571	185402	4.0	R	33.4	34.5	1.1	Slight Adverse	21.8	22.1	0.2	Negligible	13.8	13.9	0.1	Negligible
R138	533566	185311	4.0	R	34.9	37.7	2.8	Moderate Adverse	22.1	22.4	0.3	Negligible	14.0	14.2	0.2	Negligible
R259	533159	186540	1.5	R	25.1	21.6	-3.5	Slight Beneficial	19.8	18.8	-1.0	Negligible	12.7	12.1	-0.6	Negligible
R260	533167	186560	1.5	R	23.0	20.6	-2.3	Slight Beneficial	19.3	18.7	-0.7	Negligible	12.4	12.0	-0.4	Negligible
R267	533322	186576	1.5	R	23.5	20.9	-2.6	Slight Beneficial	19.5	18.9	-0.6	Negligible	12.5	12.2	-0.3	Negligible
R275	533466	186570	1.5	R	31.8	24.4	-7.5	Moderate Beneficial	21.6	19.8	-1.7	Negligible	13.7	12.7	-1.0	Negligible
R276	533475	186557	1.5	R	33.1	24.9	-8.2	Moderate Beneficial	21.9	20.0	-1.9	Negligible	13.9	12.8	-1.1	Slight Beneficial
R283	533570	185903	4.0	R	44.5	46.1	1.6	Substantial Adverse	24.9	25.4	0.5	Negligible	15.6	15.9	0.3	Negligible
R289	533594	185897	4.0	R	33.9	34.9	0.9	Slight Adverse	21.9	22.1	0.2	Negligible	13.9	14.0	0.1	Negligible

Page 614

Receptor ID	X	Y	Modelled Height (m)	Type	Annual Mean NO ₂ Concentration (µg/m ³)				Annual Mean PM ₁₀ Concentration (µg/m ³)				Annual Mean PM _{2.5} Concentration (µg/m ³)			
					2021-B	2021-WS	MoC	Impact Descriptor	2021-B	2021-WS	MoC	Impact Descriptor	2021-B	2021-WS	MoC	Impact Descriptor
R291	533610	186467	4.0	R	38.7	36.9	-1.8	Moderate Beneficial	23.9	23.5	-0.4	Negligible	15.0	14.8	-0.2	Negligible
R292	533605	186540	4.0	R	32.9	26.5	-6.4	Moderate Beneficial	21.9	20.4	-1.5	Negligible	13.9	13.0	-0.9	Negligible
R294	533592	186554	4.0	R	31.7	25.4	-6.4	Moderate Beneficial	21.6	20.1	-1.5	Negligible	13.7	12.9	-0.9	Negligible
R300	533623	186458	1.5	R	37.9	36.2	-1.7	Moderate Beneficial	23.6	23.3	-0.4	Negligible	14.9	14.7	-0.2	Negligible
R350	533902	186036	1.5	R	31.2	31.8	0.6	Slight Adverse	21.7	21.9	0.1	Negligible	13.8	13.9	0.1	Negligible
R351	533899	186017	1.5	R	31.5	32.2	0.6	Slight Adverse	21.8	22.0	0.1	Negligible	13.9	14.0	0.1	Negligible
R413	533953	186082	4.0	R	35.9	37.0	1.1	Slight Adverse	23.3	23.7	0.3	Negligible	14.7	14.9	0.2	Negligible
R419	533969	186081	1.5	R	34.9	35.9	1.0	Slight Adverse	23.0	23.3	0.3	Negligible	14.5	14.7	0.2	Negligible
R509	534726	186663	4.0	R	30.3	31.2	0.9	Slight Adverse	21.4	21.5	0.0	Negligible	13.6	13.6	0.0	Negligible
R515	534769	186459	1.5	R	31.0	30.4	-0.6	Slight Beneficial	21.0	21.0	0.0	Negligible	13.4	13.4	0.0	Negligible
R525	534807	186433	1.5	R	35.1	34.4	-0.8	Slight Beneficial	22.0	22.0	0.0	Negligible	14.0	14.0	0.0	Negligible
R530	534867	186006	4.0	R	27.9	30.2	2.3	Moderate Adverse	20.8	20.8	0.1	Negligible	13.2	13.3	0.1	Negligible
R643	534482	185220	1.5	R	31.6	30.2	-1.4	Slight Beneficial	21.3	21.3	-0.1	Negligible	13.5	13.5	0.0	Negligible
R800	533752	184791	4.0	R	29.8	31.1	1.4	Slight Adverse	21.3	21.3	0.1	Negligible	13.4	13.5	0.0	Negligible
R801	533764	184812	1.5	R	31.6	33.1	1.5	Slight Adverse	21.7	21.8	0.1	Negligible	13.7	13.7	0.1	Negligible
R1440	533315	186556	1.5	R	23.1	20.7	-2.3	Slight Beneficial	19.4	18.9	-0.5	Negligible	12.5	12.2	-0.3	Negligible
R1441	533227	186546	4.0	R	30.3	25.3	-5.0	Moderate Beneficial	21.2	19.3	-1.9	Negligible	13.5	12.4	-1.1	Negligible
R1442	533248	186564	1.5	R	24.5	21.8	-2.7	Slight Beneficial	19.7	18.9	-0.8	Negligible	12.7	12.2	-0.5	Negligible
S65	533562	185248	1.5	E	38.0	39.5	1.5	Moderate Adverse	22.9	23.1	0.2	Negligible	14.4	14.5	0.1	Negligible
S128	533208	186558	1.5	E	29.9	25.0	-4.9	Moderate Beneficial	21.1	19.2	-1.9	Negligible	13.4	12.4	-1.1	Negligible
R1550	533433	186571	4.0	R	30.8	23.9	-6.9	Moderate Beneficial	21.3	19.7	-1.6	Negligible	13.6	12.6	-0.9	Negligible
R1555	533615	186522	4.0	R	41.4	39.3	-2.2	Moderate Beneficial	24.8	24.2	-0.5	Negligible	15.5	15.2	-0.3	Slight Beneficial

Note: Exceedances of the Annual Mean AQO for NO₂ (40 µg/m³), and the WHO Guideline Values for PM₁₀ (15 µg/m³) and PM_{2.5} (5 µg/m³) are depicted in **bold**.



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Key Impacts

- 5.21 This section provides a discussion on the main LEN Scheme impacts on annual mean NO₂, including a source apportionment exercise to enhance discussion using anticipated vehicle type source contributions to total road NO_x emissions. Where source apportionment is presented, these are averages taken from the two way road, where applicable.

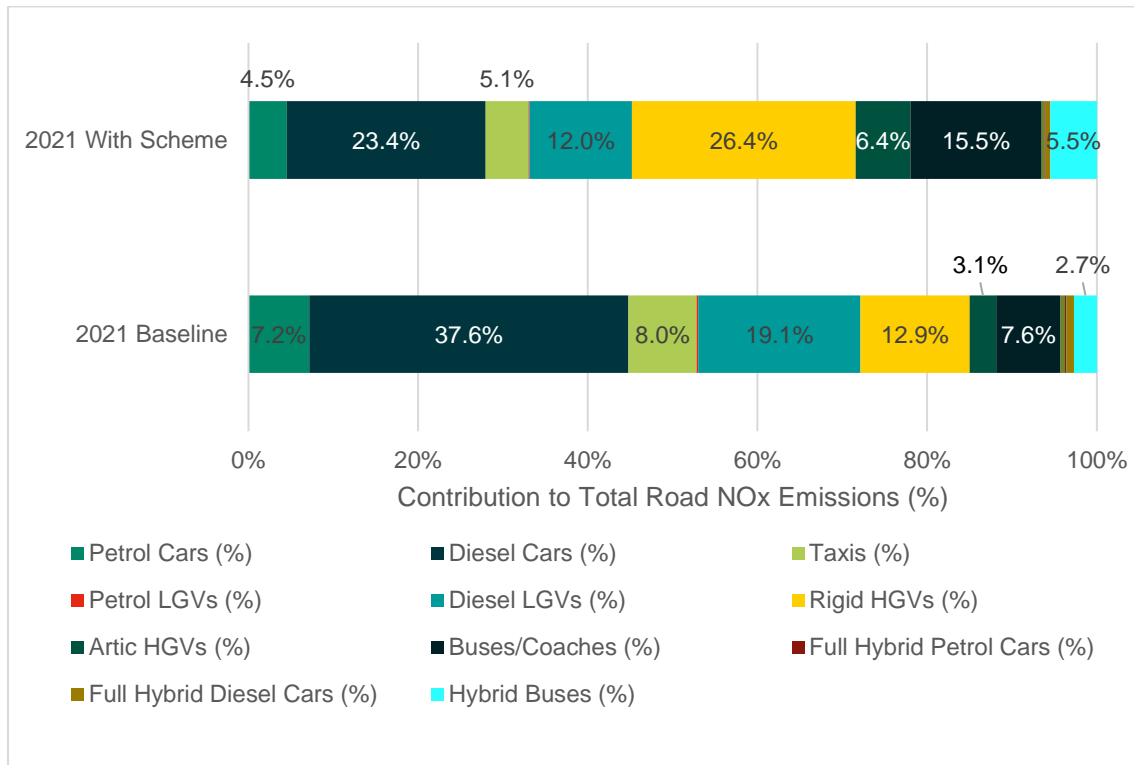
A10 Stoke Newington Road - between Beatty Road and Walford Road

- 5.22 A portion of the A10 Stoke Newington Road between Beatty Road and Walford Road is anticipated to have an increase in traffic flows of around 600 AADT. Modelled receptor concentration at a dwelling at first floor level (R283) at this location is expected to result in an 'Substantial Adverse' impact in accordance with EPUK and IAQM criteria (Moorcroft and Barrowcliffe et al, 2017). Annual mean NO₂ concentrations increase by 1.6 µg/m³ as a result of the increased AADT flows and are predicted to be 46.1 µg/m³ in the 2021 'With Scheme' scenario.
- 5.23 This is one of two locations which are predicted to experience the highest annual mean NO₂ concentrations predicted in the study area of 46.1 µg/m³; the second location with this concentration is predicted at receptor R1444 on A10 Kingsland Road, however there are zero impacts from the Scheme predicted at that location.

B104 Stoke Newington Church Street

- 5.24 Large decreases in AADT of greater than 5,000 vehicles are anticipated on two-way Church Street, which forms a large portion of the LEN. The largest decreases in annual mean NO₂ concentrations are anticipated at assessed sensitive receptors on this road, largely attributable to re-routing of traffic as a result of motor vehicle restrictions introduced as part of the Scheme. The anticipated source contributions to total road NO_x emissions on Stoke Newington Church Street between Bouverie Road and the A10 are depicted in Figure 5-2.
- 5.25 In the 'With-Scheme' scenario, the percentage contribution of NO_x emissions from HDVs (artic and rigid HGV and buses/coaches) increased compared to the '2021 Baseline' scenario (26.3% compared to 53.8%). Petrol and diesel cars, light goods vehicles (LGVs) and taxis are predicted to decrease with the Scheme.
- 5.26 The 16 receptors modelled on Church Street between the Red Lion Public House (Lordship Road) and the A10 Stoke Newington High Street are anticipated to experience decreased annual mean NO₂ concentrations under a 'With-Scheme' scenario. Predicted decreases range from 1.4 µg/m³ to 8.2 µg/m³ on this road link at these receptors with the maximum absolute annual mean NO₂ concentration of these 16 receptors dropping from 33.1 µg/m³ to 26.5 µg/m³. In accordance with EPUK and IAQM guidance (Moorcroft and Barrowcliffe et al, 2017) criteria, five receptors are considered to have a 'Slight Beneficial', seven receptors have a 'Moderate Beneficial' impact and four receptors are considered to have a 'Negligible' impact.

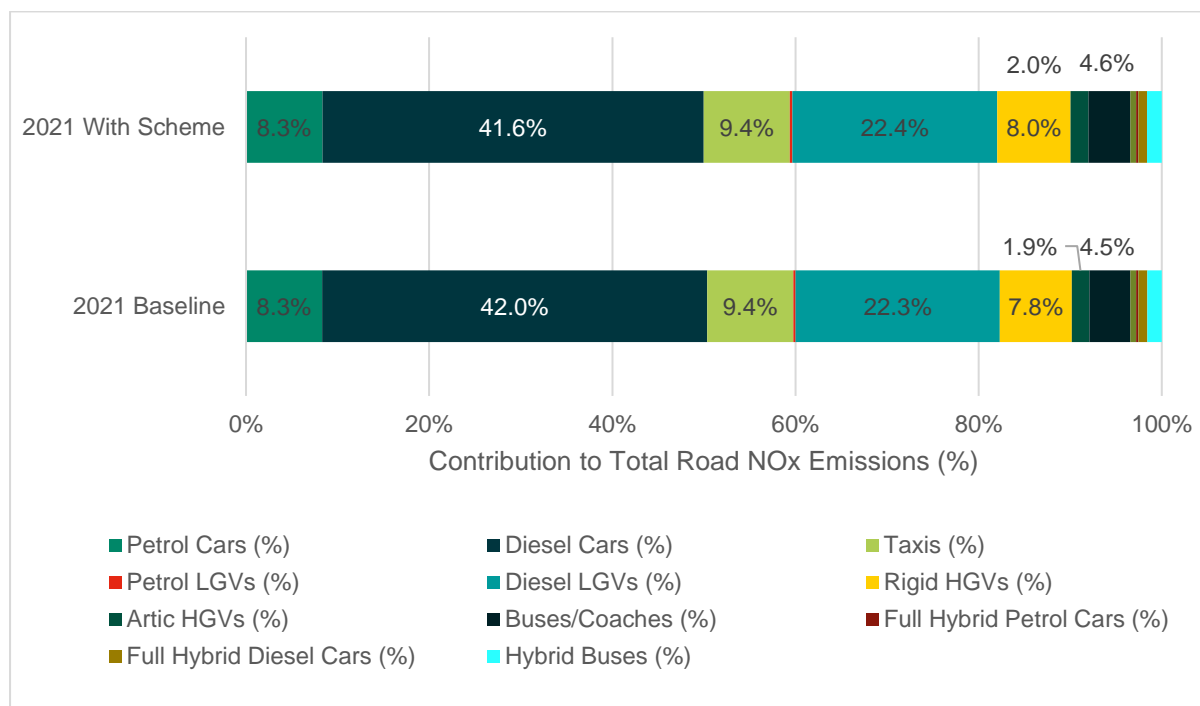
Figure 5-2 Church Street Source Apportionment, 2021 Baseline and 2021 With-Scheme



A10 Stoke Newington High Street - south of junction with Church Street

- 5.27 The A10 Stoke Newington High Street immediately south of Church Street forms part of the boundary of the eastern portion of the Stoke Newington Church Street LEN. Decreases in traffic flows of around 1,400 AADT are anticipated on this link, potentially due to the re-routing of traffic as a result of motor vehicle restrictions introduced as part of the Scheme.
- 5.28 Assessed receptors on this road link are R200, R291 and R1555. The modelling predicts decreases in annual mean NO₂ concentrations at these sensitive receptors of up to 2.1 µg/m³, bringing a predicted 'Moderate Beneficial' impact in accordance with EPUK and IAQM criteria. The maximum predicted annual mean NO₂ concentration of these three receptors is at R1555 which reduces from 41.4 µg/m³ to 39.9 µg/m³.
- 5.29 The anticipated source contributions to total road NO_x emissions on this road link are depicted in Figure 5-3. The percentage of emissions which can be attributed to each vehicle class remains similar between the two scenarios, however, the reduction in AADT may explain the reductions in annual mean NO₂ concentrations on this road link. Diesel cars and LGVs form approximately 64% contribution to road NO_x emissions on this road link.

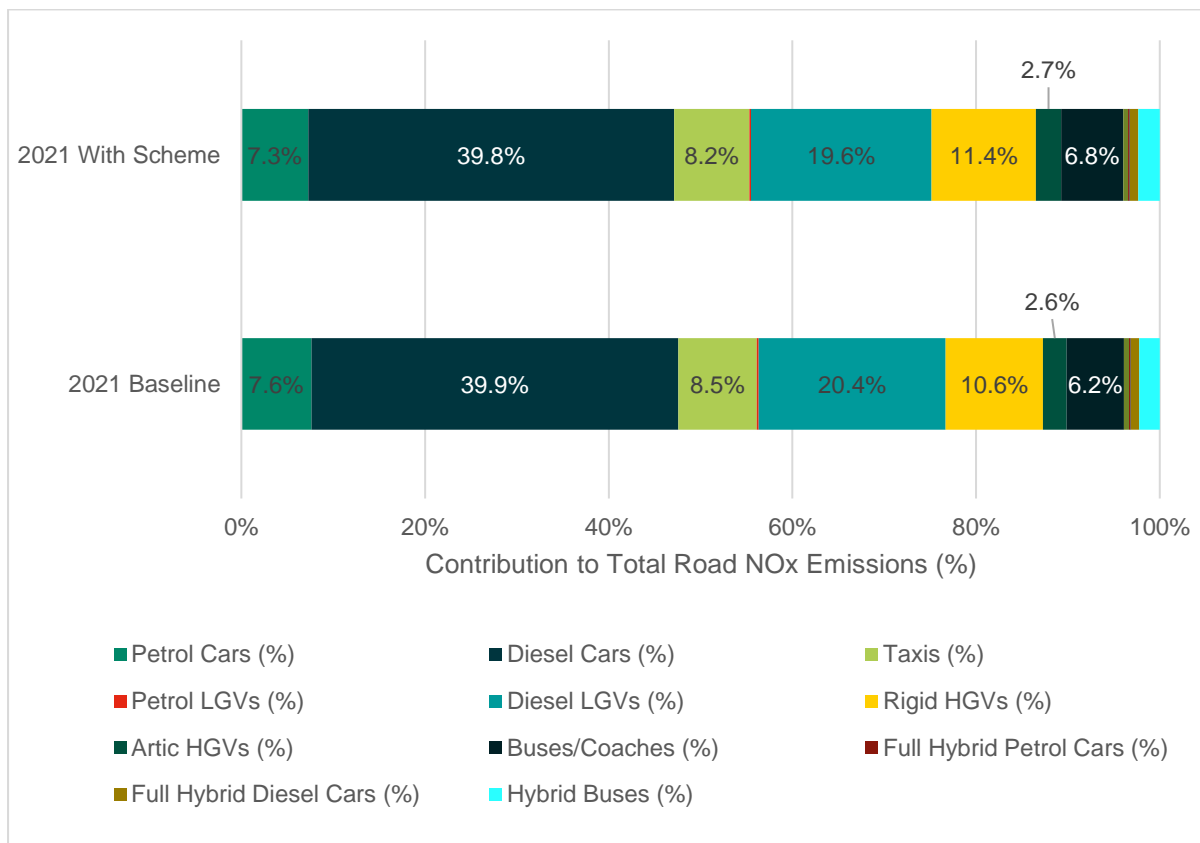
Figure 5-3 A10 Stoke Newington High Street - south of Church Street Source Apportionment, 2021 Baseline and 2021 With-Scheme



A10 Stoke Newington Road – north of junction with Crossways

- 5.30 Increases in AADT of up to 1,200 vehicles are anticipated on the portion of A10 Stoke Newington Road immediately north of junction with Crossways. The largest increases in annual mean NO₂ concentrations are anticipated on this road. The anticipated source contributions to total road NO_x emissions are depicted in Figure 5-4. As was the case for the A10 Stoke Newington High Street portion south of the junction with Church Street, the percentage of emissions which can be attributed to each vehicle class remains similar between the two scenarios, however, the increased traffic flows as a result of likely re-routing of traffic may explain the increases in annual mean NO₂ concentrations at receptors on this road link. The diesel car and LGV proportion of road NO_x emissions on this link is slightly less than further north (approximately 60%) with HDVs having a larger contribution.
- 5.31 Assessed receptors on this road link are dwellings at first floor level (R132 and R138). Both receptors are predicted to experience increased annual mean NO₂ concentrations under a 'With-Scheme' scenario. Predicted increases are 2.9 µg/m³ at R132 and 2.8 µg/m³ at R138. In accordance with EPUK and IAQM criteria, both receptors on this link are considered to have a 'Moderate Adverse' impact.

Figure 5-4 A10 Stoke Newington Road – north of junction with Crossways Source Apportionment, 2021 Baseline and 2021 With Scheme



Green Lanes

5.32 An assessed residential use sensitive receptor (R19) on Green Lanes, south of Manor Road has a Moderate Adverse impact predicted with reference to the EPUK IAQM significance criteria due to increases in AADT and therefore an impact to annual mean NO₂ of +2.6 µg/m³ as a result of the Scheme. The ‘With Scheme’ scenario absolute concentrations are however predicted to be 31.9 µg/m³, below the annual mean NO₂ objective.

A107 Lower Clapton Road

5.33 An assessed residential use sensitive receptor (R530) on A107 Lower Clapton Road, south of Lea Bridge Roundabout has a Moderate Adverse impact predicted with reference to the EPUK IAQM significance criteria due to small increases in AADT and HDV percentage and a larger reduction in speed resulting in an impact to annual mean NO₂ of +2.3 µg/m³ as a result of the Scheme. The ‘With Scheme’ scenario absolute concentrations are however predicted to be 30.2 µg/m³, below the annual mean NO₂ objective.

Air Quality Focus Areas

5.34 As described in Paragraph 2.17, the modelled network for the Stoke Newington Church Street LEN traverses five designated AQFAs: Stoke Newington Town Centre Area AQFA (AQFA No. 70), Stamford Hill / Clapton Common (A10) (AQFA No. 69), Clapton Road / Lea Bridge / Kenninghall Road / A104 AQFA (AQFA No. 63), Dalston Lane between Kingsland High Street and Queensbridge/Graham Road (AQFA No. 64) and to a smaller extent Mare Street Town Centre Area (AQFA No. 65).

5.35 Of the five AQFAs, with reference to Figure 2-1 and Figure 5-1, two AQFAs have a larger than ‘Negligible’ air quality impact as a result of the LEN Scheme: Stoke Newington Town Centre Area AQFA (AQFA No. 70) and Dalston Lane between Kingsland High Street and Queensbridge/Graham Road (AQFA No. 64).

5.36 Five assessed receptors (R291, R292, R294, R300 and R1555) within the Stoke Newington Town Centre Area AQFA (AQFA No. 70) are predicted to experience a reduction in annual mean NO₂ concentrations of between -1.7 to -6.4 µg/m³ and in accordance with EPUK and IAQM criteria, a ‘Moderate Beneficial’ air

quality impact as a result of the Scheme. Receptor R1555 is predicted to experience annual mean NO₂ above the objective in the 2021 Baseline and falling below the objective as a result of the Scheme.

- 5.37 Two assessed receptors (R800, R801) within the 'Dalston Lane between Kingsland High Street and Queensbridge/Graham Road' AQFA are predicted to experience an increase in annual mean NO₂ concentrations as a result of the Scheme of between 1.4 and 1.5 µg/m³. In accordance with EPUK and IAQM criteria this is a 'Slight Adverse' air quality impact. However, with reference to the EPUK and IAQM criteria, 'Moderate' and 'Substantial' impacts are considered to be significant.
- 5.38 The impact on the AQFA's demonstrates both significant beneficial air quality impacts and not significant adverse air quality impacts to annual mean NO₂ concentrations in the 'With-Scheme' scenario at assessed receptors, compared to the '2021 Baseline' scenario.

6. Conclusions

- 6.1 Pollutant concentrations were modelled at a total of 919 receptor points within Church Street LEN, of which 778 are residential properties, 140 are educational establishments and 1 is a medical facility. The magnitude of change predicted at each receptor was assessed against EPUK & IAQM significance criteria. Impacts deemed 'Negligible' or 'Slight' are considered to be not significant whilst 'Moderate' and 'Substantial' impacts are considered to be significant with reference to the EPUK and IAQM significance criteria.
- 6.2 Annual mean NO₂ concentrations across the study area exceed the AQO at six receptors in the '2021 Baseline' scenario whereas in the '2021 With-Scheme' scenario five receptors exceed the AQO.
- 6.3 The Stoke Newington Church Street LEN is predicted to induce the following changes to annual mean NO₂ concentrations across the study area:
- A decrease in annual mean NO₂ concentrations at 283 receptors;
 - No change in annual mean NO₂ concentrations at 334 receptors; and
 - An increase in annual mean NO₂ concentrations at 302 receptors.
- 6.4 The magnitude of change predicted at each receptor was assessed against EPUK & IAQM significance criteria, which anticipates:
- A 'Moderate Beneficial' impact at 14 receptors;
 - A 'Slight Beneficial' impact at 12 receptors;
 - A 'Negligible' impact at 876 receptors;
 - A 'Slight Adverse' impact at 11 receptors;
 - A 'Moderate Adverse' impact at 5 receptors; and
 - A 'Substantial Adverse' impact at 1 receptor.
- 6.5 Significant beneficial impacts to annual mean NO₂ concentrations are therefore anticipated at 14 receptors, and significant adverse effects predicted at six receptors as a result of the Scheme.
- 6.6 The significant beneficial impacts are predicted on Church Street, Lordship Road and A10 Stoke Newington High Street within the Stoke Newington Town Centre Area AQFA (AQFA No. 70) as a result of decreased AADT and re-routing of traffic on these roads due to the Scheme. The source apportionment exercise showed that on Church Street in the 'With-Scheme' scenario, the percentage contribution of NOx emissions from HDVs (artic and rigid HGV and buses/coaches) increased compared to the '2021 Baseline' scenario (26.3% compared to 53.8%) and that petrol and diesel cars, LGVs and taxis are predicted to decrease with the Scheme. However the portion of the A10 to the south of the junction with Church Street does not appear to have a similar change in vehicles contributing to the total road NOx emissions as a result of the Scheme, despite having lower traffic flows predicted.
- 6.7 The significant adverse impacts are in the most part predicted to be experienced on A10 Stoke Newington High Street/Road. The source apportionment of these roads showed that the Scheme did not change the vehicle types contributing to the road NOx emissions significantly. One assessed receptor on Green Lanes and one on A107 Lower Clapton Road are also considered significant however both of these fall below more than 20% of the annual mean NO₂ objective.
- 6.8 Concentrations of particulate matter are anticipated to be well below the respective AQOs under the '2021 Baseline' and '2021 With-Scheme' scenarios, with no exceedances predicted in 2021. However, exceedances of WHO guideline values for PM₁₀ and PM_{2.5} are predicted at all modelled receptor locations within the Study Area.
- 6.9 The modelled impacts on annual mean PM₁₀ concentrations as a result of the Scheme have been deemed 'Negligible', whereas PM_{2.5} modelled impacts have been deemed 'Negligible' at all modelled receptors with the exception of two which show a 'Slight Beneficial' impact. Effects of this magnitude are however considered to be not significant with reference to the EPUK and IAQM significance criteria.

- 6.10 There are more significant beneficial impacts predicted than significant disbenefits to annual mean NO₂ and it may therefore be considered that the overall impact is more beneficial than not. However, due to the significant disbenefits predicted at various locations along the A10 due to likely re-routing of traffic, mitigation measures may be considered appropriate and further consideration given to the impacts on the A10 as a result of the LEN Scheme.

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Appendix A Full Modelled Results

Table A.1: Modelled Pollutant Concentrations, 2021

Notes: Concentrations depicted in **bold** indicate an exceedance of the relevant air quality objective. NO₂ concentrations depicted in **bold underlined** indicate that exceedance of the short-term mean objective is likely.

Receptor ID	Modelled Height (m)	2021 Baseline			2021 With Scheme				
		Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)	Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)
R1	1.5	27.6	19.6	3	12.6	24.8	19.6	3	12.6
R2	1.5	29.1	21.2	5	13.4	29.0	21.2	4	13.3
R3	1.5	26.9	20.6	4	13.0	27.0	20.6	4	13.1
R4	1.5	29.6	21.3	5	13.4	29.4	21.2	5	13.4
R5	1.5	25.0	20.2	3	12.8	25.1	20.2	3	12.8
R6	1.5	25.3	20.3	3	12.8	25.4	20.3	3	12.8
R7	1.5	26.6	20.0	3	12.8	26.6	20.1	3	12.8
R8	1.5	23.9	18.8	2	12.1	23.3	18.7	2	12.0
R9	1.5	23.0	18.6	2	12.0	23.1	18.7	2	12.0
R10	1.5	22.1	19.1	2	12.2	22.4	19.2	2	12.2
R11	1.5	21.7	19.0	2	12.2	22.0	19.0	2	12.2
R12	1.5	21.6	18.3	1	11.8	21.8	18.3	1	11.8
R13	1.5	22.5	18.5	1	11.9	22.1	18.4	1	11.9
R14	1.5	23.2	18.7	2	12.0	23.4	18.7	2	12.1
R15	1.5	21.5	18.3	1	11.8	21.7	18.3	1	11.8
R16	1.5	24.8	19.0	2	12.2	25.4	19.1	2	12.3
R17	1.5	23.8	18.8	2	12.1	24.4	18.9	2	12.2
R18	1.5	24.7	19.0	2	12.2	26.2	19.3	2	12.4
R19	1.5	29.3	20.0	3	12.8	31.9	20.6	4	13.1
R20	1.5	22.3	18.5	1	11.9	23.1	18.7	2	12.0
R21	1.5	21.9	18.4	1	11.9	22.7	18.6	2	12.0
R22	1.5	25.8	19.6	3	12.5	26.1	19.6	3	12.5
R23	1.5	26.3	19.7	3	12.6	26.7	19.8	3	12.6
R24	1.5	27.4	20.0	3	12.7	27.9	20.1	3	12.8
R25	1.5	20.2	18.0	1	11.6	20.1	18.0	1	11.6
R26	1.5	21.7	18.6	2	12.0	21.7	18.6	2	12.0
R27	1.5	21.8	18.7	2	12.0	21.8	18.7	2	12.0
R28	1.5	20.0	18.0	1	11.6	19.9	17.9	1	11.6
R29	1.5	22.0	18.4	1	11.9	22.8	18.6	2	12.0
R30	1.5	23.1	18.9	2	12.1	23.1	19.0	2	12.1
R31	1.5	24.2	19.2	2	12.3	24.4	19.3	2	12.3
R32	1.5	20.6	18.4	1	11.8	20.6	18.4	1	11.8
R33	1.5	23.8	19.1	2	12.3	23.9	19.2	2	12.3
R34	1.5	21.7	18.4	1	11.8	22.4	18.5	1	11.9
R35	1.5	22.7	18.9	2	12.1	22.7	18.9	2	12.1
R36	1.5	20.8	18.4	1	11.8	20.7	18.4	1	11.8
R37	1.5	20.5	18.4	1	11.8	20.5	18.4	1	11.8

Receptor ID	Modelled Height (m)	2021 Baseline			2021 With Scheme				
		Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)	Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)
R38	1.5	20.8	18.5	1	11.9	20.7	18.4	1	11.8
R39	1.5	22.3	18.8	2	12.0	22.2	18.8	2	12.0
R40	1.5	19.6	18.6	2	11.9	19.2	18.5	1	11.9
R41	1.5	19.8	18.6	2	11.9	19.4	18.5	2	11.9
R42	1.5	20.6	18.4	1	11.8	20.5	18.4	1	11.8
R43	1.5	22.2	18.5	1	11.9	23.0	18.6	2	12.0
R44	1.5	21.4	18.3	1	11.8	20.9	18.2	1	11.7
R45	1.5	22.1	18.7	2	12.0	22.1	18.7	2	12.0
R46	1.5	20.6	18.4	1	11.8	20.5	18.4	1	11.8
R47	1.5	21.4	18.6	2	11.9	21.4	18.6	2	11.9
R48	1.5	20.7	18.4	1	11.8	20.6	18.4	1	11.8
R49	1.5	21.1	18.5	2	11.9	21.0	18.5	1	11.9
R50	1.5	21.9	18.4	1	11.9	22.5	18.5	2	11.9
R51	1.5	19.6	18.6	2	11.9	19.3	18.5	1	11.9
R52	1.5	20.7	18.4	1	11.8	20.6	18.4	1	11.8
R53	1.5	20.7	18.4	1	11.8	20.6	18.4	1	11.8
R54	1.5	20.2	18.7	2	12.0	19.9	18.6	2	11.9
R55	1.5	20.6	18.1	1	11.7	20.0	18.0	1	11.6
R56	1.5	20.8	18.4	1	11.9	20.6	18.4	1	11.8
R57	1.5	20.9	18.5	1	11.9	20.7	18.4	1	11.8
R58	1.5	21.2	18.5	2	11.9	20.9	18.5	1	11.9
R59	1.5	21.1	18.5	2	11.9	20.8	18.5	1	11.9
R60	1.5	20.5	18.1	1	11.7	19.6	17.9	1	11.6
R61	1.5	21.0	18.5	2	11.9	20.8	18.4	1	11.9
R62	1.5	23.8	19.2	2	12.3	23.1	19.0	2	12.2
R63	1.5	23.5	19.1	2	12.2	22.8	18.9	2	12.1
R64	1.5	23.5	19.1	2	12.2	22.8	18.9	2	12.1
R65	1.5	21.1	18.2	1	11.8	19.9	17.9	1	11.6
R66	1.5	23.7	19.1	2	12.2	22.9	18.9	2	12.1
R67	1.5	24.4	19.3	2	12.3	23.5	19.1	2	12.2
R68	1.5	20.6	18.1	1	11.7	19.5	17.8	1	11.5
R69	1.5	23.4	19.1	2	12.2	22.7	18.9	2	12.1
R70	1.5	23.3	19.0	2	12.2	22.6	18.9	2	12.1
R71	4.0	20.5	18.1	1	11.7	19.5	17.9	1	11.6
R72	1.5	22.3	18.5	2	11.9	20.4	18.1	1	11.7
R73	1.5	23.5	19.1	2	12.2	22.7	18.9	2	12.1
R74	1.5	25.1	19.4	2	12.4	23.5	19.1	2	12.2
R75	1.5	22.4	18.5	2	11.9	20.4	18.1	1	11.7
R76	1.5	20.8	18.1	1	11.7	19.8	17.9	1	11.6
R77	1.5	20.7	18.4	1	11.8	20.5	18.4	1	11.8
R78	4.0	23.7	18.8	2	12.1	20.3	18.1	1	11.7
R79	1.5	22.9	19.3	2	12.4	21.6	19.0	2	12.3
R80	1.5	21.1	18.9	2	12.2	19.9	18.6	2	12.0

Receptor ID	Modelled Height (m)	2021 Baseline			2021 With Scheme				
		Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)	Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)
R81	1.5	20.7	18.7	2	12.0	20.5	18.6	2	12.0
R82	1.5	20.6	18.6	2	12.0	20.4	18.6	2	11.9
R83	1.5	20.6	18.6	2	12.0	20.3	18.6	2	11.9
R84	4.0	20.6	18.6	2	12.0	20.4	18.6	2	11.9
R85	1.5	26.2	20.1	3	12.9	20.6	18.8	2	12.1
R86	1.5	20.8	18.8	2	12.2	19.9	18.6	2	12.0
R87	1.5	20.9	18.7	2	12.0	20.6	18.6	2	12.0
R88	1.5	21.2	18.9	2	12.2	19.2	18.5	1	11.9
R89	1.5	20.7	18.7	2	12.0	20.4	18.6	2	11.9
R90	1.5	25.8	20.0	3	12.8	20.3	18.8	2	12.1
R91	1.5	20.4	18.6	2	11.9	20.3	18.6	2	11.9
R92	4.0	20.4	18.6	2	11.9	20.2	18.6	2	11.9
R93	1.5	20.4	18.6	2	11.9	20.2	18.6	2	11.9
R94	1.5	20.5	18.6	2	12.0	20.3	18.6	2	11.9
R95	1.5	22.4	19.2	2	12.4	19.2	18.5	1	11.9
R96	1.5	21.7	19.0	2	12.3	21.3	18.9	2	12.2
R97	1.5	22.4	19.0	2	12.2	22.5	19.1	2	12.2
R98	1.5	21.9	19.1	2	12.3	21.6	19.0	2	12.2
R99	1.5	26.9	20.2	3	13.0	20.4	18.8	2	12.1
R100	1.5	20.4	18.6	2	11.9	20.2	18.5	2	11.9
R101	4.0	20.4	18.6	2	11.9	20.3	18.6	2	11.9
R102	1.5	20.4	18.6	2	11.9	20.2	18.5	2	11.9
R103	1.5	23.0	19.3	2	12.4	19.5	18.5	2	12.0
R104	1.5	20.4	18.6	2	11.9	20.2	18.5	2	11.9
R105	1.5	23.9	19.5	2	12.6	19.5	18.5	2	12.0
R106	1.5	20.3	18.6	2	11.9	20.2	18.5	2	11.9
R107	1.5	20.3	18.6	2	11.9	20.2	18.5	2	11.9
R108	1.5	21.0	18.9	2	12.2	20.7	18.8	2	12.1
R109	1.5	21.5	19.0	2	12.2	21.2	18.9	2	12.2
R110	1.5	20.3	18.6	2	11.9	20.2	18.5	2	11.9
R111	1.5	20.3	18.6	2	11.9	20.2	18.5	2	11.9
R112	1.5	19.6	18.6	2	12.0	19.4	18.5	2	12.0
R113	1.5	21.5	18.8	2	12.1	21.6	18.9	2	12.1
R114	1.5	19.5	18.5	2	12.0	19.4	18.5	2	12.0
R115	1.5	20.3	18.6	2	11.9	20.3	18.6	2	11.9
R116	1.5	20.3	18.6	2	11.9	20.3	18.6	2	11.9
R117	1.5	20.8	18.7	2	12.0	20.8	18.7	2	12.0
R118	1.5	21.8	18.9	2	12.1	22.0	18.9	2	12.1
R119	1.5	21.6	18.9	2	12.1	21.7	18.9	2	12.1
R120	1.5	21.5	18.8	2	12.1	21.3	18.8	2	12.1
R121	1.5	22.8	19.1	2	12.3	23.1	19.2	2	12.3
R122	4.0	22.5	19.1	2	12.2	22.7	19.1	2	12.2
R123	1.5	22.6	19.1	2	12.2	22.3	19.0	2	12.2

Receptor ID	Modelled Height (m)	2021 Baseline			2021 With Scheme				
		Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)	Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)
R124	1.5	22.5	19.0	2	12.2	22.2	19.0	2	12.2
R125	1.5	26.4	19.8	3	12.7	26.8	19.9	3	12.7
R126	1.5	30.5	20.7	4	13.2	31.1	20.8	4	13.2
R127	1.5	21.8	18.9	2	12.1	21.8	18.9	2	12.1
R128	4.0	21.7	18.9	2	12.1	21.7	18.9	2	12.1
R129	1.5	23.5	19.3	2	12.3	23.8	19.4	2	12.4
R130	1.5	23.5	19.3	2	12.3	23.8	19.4	2	12.4
R131	4.0	34.2	22.0	6	13.9	34.3	22.1	6	14.0
R132	4.0	34.7	22.1	6	14.0	37.7	22.4	6	14.2
R133	1.5	25.7	19.8	3	12.7	26.3	20.0	3	12.7
R134	4.0	34.9	22.2	6	14.0	36.1	22.5	7	14.2
R135	4.0	24.6	19.6	3	12.5	25.1	19.7	3	12.6
R136	1.5	33.9	22.0	6	13.9	34.0	22.0	6	13.9
R137	4.0	33.4	21.8	5	13.8	34.5	22.1	6	13.9
R138	4.0	34.9	22.1	6	14.0	37.7	22.4	6	14.2
R139	1.5	26.9	20.1	3	12.8	27.6	20.3	3	12.9
R140	4.0	26.1	20.0	3	12.7	26.8	20.1	3	12.8
R141	1.5	24.6	19.5	2	12.5	24.9	19.6	3	12.5
R142	1.5	24.8	19.6	3	12.5	25.1	19.6	3	12.5
R143	1.5	26.0	19.8	3	12.7	25.6	19.8	3	12.6
R144	1.5	24.3	19.5	2	12.5	24.6	19.5	2	12.5
R145	1.5	27.1	20.1	3	12.8	26.6	20.0	3	12.8
R146	1.5	24.6	19.5	2	12.5	24.3	19.5	2	12.5
R147	1.5	23.4	19.3	2	12.3	23.4	19.3	2	12.3
R148	1.5	23.1	19.2	2	12.3	23.1	19.2	2	12.3
R149	1.5	24.2	19.4	2	12.4	24.0	19.4	2	12.4
R150	1.5	25.3	19.7	3	12.6	25.0	19.6	3	12.5
R151	1.5	23.1	19.2	2	12.3	23.0	19.2	2	12.3
R152	1.5	24.1	19.4	2	12.4	24.0	19.4	2	12.4
R153	1.5	25.7	20.2	3	12.8	25.7	20.2	3	12.8
R154	1.5	26.4	20.0	3	12.7	26.4	20.0	3	12.7
R155	1.5	25.4	19.7	3	12.6	25.3	19.7	3	12.6
R156	1.5	26.2	20.5	4	13.0	26.3	20.5	4	13.0
R157	1.5	27.8	20.9	4	13.2	27.8	20.9	4	13.2
R158	1.5	26.4	20.5	4	13.0	26.4	20.5	4	13.0
R159	1.5	27.1	20.7	4	13.1	27.2	20.7	4	13.1
R160	1.5	23.7	19.3	2	12.4	23.9	19.4	2	12.4
R161	1.5	22.7	19.1	2	12.2	22.9	19.1	2	12.3
R162	1.5	24.8	20.0	3	12.7	25.0	20.1	3	12.7
R163	4.0	36.0	22.9	7	14.4	36.2	22.9	7	14.4
R164	1.5	28.9	21.1	4	13.3	29.0	21.1	4	13.3
R165	1.5	36.6	23.0	8	14.4	36.7	23.1	8	14.5
R166	4.0	36.6	23.1	8	14.5	36.8	23.2	8	14.5

Receptor ID	Modelled Height (m)	2021 Baseline			2021 With Scheme				
		Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)	Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)
R167	1.5	23.8	19.6	3	12.5	24.1	19.7	3	12.5
R168	1.5	22.9	19.3	2	12.4	23.3	19.4	2	12.4
R169	1.5	25.9	20.0	3	12.7	26.6	20.1	3	12.8
R170	1.5	21.9	19.2	2	12.3	21.9	19.3	2	12.3
R171	1.5	21.9	19.0	2	12.2	22.2	19.1	2	12.2
R172	1.5	22.7	18.5	2	11.9	23.0	18.6	2	12.0
R173	1.5	19.6	18.6	2	11.9	19.6	18.6	2	11.9
R174	1.5	22.9	18.6	2	12.0	23.3	18.7	2	12.0
R175	1.5	20.3	18.8	2	12.1	20.3	18.8	2	12.1
R176	1.5	20.8	19.0	2	12.1	20.7	18.9	2	12.1
R177	1.5	20.5	18.8	2	12.0	20.0	18.7	2	12.0
R178	1.5	23.4	19.7	3	12.5	23.3	19.7	3	12.5
R179	1.5	20.3	18.7	2	12.0	19.8	18.6	2	11.9
R180	1.5	20.9	18.8	2	12.1	21.1	18.9	2	12.1
R181	1.5	18.6	18.3	1	11.8	18.5	18.3	1	11.8
R182	1.5	21.8	18.4	1	11.9	22.0	18.4	1	11.9
R183	1.5	18.8	18.4	1	11.8	18.8	18.4	1	11.8
R184	1.5	19.1	18.5	1	11.8	19.2	18.5	1	11.9
R185	1.5	19.8	18.8	2	12.1	19.8	18.8	2	12.1
R186	1.5	19.0	18.6	2	12.0	19.0	18.6	2	12.0
R187	1.5	19.2	18.6	2	12.0	19.2	18.6	2	12.0
R188	1.5	19.0	18.6	2	12.0	19.0	18.6	2	12.0
R189	1.5	19.4	18.7	2	12.0	19.3	18.7	2	12.0
R190	1.5	20.8	19.0	2	12.2	20.9	19.1	2	12.2
R191	1.5	21.0	19.0	2	12.2	21.3	19.1	2	12.3
R192	1.5	19.0	18.6	2	12.0	19.0	18.6	2	12.0
R193	4.0	20.7	19.0	2	12.2	20.9	19.0	2	12.2
R194	1.5	19.4	18.7	2	12.0	19.3	18.7	2	12.0
R195	1.5	19.0	18.6	2	12.0	19.0	18.6	2	12.0
R196	1.5	20.2	18.9	2	12.1	20.0	18.8	2	12.1
R197	1.5	19.0	18.6	2	12.0	19.0	18.6	2	12.0
R198	1.5	19.2	18.6	2	12.0	19.1	18.6	2	12.0
R199	1.5	20.6	19.0	2	12.2	20.4	18.9	2	12.1
R200	1.5	18.8	18.6	2	11.9	18.8	18.6	2	11.9
R201	1.5	19.3	18.7	2	12.0	19.2	18.6	2	12.0
R202	1.5	20.2	18.9	2	12.1	20.1	18.8	2	12.1
R203	1.5	18.8	18.6	2	11.9	18.8	18.6	2	11.9
R204	1.5	19.1	18.6	2	12.0	19.1	18.6	2	12.0
R205	1.5	20.0	18.8	2	12.1	20.1	18.9	2	12.1
R206	1.5	20.6	19.0	2	12.2	20.8	19.0	2	12.2
R207	1.5	20.1	18.9	2	12.1	19.9	18.8	2	12.1
R208	1.5	20.5	18.9	2	12.2	20.3	18.9	2	12.1
R209	1.5	19.9	18.8	2	12.1	19.7	18.8	2	12.0

Receptor ID	Modelled Height (m)	2021 Baseline			2021 With Scheme				
		Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)	Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)
R210	4.0	19.2	18.6	2	12.0	19.1	18.6	2	12.0
R211	1.5	19.5	18.7	2	12.0	19.4	18.7	2	12.0
R212	1.5	19.1	18.6	2	12.0	19.1	18.6	2	12.0
R213	1.5	21.4	19.1	2	12.3	21.7	19.2	2	12.3
R214	1.5	19.2	18.7	2	12.0	19.2	18.6	2	12.0
R215	4.0	21.0	19.0	2	12.2	21.2	19.1	2	12.2
R216	1.5	21.2	19.1	2	12.2	21.1	19.1	2	12.2
R217	1.5	19.7	18.8	2	12.1	19.5	18.7	2	12.0
R218	1.5	21.6	19.2	2	12.3	22.2	19.3	2	12.4
R219	1.5	21.1	19.1	2	12.2	21.2	19.1	2	12.3
R220	1.5	19.9	18.8	2	12.1	19.7	18.8	2	12.1
R221	1.5	22.3	19.4	2	12.4	23.0	19.5	2	12.5
R222	1.5	21.0	19.1	2	12.2	21.1	19.1	2	12.2
R223	1.5	19.2	18.6	2	12.0	19.2	18.6	2	12.0
R224	1.5	19.9	18.8	2	12.1	19.9	18.8	2	12.1
R225	1.5	20.0	18.8	2	12.1	20.0	18.8	2	12.1
R226	1.5	19.2	18.7	2	12.0	19.3	18.7	2	12.0
R227	1.5	22.2	19.3	2	12.4	22.9	19.5	2	12.5
R228	1.5	21.6	19.2	2	12.3	22.2	19.3	2	12.4
R229	1.5	19.4	18.7	2	12.0	19.5	18.7	2	12.0
R230	1.5	19.7	18.8	2	12.1	19.8	18.8	2	12.1
R231	1.5	21.2	19.1	2	12.3	21.3	19.1	2	12.3
R232	1.5	20.7	19.0	2	12.2	20.7	19.0	2	12.2
R233	1.5	20.5	19.0	2	12.2	20.5	19.0	2	12.2
R234	1.5	19.5	18.7	2	12.0	19.6	18.8	2	12.1
R235	1.5	19.5	18.8	2	12.0	19.6	18.8	2	12.1
R236	1.5	21.8	19.3	2	12.4	21.9	19.4	2	12.4
R237	1.5	20.2	18.9	2	12.1	20.2	18.9	2	12.2
R238	1.5	20.4	19.0	2	12.2	20.5	19.0	2	12.2
R239	1.5	22.6	19.6	3	12.5	22.6	19.6	3	12.5
R240	1.5	22.4	19.5	2	12.5	22.4	19.5	2	12.5
R241	1.5	22.5	19.6	3	12.5	22.6	19.6	3	12.5
R242	1.5	22.0	19.4	2	12.4	22.1	19.4	2	12.4
R243	1.5	23.2	19.8	3	12.6	23.3	19.8	3	12.6
R244	1.5	23.2	19.8	3	12.6	23.3	19.8	3	12.6
R245	1.5	21.0	19.1	2	12.3	21.0	19.1	2	12.3
R246	1.5	21.2	19.2	2	12.3	21.2	19.2	2	12.3
R247	1.5	20.0	18.9	2	12.1	20.0	18.9	2	12.1
R248	1.5	20.0	18.9	2	12.1	20.0	18.9	2	12.1
R249	1.5	20.4	18.9	2	12.2	20.4	18.9	2	12.1
R250	1.5	20.0	18.9	2	12.1	20.1	18.9	2	12.1
R251	1.5	20.1	18.9	2	12.1	20.1	18.9	2	12.1
R252	4.0	19.9	18.8	2	12.1	19.9	18.8	2	12.1

Receptor ID	Modelled Height (m)	2021 Baseline			2021 With Scheme				
		Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)	Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)
R253	1.5	20.2	18.9	2	12.1	20.3	18.9	2	12.1
R254	1.5	20.2	18.9	2	12.1	20.2	18.9	2	12.1
R255	1.5	20.3	18.9	2	12.1	20.3	18.9	2	12.1
R256	1.5	20.7	19.0	2	12.2	20.6	19.0	2	12.2
R257	1.5	20.6	18.1	1	11.7	19.2	17.8	1	11.5
R258	1.5	21.1	18.2	1	11.8	19.2	17.8	1	11.5
R259	1.5	25.1	19.8	3	12.7	21.6	18.8	2	12.1
R260	1.5	23.0	19.3	2	12.4	20.6	18.7	2	12.0
R261	1.5	20.0	18.6	2	12.0	19.7	18.6	2	12.0
R262	1.5	20.1	18.7	2	12.1	19.9	18.6	2	12.0
R263	1.5	19.7	18.6	2	12.0	19.5	18.5	2	12.0
R264	1.5	19.6	18.5	2	12.0	19.3	18.5	1	12.0
R265	4.0	19.7	18.6	2	12.0	19.4	18.5	2	12.0
R266	1.5	19.6	18.6	2	12.0	19.3	18.5	1	12.0
R267	1.5	23.5	19.5	2	12.5	20.9	18.9	2	12.2
R268	1.5	20.6	18.6	2	12.0	20.6	18.6	2	12.0
R269	1.5	20.6	18.6	2	12.0	20.6	18.6	2	12.0
R270	1.5	21.2	18.8	2	12.0	21.2	18.8	2	12.0
R271	1.5	21.3	18.8	2	12.1	21.2	18.8	2	12.1
R272	1.5	19.6	18.6	2	12.0	19.5	18.5	2	12.0
R273	1.5	19.6	18.6	2	12.0	19.5	18.5	2	12.0
R274	1.5	21.7	19.3	2	12.4	22.3	19.4	2	12.4
R275	1.5	31.8	21.6	5	13.7	24.4	19.8	3	12.7
R276	1.5	33.1	21.9	6	13.9	24.9	20.0	3	12.8
R277	1.5	22.2	19.0	2	12.2	22.2	19.0	2	12.2
R278	1.5	22.6	19.5	2	12.5	23.3	19.6	3	12.5
R279	1.5	22.0	19.0	2	12.2	22.0	19.0	2	12.2
R280	1.5	21.4	18.8	2	12.1	21.5	18.8	2	12.1
R281	1.5	21.5	18.8	2	12.1	21.6	18.9	2	12.1
R282	1.5	27.5	20.3	3	12.9	28.3	20.5	4	13.0
R283	4.0	44.5	24.9	11	15.6	46.1	25.4	12	15.9
R284	4.0	27.4	20.7	4	13.2	27.3	20.7	4	13.2
R285	1.5	21.6	19.1	2	12.3	21.8	19.1	2	12.3
R286	1.5	29.4	21.4	5	13.6	29.3	21.3	5	13.6
R287	1.5	24.2	19.8	3	12.7	24.9	20.0	3	12.8
R288	4.0	29.9	21.5	5	13.6	29.5	21.4	5	13.6
R289	4.0	33.9	21.9	6	13.9	34.9	22.1	6	14.0
R290	1.5	24.1	19.5	2	12.4	24.6	19.6	3	12.5
R291	4.0	38.7	23.9	9	15.0	36.9	23.5	8	14.8
R292	4.0	32.9	21.9	6	13.9	26.5	20.4	4	13.0
R293	1.5	27.6	20.8	4	13.3	27.5	20.8	4	13.3
R294	4.0	31.7	21.6	5	13.7	25.4	20.1	3	12.9
R295	4.0	28.4	21.1	4	13.4	28.4	21.1	4	13.4

Receptor ID	Modelled Height (m)	2021 Baseline			2021 With Scheme				
		Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)	Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)
R296	1.5	29.5	21.3	5	13.6	29.1	21.3	5	13.5
R297	1.5	23.7	19.7	3	12.6	23.9	19.7	3	12.7
R298	1.5	24.0	19.8	3	12.7	24.2	19.8	3	12.7
R299	4.0	35.2	23.3	8	14.7	35.1	23.2	8	14.6
R300	1.5	37.9	23.6	9	14.9	36.2	23.3	8	14.7
R301	1.5	23.6	19.4	2	12.4	23.6	19.4	2	12.4
R302	4.0	34.9	23.2	8	14.6	34.8	23.1	8	14.6
R303	1.5	23.8	19.4	2	12.4	23.8	19.4	2	12.4
R304	1.5	21.9	18.9	2	12.1	22.2	19.0	2	12.2
R305	1.5	21.7	18.9	2	12.1	22.1	19.0	2	12.2
R306	4.0	27.8	20.8	4	13.3	28.3	21.0	4	13.4
R307	4.0	23.3	19.6	3	12.6	23.3	19.6	3	12.6
R308	1.5	22.6	19.1	2	12.2	22.6	19.1	2	12.2
R309	1.5	22.6	19.1	2	12.2	22.6	19.1	2	12.2
R310	4.0	22.1	19.4	2	12.4	22.2	19.4	2	12.4
R311	1.5	23.4	19.6	3	12.6	23.3	19.6	3	12.6
R312	1.5	22.1	19.4	2	12.4	22.3	19.4	2	12.4
R313	1.5	21.7	19.1	2	12.3	21.7	19.1	2	12.3
R314	1.5	22.7	19.1	2	12.3	22.7	19.1	2	12.3
R315	1.5	21.7	19.1	2	12.3	21.8	19.1	2	12.3
R316	1.5	20.6	19.0	2	12.2	20.6	19.0	2	12.2
R317	1.5	26.4	20.7	4	13.1	26.6	20.7	4	13.2
R318	1.5	23.0	19.2	2	12.3	22.9	19.2	2	12.3
R319	1.5	22.1	19.2	2	12.3	22.1	19.2	2	12.3
R320	1.5	20.1	18.9	2	12.1	20.1	18.9	2	12.1
R321	1.5	22.2	19.2	2	12.4	21.7	19.1	2	12.3
R322	1.5	22.3	19.2	2	12.4	22.3	19.2	2	12.4
R323	1.5	20.4	19.0	2	12.2	20.5	19.0	2	12.2
R324	1.5	22.5	19.4	2	12.5	21.9	19.2	2	12.4
R325	4.0	19.9	18.9	2	12.1	19.9	18.9	2	12.1
R326	1.5	20.7	19.0	2	12.2	20.8	19.0	2	12.2
R327	1.5	21.0	19.1	2	12.2	21.1	19.1	2	12.3
R328	1.5	21.5	19.0	2	12.3	21.4	19.0	2	12.3
R329	1.5	21.0	19.1	2	12.3	21.1	19.1	2	12.3
R330	1.5	22.7	19.1	2	12.2	22.6	19.1	2	12.2
R331	1.5	22.8	19.1	2	12.3	22.8	19.1	2	12.3
R332	1.5	22.6	19.1	2	12.2	22.5	19.1	2	12.2
R333	1.5	23.0	19.2	2	12.3	23.1	19.2	2	12.3
R334	1.5	20.2	18.9	2	12.1	20.2	18.9	2	12.1
R335	1.5	24.7	20.2	3	12.8	24.9	20.2	3	12.9
R336	1.5	22.1	19.2	2	12.4	22.3	19.2	2	12.4
R337	1.5	21.5	18.8	2	12.1	21.7	18.9	2	12.1
R338	1.5	20.3	19.0	2	12.2	20.3	19.0	2	12.2

Receptor ID	Modelled Height (m)	2021 Baseline			2021 With Scheme				
		Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)	Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)
R339	1.5	22.9	19.4	2	12.5	23.1	19.4	2	12.5
R340	1.5	21.3	19.2	2	12.3	21.3	19.2	2	12.3
R341	1.5	21.4	18.8	2	12.1	21.6	18.9	2	12.1
R342	1.5	30.0	21.5	5	13.7	30.3	21.6	5	13.7
R343	1.5	21.5	19.0	2	12.3	21.4	19.0	2	12.2
R344	1.5	25.0	20.2	3	12.8	25.3	20.2	3	12.9
R345	1.5	20.0	18.8	2	12.1	20.0	18.9	2	12.1
R346	1.5	21.6	19.0	2	12.3	21.7	19.0	2	12.3
R347	1.5	20.3	18.9	2	12.2	20.3	18.9	2	12.2
R348	1.5	29.0	21.2	5	13.5	29.4	21.3	5	13.6
R349	1.5	29.4	21.3	5	13.6	29.7	21.4	5	13.6
R350	1.5	31.2	21.7	5	13.8	31.8	21.9	6	13.9
R351	1.5	31.5	21.8	5	13.9	32.2	22.0	6	14.0
R352	1.5	20.1	18.9	2	12.1	20.1	18.9	2	12.1
R353	1.5	22.6	19.3	2	12.4	22.7	19.3	2	12.4
R354	1.5	22.0	19.0	2	12.2	22.3	19.0	2	12.2
R355	1.5	28.5	21.1	4	13.4	28.9	21.2	5	13.5
R356	1.5	22.2	19.0	2	12.2	22.4	19.0	2	12.2
R357	1.5	19.4	18.7	2	12.0	19.4	18.7	2	12.0
R358	1.5	19.5	18.7	2	12.0	19.5	18.7	2	12.0
R359	1.5	20.5	18.9	2	12.2	20.5	18.9	2	12.2
R360	1.5	19.3	18.7	2	12.0	19.3	18.7	2	12.0
R361	1.5	20.1	18.9	2	12.1	20.1	18.9	2	12.1
R362	1.5	22.5	19.1	2	12.2	22.7	19.1	2	12.2
R363	1.5	20.4	18.9	2	12.1	20.4	18.9	2	12.1
R364	1.5	19.5	18.7	2	12.0	19.5	18.7	2	12.0
R365	1.5	19.1	18.6	2	12.0	19.1	18.6	2	12.0
R366	4.0	23.6	19.3	2	12.4	23.7	19.3	2	12.4
R367	1.5	22.5	19.1	2	12.2	22.6	19.1	2	12.2
R368	1.5	19.3	18.7	2	12.0	19.3	18.7	2	12.0
R369	1.5	19.3	18.7	2	12.0	19.3	18.7	2	12.0
R370	1.5	25.5	20.0	3	12.8	25.8	20.0	3	12.8
R371	1.5	20.0	18.8	2	12.1	19.9	18.8	2	12.1
R372	1.5	20.1	18.9	2	12.1	20.0	18.8	2	12.1
R373	1.5	23.9	19.8	3	12.7	24.1	19.8	3	12.7
R374	1.5	19.4	18.7	2	12.0	19.4	18.7	2	12.0
R375	1.5	25.4	19.7	3	12.6	25.5	19.7	3	12.6
R376	1.5	26.7	20.6	4	13.1	27.0	20.7	4	13.1
R377	1.5	18.8	17.8	1	11.5	18.8	17.8	1	11.5
R378	1.5	18.9	17.8	1	11.6	18.9	17.8	1	11.5
R379	1.5	19.2	17.8	1	11.6	19.1	17.8	1	11.6
R380	1.5	18.2	17.6	1	11.5	18.2	17.6	1	11.5
R381	1.5	18.9	17.8	1	11.6	18.9	17.8	1	11.6

Receptor ID	Modelled Height (m)	2021 Baseline			2021 With Scheme				
		Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)	Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)
R382	1.5	23.2	19.4	2	12.4	23.4	19.4	2	12.5
R383	1.5	19.1	17.8	1	11.6	19.0	17.8	1	11.6
R384	1.5	18.7	17.7	1	11.5	18.7	17.7	1	11.5
R385	1.5	18.5	17.7	1	11.5	18.5	17.7	1	11.5
R386	1.5	18.9	17.8	1	11.5	18.8	17.8	1	11.5
R387	1.5	19.0	17.8	1	11.6	18.9	17.8	1	11.6
R388	1.5	23.0	19.8	3	12.6	23.1	19.8	3	12.6
R389	4.0	18.5	17.7	1	11.5	18.5	17.7	1	11.5
R390	1.5	19.7	18.0	1	11.7	19.8	18.0	1	11.7
R391	1.5	18.7	17.7	1	11.5	18.7	17.7	1	11.5
R392	1.5	18.7	17.7	1	11.5	18.7	17.7	1	11.5
R393	1.5	18.6	17.7	1	11.5	18.5	17.7	1	11.5
R394	4.0	18.9	17.8	1	11.6	18.8	17.8	1	11.6
R395	1.5	19.3	17.9	1	11.6	19.1	17.9	1	11.6
R396	1.5	23.1	18.8	2	12.1	23.3	18.8	2	12.2
R397	1.5	19.5	17.9	1	11.6	19.4	17.9	1	11.6
R398	1.5	20.8	18.2	1	11.8	20.9	18.3	1	11.8
R399	1.5	19.3	17.9	1	11.6	19.3	17.9	1	11.6
R400	1.5	21.9	18.5	2	12.0	22.0	18.5	2	12.0
R401	1.5	20.7	18.2	1	11.8	20.8	18.2	1	11.8
R402	1.5	23.7	19.0	2	12.2	23.9	19.0	2	12.3
R403	1.5	22.9	18.8	2	12.1	23.1	18.8	2	12.1
R404	1.5	21.9	19.1	2	12.3	21.8	19.1	2	12.3
R405	1.5	22.6	19.3	2	12.4	22.5	19.3	2	12.4
R406	1.5	21.1	18.9	2	12.2	21.1	18.9	2	12.2
R407	1.5	21.0	18.9	2	12.2	21.0	18.9	2	12.2
R408	1.5	22.2	19.2	2	12.4	21.8	19.1	2	12.3
R409	1.5	21.2	19.0	2	12.2	21.2	18.9	2	12.2
R410	1.5	23.1	19.5	2	12.5	23.3	19.5	2	12.6
R411	1.5	21.1	18.9	2	12.2	21.1	18.9	2	12.2
R412	1.5	20.8	18.9	2	12.2	20.7	18.9	2	12.2
R413	4.0	35.9	23.3	8	14.7	37.0	23.7	9	14.9
R414	1.5	21.8	19.1	2	12.3	21.7	19.0	2	12.3
R415	1.5	20.6	18.8	2	12.1	20.6	18.8	2	12.1
R416	1.5	23.9	19.7	3	12.6	24.3	19.8	3	12.7
R417	1.5	22.5	19.3	2	12.4	22.4	19.2	2	12.4
R418	1.5	24.0	19.7	3	12.7	24.4	19.8	3	12.7
R419	1.5	34.9	23.0	8	14.5	35.9	23.3	8	14.7
R420	1.5	22.3	19.2	2	12.4	22.0	19.1	2	12.3
R421	1.5	19.9	18.6	2	12.0	19.9	18.6	2	12.0
R422	1.5	21.1	18.9	2	12.2	21.3	19.0	2	12.2
R423	1.5	23.2	19.4	2	12.4	23.0	19.3	2	12.4
R424	1.5	20.4	18.7	2	12.1	20.5	18.8	2	12.1

Receptor ID	Modelled Height (m)	2021 Baseline			2021 With Scheme				
		Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)	Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)
R425	1.5	20.4	18.7	2	12.1	20.5	18.8	2	12.1
R426	1.5	21.0	18.9	2	12.2	21.3	19.0	2	12.2
R427	1.5	19.9	18.6	2	12.0	19.9	18.6	2	12.0
R428	1.5	22.4	19.2	2	12.3	22.2	19.1	2	12.3
R429	1.5	19.7	18.6	2	12.0	19.7	18.6	2	12.0
R430	1.5	21.4	18.9	2	12.2	21.3	18.9	2	12.2
R431	1.5	22.1	19.6	3	12.5	22.1	19.6	3	12.5
R432	1.5	20.8	18.8	2	12.1	20.7	18.8	2	12.1
R433	1.5	21.9	19.5	2	12.4	22.0	19.5	2	12.4
R434	1.5	19.7	18.6	2	12.0	19.7	18.6	2	12.0
R435	1.5	20.7	18.8	2	12.1	20.9	18.9	2	12.1
R436	1.5	20.0	18.6	2	12.0	20.0	18.6	2	12.0
R437	1.5	20.1	18.6	2	12.0	20.0	18.6	2	12.0
R438	1.5	20.0	18.6	2	12.0	20.0	18.6	2	12.0
R439	1.5	20.6	18.8	2	12.1	20.9	18.8	2	12.1
R440	1.5	24.3	19.6	3	12.6	23.9	19.5	2	12.5
R441	1.5	20.1	18.7	2	12.0	20.2	18.7	2	12.0
R442	1.5	20.0	18.6	2	12.0	20.1	18.7	2	12.0
R443	1.5	24.3	19.6	3	12.6	24.0	19.5	2	12.5
R444	1.5	19.7	18.6	2	12.0	19.7	18.6	2	12.0
R445	1.5	19.7	18.6	2	12.0	19.7	18.6	2	12.0
R446	1.5	25.2	19.8	3	12.7	24.8	19.7	3	12.6
R447	1.5	20.8	18.8	2	12.1	20.7	18.8	2	12.1
R448	1.5	24.0	20.0	3	12.7	24.0	20.0	3	12.7
R449	1.5	23.2	19.8	3	12.6	23.3	19.8	3	12.6
R450	1.5	23.7	19.9	3	12.7	23.7	19.9	3	12.7
R451	1.5	24.1	19.6	2	12.5	23.8	19.5	2	12.5
R452	1.5	19.7	18.6	2	12.0	19.8	18.6	2	12.0
R453	1.5	23.7	19.4	2	12.5	23.7	19.4	2	12.5
R454	1.5	19.6	18.5	2	12.0	19.6	18.5	2	12.0
R455	1.5	24.9	19.7	3	12.6	24.9	19.7	3	12.6
R456	1.5	24.1	19.6	3	12.5	23.8	19.5	2	12.5
R457	1.5	19.8	18.6	2	12.0	19.8	18.6	2	12.0
R458	4.0	19.6	18.5	2	11.9	19.6	18.5	2	12.0
R459	1.5	20.5	18.1	1	11.8	20.4	18.1	1	11.7
R460	4.0	19.6	18.5	2	11.9	19.6	18.5	2	12.0
R461	1.5	19.7	18.5	2	12.0	19.7	18.6	2	12.0
R462	1.5	24.1	19.5	2	12.5	23.8	19.5	2	12.5
R463	1.5	19.8	18.6	2	12.0	19.8	18.6	2	12.0
R464	1.5	19.7	18.5	2	12.0	19.7	18.5	2	12.0
R465	1.5	23.8	19.5	2	12.5	23.8	19.5	2	12.5
R466	1.5	24.6	19.6	3	12.6	24.6	19.7	3	12.6
R467	1.5	21.9	19.0	2	12.2	21.8	19.0	2	12.2

Receptor ID	Modelled Height (m)	2021 Baseline			2021 With Scheme				
		Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)	Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)
R468	1.5	22.9	19.3	2	12.4	22.7	19.2	2	12.4
R469	1.5	21.5	18.9	2	12.2	21.5	19.0	2	12.2
R470	1.5	21.4	18.9	2	12.2	21.5	19.0	2	12.2
R471	1.5	22.0	19.1	2	12.3	21.9	19.1	2	12.3
R472	1.5	21.8	19.0	2	12.2	21.9	19.0	2	12.2
R473	1.5	21.8	19.0	2	12.2	21.9	19.0	2	12.2
R474	1.5	19.7	18.6	2	12.0	19.7	18.6	2	12.0
R475	1.5	26.2	20.1	3	12.8	25.9	20.0	3	12.8
R476	4.0	22.1	19.1	2	12.3	22.0	19.1	2	12.3
R477	1.5	21.0	18.3	1	11.8	20.9	18.2	1	11.8
R478	1.5	23.3	19.4	2	12.4	23.3	19.4	2	12.4
R479	1.5	19.8	18.6	2	12.0	19.8	18.6	2	12.0
R480	1.5	22.8	19.7	3	12.6	22.9	19.7	3	12.6
R481	1.5	20.8	18.2	1	11.8	20.7	18.2	1	11.8
R482	1.5	21.4	18.4	1	11.9	21.3	18.3	1	11.9
R483	1.5	20.4	18.7	2	12.0	20.4	18.7	2	12.0
R484	1.5	20.2	18.7	2	12.0	20.2	18.7	2	12.0
R485	1.5	21.1	18.3	1	11.9	21.2	18.3	1	11.9
R486	1.5	20.0	18.6	2	12.0	20.0	18.6	2	12.0
R487	1.5	20.5	19.2	2	12.2	20.5	19.2	2	12.2
R488	1.5	23.8	19.5	2	12.5	23.8	19.5	2	12.5
R489	1.5	20.4	19.2	2	12.2	20.5	19.2	2	12.2
R490	1.5	19.8	18.0	1	11.7	19.8	18.0	1	11.7
R491	4.0	25.4	20.0	3	12.8	25.5	20.0	3	12.8
R492	1.5	24.6	19.1	2	12.3	24.6	19.2	2	12.3
R493	1.5	22.8	19.3	2	12.4	22.8	19.3	2	12.4
R494	1.5	22.1	19.1	2	12.3	22.1	19.1	2	12.3
R495	1.5	22.1	19.1	2	12.3	22.1	19.1	2	12.3
R496	1.5	28.6	20.8	4	13.2	28.7	20.8	4	13.3
R497	1.5	21.1	18.9	2	12.1	21.1	18.9	2	12.1
R498	1.5	22.2	19.1	2	12.3	22.2	19.1	2	12.3
R499	1.5	22.6	19.7	3	12.5	22.6	19.7	3	12.5
R500	4.0	21.0	18.8	2	12.1	21.0	18.8	2	12.1
R501	1.5	21.8	19.0	2	12.2	21.8	19.0	2	12.2
R502	1.5	28.4	20.7	4	13.2	28.5	20.8	4	13.2
R503	1.5	22.1	19.6	3	12.5	22.1	19.6	3	12.5
R504	1.5	24.6	19.7	3	12.6	24.6	19.7	3	12.6
R505	4.0	25.9	20.1	3	12.9	26.0	20.1	3	12.9
R506	1.5	23.1	19.3	2	12.4	23.1	19.3	2	12.4
R507	1.5	22.6	19.3	2	12.4	22.6	19.3	2	12.4
R508	4.0	22.9	19.3	2	12.4	23.0	19.3	2	12.4
R509	4.0	30.3	21.4	5	13.6	31.2	21.5	5	13.6
R510	1.5	18.0	17.6	1	11.4	18.0	17.6	1	11.4

Receptor ID	Modelled Height (m)	2021 Baseline			2021 With Scheme				
		Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)	Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)
R511	1.5	19.3	17.9	1	11.6	19.3	17.9	1	11.6
R512	1.5	21.1	19.4	2	12.3	21.3	19.4	2	12.3
R513	1.5	21.0	19.4	2	12.3	21.2	19.4	2	12.3
R514	1.5	19.2	17.8	1	11.6	19.2	17.8	1	11.6
R515	1.5	31.0	21.0	4	13.4	30.4	21.0	4	13.4
R516	1.5	17.9	17.6	1	11.4	17.9	17.6	1	11.4
R517	1.5	26.4	20.6	4	13.0	26.4	20.6	4	13.0
R518	1.5	25.8	20.5	4	13.0	25.9	20.5	4	13.0
R519	1.5	21.6	19.5	2	12.4	21.9	19.5	2	12.4
R520	1.5	22.5	19.3	2	12.4	22.6	19.3	2	12.4
R521	1.5	22.5	19.2	2	12.4	22.6	19.3	2	12.4
R522	1.5	30.9	21.3	5	13.5	30.9	21.3	5	13.5
R523	1.5	27.2	20.8	4	13.2	27.3	20.8	4	13.2
R524	1.5	27.4	20.8	4	13.2	27.5	20.9	4	13.2
R525	1.5	35.1	22.0	6	14.0	34.4	22.0	6	14.0
R526	4.0	21.9	19.6	3	12.5	22.3	19.6	3	12.5
R527	1.5	17.9	17.5	1	11.4	17.9	17.5	1	11.4
R528	1.5	22.4	19.1	2	12.3	22.2	19.1	2	12.3
R529	1.5	35.2	22.4	6	14.2	35.1	22.4	6	14.2
R530	4.0	27.9	20.8	4	13.2	30.2	20.8	4	13.3
R531	1.5	17.8	17.5	1	11.4	17.8	17.5	1	11.4
R532	1.5	21.5	18.9	2	12.2	21.6	19.0	2	12.2
R533	1.5	21.3	18.9	2	12.2	21.4	18.9	2	12.2
R534	1.5	20.8	18.8	2	12.1	20.9	18.8	2	12.1
R535	1.5	18.8	17.7	1	11.5	18.8	17.7	1	11.5
R536	1.5	20.4	18.7	2	12.0	20.4	18.7	2	12.0
R537	1.5	25.1	20.0	3	12.8	26.5	20.0	3	12.8
R538	1.5	19.1	17.8	1	11.6	19.2	17.8	1	11.6
R539	1.5	20.8	18.8	2	12.1	20.8	18.8	2	12.1
R540	1.5	18.2	17.6	1	11.5	18.2	17.6	1	11.5
R541	1.5	20.4	18.7	2	12.1	20.5	18.7	2	12.1
R542	1.5	18.2	17.6	1	11.5	18.2	17.6	1	11.5
R543	1.5	20.3	18.7	2	12.0	20.3	18.7	2	12.0
R544	1.5	20.2	18.7	2	12.0	20.2	18.7	2	12.0
R545	1.5	18.7	17.7	1	11.5	18.7	17.7	1	11.5
R546	1.5	19.0	17.0	1	11.2	19.0	17.0	1	11.2
R547	1.5	19.1	17.0	1	11.2	19.1	17.0	1	11.2
R548	1.5	19.2	17.8	1	11.6	19.2	17.8	1	11.6
R549	1.5	19.3	17.8	1	11.6	19.3	17.8	1	11.6
R550	1.5	19.5	17.9	1	11.6	19.5	17.9	1	11.6
R551	1.5	19.1	17.8	1	11.6	19.1	17.8	1	11.6
R552	1.5	19.0	17.8	1	11.6	19.0	17.8	1	11.6
R553	1.5	18.6	17.7	1	11.5	18.6	17.7	1	11.5

Receptor ID	Modelled Height (m)	2021 Baseline			2021 With Scheme				
		Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)	Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)
R554	1.5	22.7	19.1	2	12.2	22.8	19.1	2	12.3
R555	1.5	22.4	19.0	2	12.2	22.5	19.1	2	12.2
R556	1.5	22.0	18.9	2	12.1	22.3	19.0	2	12.2
R557	1.5	22.2	19.0	2	12.2	22.5	19.0	2	12.2
R558	4.0	22.2	19.0	2	12.2	22.5	19.0	2	12.2
R559	1.5	23.6	19.3	2	12.4	23.5	19.3	2	12.3
R560	1.5	25.1	20.0	3	12.7	25.2	20.1	3	12.7
R561	1.5	25.1	20.0	3	12.7	25.2	20.1	3	12.7
R562	1.5	25.9	20.3	3	12.8	26.1	20.3	3	12.9
R563	1.5	24.1	19.4	2	12.4	24.0	19.4	2	12.4
R564	1.5	24.1	19.4	2	12.4	24.2	19.4	2	12.4
R565	1.5	28.4	20.8	4	13.2	28.6	20.8	4	13.2
R566	1.5	25.6	19.7	3	12.6	25.6	19.7	3	12.6
R567	1.5	28.3	20.8	4	13.2	28.5	20.8	4	13.2
R568	1.5	27.0	20.5	4	13.0	27.1	20.5	4	13.0
R569	1.5	24.4	19.5	2	12.4	24.5	19.5	2	12.5
R570	1.5	23.6	19.3	2	12.4	23.5	19.3	2	12.3
R573	1.5	26.6	20.0	3	12.7	26.8	20.0	3	12.8
R574	1.5	25.1	19.6	3	12.5	25.3	19.7	3	12.6
R575	1.5	23.4	19.9	3	12.6	23.3	19.8	3	12.6
R576	1.5	27.9	20.9	4	13.2	28.1	20.9	4	13.2
R577	1.5	23.8	19.9	3	12.7	23.7	19.9	3	12.7
R578	1.5	25.5	20.3	3	12.9	25.4	20.3	3	12.9
R579	1.5	24.2	20.0	3	12.7	24.2	20.0	3	12.7
R580	1.5	33.8	22.3	6	14.1	34.0	22.4	6	14.1
R581	4.0	24.2	20.0	3	12.7	24.3	20.0	3	12.7
R582	1.5	23.3	19.8	3	12.6	23.3	19.8	3	12.6
R583	1.5	33.4	22.2	6	14.0	33.5	22.3	6	14.0
R584	1.5	24.3	20.0	3	12.7	24.3	20.0	3	12.7
R585	1.5	22.4	19.6	3	12.5	22.3	19.6	3	12.5
R586	1.5	24.1	20.0	3	12.7	24.1	20.0	3	12.7
R587	1.5	34.4	22.5	7	14.2	34.4	22.5	7	14.2
R588	1.5	29.3	21.3	5	13.4	29.3	21.3	5	13.4
R589	1.5	23.9	20.0	3	12.7	23.9	20.0	3	12.7
R590	1.5	23.6	19.9	3	12.6	23.6	19.9	3	12.6
R591	1.5	23.7	19.9	3	12.7	23.7	19.9	3	12.7
R592	1.5	32.5	22.0	6	13.9	32.7	22.0	6	13.9
R593	1.5	32.1	21.9	6	13.8	32.3	21.9	6	13.8
R594	1.5	23.7	19.9	3	12.7	23.6	19.9	3	12.6
R595	1.5	24.5	20.1	3	12.8	24.5	20.1	3	12.8
R596	1.5	22.5	19.6	3	12.5	22.5	19.6	3	12.5
R597	1.5	22.2	19.6	3	12.5	22.2	19.6	3	12.5
R598	1.5	24.8	20.2	3	12.8	24.9	20.2	3	12.8

Receptor ID	Modelled Height (m)	2021 Baseline			2021 With Scheme				
		Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)	Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)
R599	1.5	24.0	20.0	3	12.7	23.9	19.9	3	12.7
R602	1.5	23.3	19.8	3	12.6	23.3	19.8	3	12.6
R603	1.5	22.6	19.7	3	12.5	22.5	19.7	3	12.5
R604	1.5	22.1	19.6	3	12.5	22.1	19.6	3	12.5
R605	1.5	24.1	20.0	3	12.7	24.1	20.0	3	12.7
R606	1.5	25.7	20.4	3	12.9	25.6	20.4	3	12.9
R607	1.5	23.9	20.0	3	12.7	23.9	20.0	3	12.7
R608	1.5	31.9	21.9	6	13.8	32.1	21.9	6	13.8
R609	1.5	31.5	21.7	5	13.7	31.6	21.8	5	13.7
R610	1.5	24.5	20.1	3	12.8	24.5	20.1	3	12.8
R611	1.5	24.4	20.1	3	12.8	24.4	20.1	3	12.8
R612	1.5	30.0	21.4	5	13.5	29.9	21.4	5	13.5
R613	1.5	23.4	19.8	3	12.6	23.4	19.8	3	12.6
R614	1.5	26.3	20.5	4	13.0	26.3	20.5	4	13.0
R615	1.5	31.2	21.7	5	13.7	31.3	21.7	5	13.7
R616	1.5	25.0	20.2	3	12.8	24.9	20.2	3	12.8
R617	1.5	23.7	19.9	3	12.7	23.7	19.9	3	12.7
R618	1.5	29.5	21.3	5	13.5	29.5	21.3	5	13.5
R619	1.5	31.8	21.8	5	13.8	31.9	21.8	6	13.8
R620	1.5	24.7	20.1	3	12.8	24.6	20.1	3	12.8
R621	1.5	23.2	19.6	3	12.5	23.2	19.6	3	12.5
R624	1.5	24.6	20.1	3	12.8	24.5	20.1	3	12.8
R625	1.5	22.4	19.4	2	12.4	22.4	19.4	2	12.4
R626	1.5	23.3	19.6	3	12.5	23.3	19.6	3	12.5
R627	1.5	22.7	19.5	2	12.5	22.7	19.5	2	12.5
R628	1.5	24.3	20.0	3	12.7	24.2	20.0	3	12.7
R629	1.5	22.4	19.4	2	12.4	22.4	19.4	2	12.4
R630	1.5	25.6	20.2	3	12.9	25.7	20.2	3	12.9
R631	1.5	30.7	21.5	5	13.6	30.8	21.6	5	13.6
R632	1.5	22.6	19.5	2	12.4	22.6	19.5	2	12.4
R636	1.5	27.6	20.5	4	13.0	26.7	20.5	4	13.0
R639	1.5	28.3	20.7	4	13.1	27.2	20.6	4	13.1
R642	1.5	28.4	20.7	4	13.1	27.5	20.7	4	13.1
R643	1.5	31.6	21.3	5	13.5	30.2	21.3	5	13.5
R712	1.5	25.5	20.0	3	12.7	25.4	20.0	3	12.7
R713	1.5	25.6	20.0	3	12.7	25.4	20.0	3	12.7
R714	1.5	27.9	20.5	4	13.0	27.6	20.5	4	13.0
R716	1.5	23.0	19.6	3	12.5	22.9	19.6	3	12.4
R718	1.5	23.8	19.8	3	12.6	23.8	19.8	3	12.6
R721	1.5	22.7	19.5	2	12.4	22.6	19.5	2	12.4
R722	1.5	24.4	19.9	3	12.7	24.4	19.9	3	12.6
R723	1.5	22.2	19.4	2	12.4	22.1	19.4	2	12.3
R728	1.5	22.1	19.4	2	12.3	22.0	19.4	2	12.3

Receptor ID	Modelled Height (m)	2021 Baseline			2021 With Scheme				
		Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)	Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)
R729	1.5	22.7	19.5	2	12.4	22.7	19.5	2	12.4
R730	1.5	22.5	19.5	2	12.4	22.5	19.5	2	12.4
R733	1.5	22.1	19.4	2	12.3	22.1	19.4	2	12.3
R734	1.5	22.0	19.4	2	12.3	22.0	19.4	2	12.3
R738	1.5	23.9	19.8	3	12.6	23.9	19.8	3	12.6
R741	1.5	22.1	19.4	2	12.3	22.1	19.4	2	12.3
R742	1.5	24.4	19.9	3	12.7	24.4	19.9	3	12.7
R744	1.5	22.1	19.4	2	12.3	22.1	19.4	2	12.3
R751	1.5	23.2	19.6	3	12.5	23.1	19.6	3	12.5
R753	1.5	23.2	19.6	3	12.5	23.2	19.6	3	12.5
R754	1.5	23.0	19.6	3	12.5	23.0	19.6	3	12.5
R758	1.5	23.7	19.8	3	12.6	23.7	19.8	3	12.6
R759	1.5	29.0	21.1	4	13.3	29.0	21.1	4	13.3
R760	1.5	23.4	19.7	3	12.5	23.4	19.7	3	12.5
R761	1.5	23.9	19.8	3	12.6	23.9	19.8	3	12.6
R764	1.5	23.6	19.7	3	12.5	23.6	19.7	3	12.5
R765	1.5	23.5	19.7	3	12.5	23.6	19.7	3	12.5
R766	1.5	25.0	20.1	3	12.7	25.2	20.1	3	12.8
R767	1.5	23.1	19.6	3	12.5	23.1	19.6	3	12.5
R770	1.5	23.8	19.8	3	12.6	23.8	19.8	3	12.6
R772	1.5	23.2	19.6	3	12.5	23.2	19.6	3	12.5
R773	1.5	23.7	19.8	3	12.6	23.7	19.8	3	12.6
R775	1.5	23.7	19.8	3	12.6	23.7	19.8	3	12.6
R776	1.5	23.9	19.8	3	12.6	23.9	19.8	3	12.6
R777	1.5	24.9	20.1	3	12.7	25.0	20.1	3	12.7
R778	1.5	23.5	19.7	3	12.5	23.6	19.7	3	12.5
R779	4.0	28.2	20.9	4	13.2	28.1	20.9	4	13.2
R787	1.5	26.6	20.7	4	13.1	26.7	20.7	4	13.1
R788	1.5	26.4	20.5	4	13.0	26.4	20.5	4	13.0
R791	1.5	37.6	23.3	8	14.6	37.6	23.3	8	14.6
R797	1.5	27.8	21.0	4	13.3	27.8	21.0	4	13.3
R798	1.5	28.7	21.2	5	13.4	28.7	21.2	5	13.4
R799	1.5	38.3	23.5	8	14.7	38.3	23.5	8	14.7
R800	4.0	29.8	21.3	5	13.4	31.1	21.3	5	13.5
R801	1.5	31.6	21.7	5	13.7	33.1	21.8	5	13.7
R802	1.5	31.5	21.7	5	13.7	31.8	21.8	5	13.7
R803	1.5	28.6	21.0	4	13.3	28.8	21.0	4	13.3
R973	1.5	23.4	19.7	3	12.5	23.5	19.7	3	12.5
R974	1.5	27.6	20.7	4	13.1	27.7	20.7	4	13.1
R975	1.5	22.5	19.5	2	12.4	22.5	19.5	2	12.4
R976	4.0	23.3	19.7	3	12.5	23.3	19.7	3	12.5
R977	1.5	34.2	22.4	6	14.1	34.0	22.3	6	14.0
R978	1.5	23.2	19.7	3	12.5	23.2	19.7	3	12.5

Receptor ID	Modelled Height (m)	2021 Baseline			2021 With Scheme				
		Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)	Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)
R979	1.5	22.0	19.4	2	12.3	22.0	19.4	2	12.3
R980	1.5	22.9	19.6	3	12.5	22.9	19.6	3	12.5
R981	4.0	34.2	22.3	6	14.0	33.9	22.3	6	14.0
R982	1.5	24.2	19.9	3	12.6	24.1	19.9	3	12.6
R983	1.5	26.1	20.3	3	12.9	26.1	20.3	3	12.9
R984	1.5	21.7	19.3	2	12.3	21.7	19.3	2	12.3
R985	1.5	25.2	20.1	3	12.8	25.1	20.1	3	12.7
R986	1.5	25.3	20.1	3	12.8	25.4	20.1	3	12.8
R987	1.5	21.5	19.3	2	12.3	21.5	19.3	2	12.3
R988	1.5	23.7	19.8	3	12.6	23.7	19.7	3	12.6
R989	1.5	23.7	19.8	3	12.6	23.7	19.7	3	12.5
R990	1.5	23.6	19.7	3	12.5	23.5	19.7	3	12.5
R991	1.5	24.0	19.8	3	12.6	24.0	19.8	3	12.6
R992	1.5	21.7	19.3	2	12.3	21.7	19.3	2	12.3
R993	1.5	21.6	19.3	2	12.3	21.6	19.3	2	12.3
R994	1.5	24.0	19.8	3	12.6	23.9	19.8	3	12.6
R995	1.5	24.1	19.8	3	12.6	24.1	19.8	3	12.6
R996	1.5	25.0	20.0	3	12.7	25.1	20.1	3	12.7
R997	1.5	26.1	20.3	3	12.9	26.2	20.3	3	12.9
R998	1.5	25.1	20.1	3	12.7	25.2	20.1	3	12.7
R999	4.0	25.1	20.1	3	12.7	25.2	20.1	3	12.7
R1002	1.5	28.0	20.9	4	13.3	28.0	20.9	4	13.3
R1004	1.5	28.5	21.1	4	13.3	28.6	21.1	4	13.3
R1011	1.5	24.5	20.1	3	12.8	24.6	20.1	3	12.8
R1012	1.5	26.5	20.6	4	13.0	26.6	20.6	4	13.0
R1013	1.5	29.2	21.2	4	13.4	29.3	21.2	5	13.4
R1014	1.5	24.4	20.1	3	12.7	24.4	20.1	3	12.8
R1015	1.5	24.3	20.1	3	12.7	24.4	20.1	3	12.7
R1017	1.5	22.5	19.7	3	12.5	22.5	19.7	3	12.5
R1018	1.5	26.4	20.5	4	13.0	26.4	20.6	4	13.0
R1020	1.5	23.5	19.9	3	12.6	23.6	19.9	3	12.7
R1029	1.5	23.1	19.9	3	12.6	23.6	19.9	3	12.7
R1038	1.5	34.2	22.2	6	14.1	34.3	22.2	6	14.1
R1042	1.5	30.4	21.2	5	13.5	30.5	21.2	5	13.5
R1058	1.5	30.4	20.5	4	13.1	30.4	20.5	4	13.1
R1407	1.5	26.3	19.9	3	12.7	25.9	19.9	3	12.7
R1408	1.5	20.5	18.9	2	12.1	20.4	18.9	2	12.1
R1422	1.5	21.6	19.0	2	12.2	22.2	19.1	2	12.3
R1423	1.5	21.5	19.0	2	12.2	22.0	19.1	2	12.3
R1424	1.5	21.6	19.0	2	12.2	22.1	19.1	2	12.3
R1425	4.0	21.3	18.9	2	12.2	21.8	19.0	2	12.2
R1426	1.5	21.6	19.0	2	12.2	22.2	19.1	2	12.3
R1427	1.5	20.8	18.8	2	12.1	21.1	18.9	2	12.1

Receptor ID	Modelled Height (m)	2021 Baseline			2021 With Scheme				
		Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)	Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)
R1428	1.5	19.8	18.6	2	12.0	19.9	18.6	2	12.0
R1429	1.5	19.8	18.6	2	12.0	19.9	18.6	2	12.0
R1430	1.5	19.8	18.6	2	12.0	19.9	18.6	2	12.0
R1431	1.5	19.7	18.6	2	12.0	19.8	18.6	2	12.0
R1432	1.5	19.7	18.6	2	12.0	19.8	18.6	2	12.0
R1433	1.5	19.8	18.6	2	12.0	19.9	18.6	2	12.0
R1434	4.0	19.7	18.6	2	12.0	19.8	18.6	2	12.0
R1435	1.5	22.3	19.1	2	12.3	22.3	19.1	2	12.3
R1436	1.5	22.4	19.2	2	12.3	22.4	19.2	2	12.3
R1437	1.5	22.5	19.2	2	12.3	22.6	19.2	2	12.3
R1438	1.5	24.1	19.6	3	12.5	24.1	19.6	3	12.5
R1439	1.5	20.0	18.6	2	12.0	20.0	18.6	2	12.0
R1440	1.5	23.1	19.4	2	12.5	20.7	18.9	2	12.2
R1441	4.0	30.3	21.2	5	13.5	25.3	19.3	2	12.4
R1442	1.5	24.5	19.7	3	12.7	21.8	18.9	2	12.2
R1443	6.5	42.3	24.6	11	15.3	42.4	24.6	11	15.3
R1444	1.5	46.1	25.7	13	16.0	46.1	25.7	13	16.0
R1445	4.0	42.2	24.5	11	15.3	42.2	24.5	11	15.3
R1446	1.5	42.3	24.6	11	15.3	42.3	24.6	11	15.3
M12	1.5	20.4	19.1	2	12.2	20.1	19.1	2	12.2
S21	1.5	21.0	18.8	2	12.1	21.0	18.8	2	12.1
S22	1.5	34.0	22.6	7	14.3	34.1	22.6	7	14.3
S23	1.5	24.5	19.6	3	12.6	24.5	19.6	3	12.6
S24	1.5	23.0	19.3	2	12.4	23.1	19.3	2	12.4
S25	1.5	26.5	20.8	4	13.2	26.9	20.9	4	13.2
S26	1.5	21.0	18.9	2	12.1	21.2	18.9	2	12.1
S27	1.5	21.7	19.5	2	12.4	21.7	19.5	2	12.4
S28	1.5	21.5	19.4	2	12.4	21.5	19.4	2	12.4
S29	1.5	20.3	19.2	2	12.2	20.4	19.2	2	12.2
S30	1.5	21.9	19.5	2	12.4	21.8	19.5	2	12.4
S31	1.5	20.6	19.2	2	12.3	20.6	19.2	2	12.3
S32	1.5	22.0	19.1	2	12.3	22.0	19.1	2	12.3
S33	1.5	21.9	19.0	2	12.2	21.9	19.0	2	12.2
S34	1.5	21.6	19.0	2	12.2	21.4	18.9	2	12.2
S35	1.5	20.4	18.2	1	11.8	20.3	18.1	1	11.8
S36	1.5	23.1	18.8	2	12.1	23.3	18.8	2	12.2
S37	1.5	25.0	20.2	3	12.9	25.3	20.3	3	12.9
S38	1.5	19.0	17.8	1	11.6	19.0	17.8	1	11.6
S39	1.5	25.4	19.4	2	12.5	25.6	19.4	2	12.5
S40	1.5	18.4	17.7	1	11.5	18.4	17.7	1	11.5
S41	1.5	17.9	17.5	1	11.4	17.9	17.5	1	11.4
S42	1.5	17.7	17.5	1	11.4	17.7	17.5	1	11.4
S43	1.5	19.3	17.9	1	11.6	19.3	17.9	1	11.6

Receptor ID	Modelled Height (m)	2021 Baseline			2021 With Scheme				
		Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)	Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)
S44	1.5	18.0	17.6	1	11.4	18.0	17.6	1	11.4
S45	1.5	27.3	20.3	3	13.0	27.6	20.3	3	13.0
S46	1.5	28.2	20.7	4	13.2	28.3	20.7	4	13.2
S47	1.5	19.0	17.8	1	11.6	18.9	17.8	1	11.6
S48	1.5	19.0	17.8	1	11.6	19.0	17.8	1	11.6
S49	1.5	19.9	18.0	1	11.7	19.9	18.0	1	11.7
S50	1.5	21.6	18.9	2	12.2	21.6	18.9	2	12.2
S51	1.5	34.1	22.2	6	14.1	34.2	22.2	6	14.1
S52	1.5	19.4	17.9	1	11.6	19.4	17.9	1	11.6
S53	1.5	26.9	20.7	4	13.1	27.0	20.7	4	13.1
S54	1.5	27.1	20.7	4	13.1	27.1	20.7	4	13.1
S56	1.5	22.4	19.0	2	12.2	22.6	19.1	2	12.2
S57	1.5	21.2	18.8	2	12.0	21.3	18.8	2	12.0
S58	1.5	22.3	19.0	2	12.2	22.7	19.1	2	12.2
S59	1.5	22.3	19.0	2	12.2	22.6	19.1	2	12.2
S60	1.5	22.3	19.0	2	12.2	22.3	19.0	2	12.2
S61	1.5	23.3	19.8	3	12.6	23.3	19.8	3	12.6
S62	1.5	24.4	19.5	2	12.5	24.5	19.5	2	12.5
S63	1.5	25.8	19.8	3	12.6	25.7	19.8	3	12.6
S64	1.5	22.1	19.0	2	12.2	22.1	19.0	2	12.2
S65	1.5	38.0	22.9	7	14.4	39.5	23.1	8	14.5
S66	1.5	25.4	20.1	3	12.8	25.2	20.1	3	12.8
S67	1.5	23.5	19.7	3	12.5	23.4	19.7	3	12.5
S68	1.5	24.5	19.9	3	12.7	24.4	19.9	3	12.6
S70	1.5	25.1	20.1	3	12.7	25.0	20.0	3	12.7
S107	1.5	22.9	19.6	3	12.5	22.9	19.6	3	12.5
S108	1.5	30.8	21.5	5	13.6	30.7	21.5	5	13.6
S109	1.5	22.3	19.4	2	12.4	22.3	19.4	2	12.4
S127	1.5	19.5	18.5	2	12.0	19.2	18.5	1	11.9
S128	1.5	29.9	21.1	4	13.4	25.0	19.2	2	12.4
S129	1.5	22.5	19.3	2	12.4	21.2	19.0	2	12.2
S130	1.5	21.6	19.0	2	12.2	19.6	18.6	2	12.0
S131	1.5	19.7	17.9	1	11.6	19.5	17.8	1	11.5
S132	1.5	20.7	18.1	1	11.7	19.5	17.8	1	11.5
S133	1.5	20.4	18.7	2	12.1	19.4	18.5	2	12.0
S134	1.5	22.6	19.4	2	12.4	22.7	19.5	2	12.5
S135	1.5	20.1	18.9	2	12.1	20.3	18.9	2	12.1
S136	1.5	20.7	19.0	2	12.2	20.8	19.0	2	12.2
S137	1.5	20.7	19.0	2	12.2	20.8	19.0	2	12.2
S138a	1.5	20.9	19.0	2	12.2	21.0	19.1	2	12.2
S138b	1.5	20.9	19.1	2	12.2	21.0	19.1	2	12.2
S139	1.5	21.0	19.1	2	12.2	21.1	19.1	2	12.2
S140a	1.5	19.2	18.6	2	12.0	19.1	18.6	2	12.0

Receptor ID	Modelled Height (m)	2021 Baseline			2021 With Scheme				
		Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)	Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)
S140b	1.5	19.2	18.6	2	12.0	19.2	18.6	2	12.0
S141a	1.5	19.1	18.6	2	12.0	19.0	18.6	2	12.0
S141b	1.5	18.4	18.3	1	11.7	18.3	18.3	1	11.7
S141c	1.5	18.7	18.5	2	11.9	18.7	18.5	2	11.9
S142	1.5	18.4	18.3	1	11.7	18.3	18.3	1	11.7
S143a	1.5	19.8	18.6	2	11.9	19.4	18.5	2	11.9
S143b	1.5	19.8	18.6	2	11.9	19.4	18.5	2	11.9
S144	1.5	18.7	18.4	1	11.8	18.6	18.3	1	11.8
S145	1.5	20.2	18.7	2	12.0	20.2	18.7	2	12.0
S146	1.5	18.9	18.6	2	11.9	18.9	18.6	2	11.9
S147	1.5	19.4	18.7	2	12.0	19.5	18.7	2	12.0
S148	1.5	19.5	18.7	2	12.0	19.6	18.8	2	12.0
S149	1.5	19.0	18.6	2	12.0	19.0	18.6	2	12.0
S150	1.5	19.4	18.7	2	12.0	19.4	18.7	2	12.0
S151	1.5	19.9	18.9	2	12.1	19.9	18.9	2	12.1
S152	1.5	22.8	19.6	3	12.6	22.8	19.6	3	12.6
S153	1.5	23.0	19.7	3	12.6	23.1	19.7	3	12.6
S154	1.5	21.6	19.3	2	12.4	21.7	19.4	2	12.4
S155	1.5	23.7	19.7	3	12.6	23.9	19.7	3	12.7
S156	1.5	22.3	18.5	1	11.9	22.9	18.6	2	12.0
S157a	1.5	22.2	19.2	2	12.3	22.1	19.1	2	12.3
S157b	1.5	22.0	19.1	2	12.3	21.9	19.1	2	12.3
S158	1.5	21.3	18.9	2	12.2	21.2	18.9	2	12.2
S159	1.5	20.7	18.2	1	11.8	20.5	18.1	1	11.8
S160	1.5	21.9	19.1	2	12.2	21.8	19.0	2	12.2
S161	1.5	19.9	18.9	2	12.1	20.0	18.9	2	12.1
S162	1.5	22.8	18.7	2	12.1	23.0	18.8	2	12.1
S163	1.5	18.8	17.8	1	11.5	18.8	17.8	1	11.5
S164	1.5	21.1	18.9	2	12.1	21.0	18.9	2	12.1
S165	1.5	21.9	19.2	2	12.3	21.8	19.2	2	12.3
S166	1.5	25.5	20.2	3	12.9	25.6	20.2	3	12.9
S167	1.5	22.2	19.2	2	12.3	22.1	19.1	2	12.3
S168	1.5	23.3	19.8	3	12.6	23.3	19.8	3	12.6
S169	1.5	23.0	19.7	3	12.6	23.0	19.7	3	12.6
S170	1.5	19.1	18.6	2	12.0	19.1	18.6	2	12.0
S171	1.5	18.4	19.0	2	12.3	18.4	19.0	2	12.3
S172	1.5	18.3	19.0	2	12.3	18.4	19.0	2	12.3
S173	1.5	20.8	19.1	2	12.2	20.8	19.1	2	12.2
S174	1.5	19.7	18.8	2	12.1	19.7	18.8	2	12.1
S175	1.5	22.0	19.4	2	12.4	22.0	19.4	2	12.4
S176	1.5	19.4	17.9	1	11.6	19.3	17.9	1	11.6
S177	1.5	20.3	18.9	2	12.2	20.3	18.9	2	12.1
S178	1.5	19.9	18.8	2	12.1	19.9	18.8	2	12.1

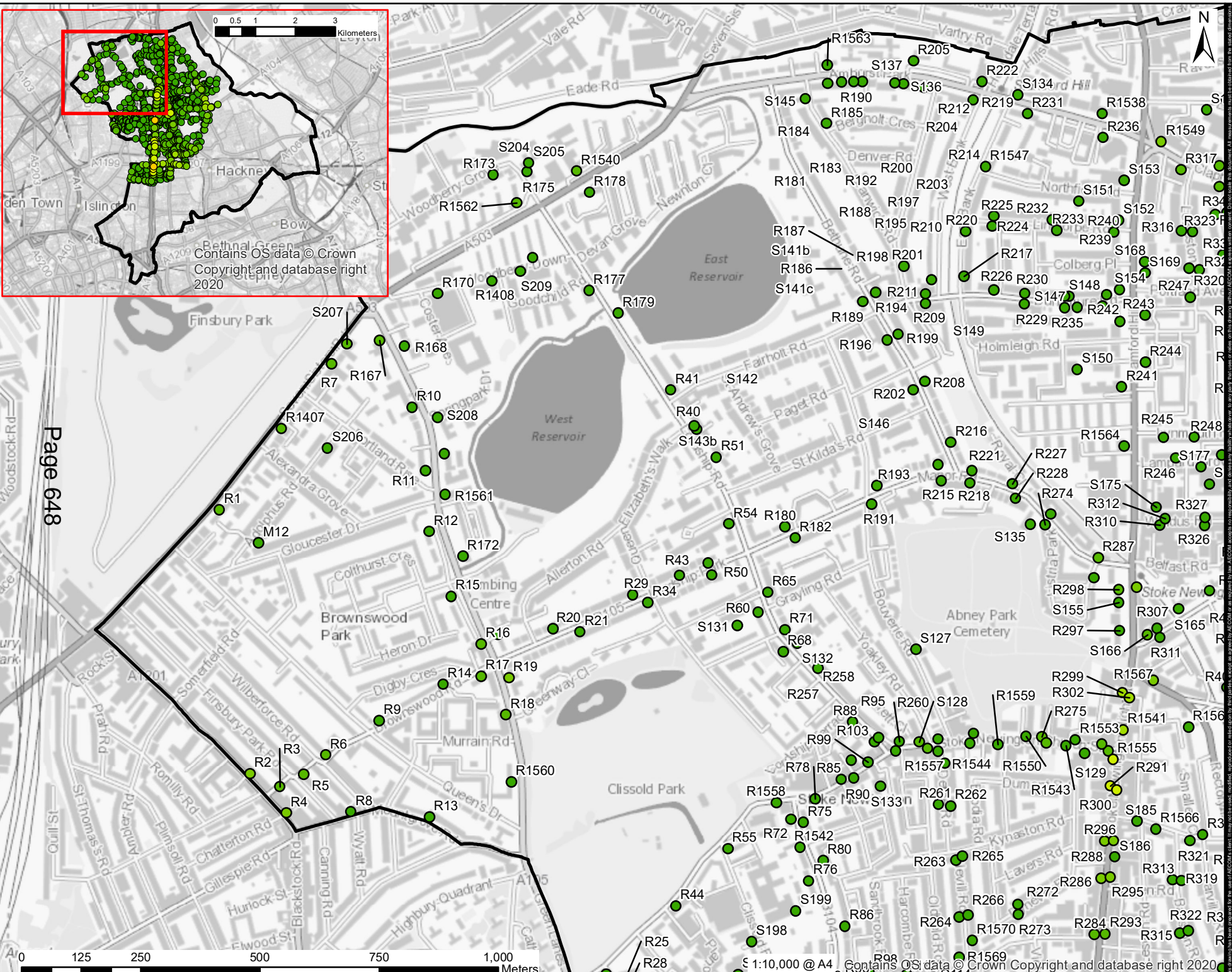
Receptor ID	Modelled Height (m)	2021 Baseline			2021 With Scheme				
		Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)	Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)
S179	1.5	18.8	17.8	1	11.5	18.7	17.7	1	11.5
S180	1.5	19.0	17.8	1	11.6	18.9	17.8	1	11.6
S181	1.5	20.4	18.7	2	12.1	20.5	18.7	2	12.1
S182	1.5	19.8	18.6	2	12.0	19.7	18.6	2	12.0
S183	1.5	19.9	18.6	2	12.0	19.9	18.6	2	12.0
S184	1.5	21.4	18.9	2	12.2	21.3	18.9	2	12.2
S185	1.5	24.9	19.8	3	12.7	23.9	19.6	3	12.6
S186	1.5	23.5	19.6	3	12.6	23.3	19.6	3	12.6
S187	1.5	29.3	21.3	5	13.6	29.7	21.4	5	13.6
S188	1.5	27.3	20.2	3	12.9	28.1	20.4	3	13.0
S189	1.5	22.9	19.2	2	12.3	23.0	19.2	2	12.3
S190	1.5	21.6	18.9	2	12.1	21.7	18.9	2	12.1
S191	1.5	21.8	18.9	2	12.1	21.9	18.9	2	12.1
S192	1.5	21.8	18.9	2	12.1	21.7	18.9	2	12.1
S193	1.5	20.7	18.4	1	11.8	20.5	18.4	1	11.8
S194	1.5	20.5	18.6	2	11.9	20.3	18.6	2	11.9
S195	1.5	20.3	18.6	2	11.9	20.2	18.5	2	11.9
S196	1.5	20.4	18.6	2	11.9	20.3	18.6	2	11.9
S197	1.5	27.5	20.0	3	12.8	27.8	20.1	3	12.8
S198	1.5	19.5	17.8	1	11.5	19.3	17.8	1	11.5
S199	1.5	19.8	17.9	1	11.6	19.4	17.8	1	11.5
S200	1.5	19.5	17.8	1	11.5	19.3	17.8	1	11.5
S201	1.5	22.4	18.8	2	12.1	22.4	18.8	2	12.1
S202	1.5	23.4	19.1	2	12.2	22.7	18.9	2	12.1
S203	1.5	22.0	18.7	2	12.0	21.6	18.6	2	12.0
S204	1.5	19.2	18.5	2	11.9	19.2	18.5	2	11.9
S205	1.5	19.9	18.7	2	12.0	19.8	18.7	2	12.0
S206	1.5	19.4	18.0	1	11.6	19.2	18.0	1	11.6
S207	1.5	26.8	20.6	4	13.1	26.8	20.7	4	13.1
S208	1.5	22.1	19.1	2	12.2	22.5	19.2	2	12.3
S209	1.5	20.7	18.9	2	12.1	20.6	18.9	2	12.1
R1538	1.5	22.4	19.4	2	12.4	22.5	19.5	2	12.5
R1539	1.5	23.5	19.7	3	12.5	23.4	19.7	3	12.5
R1540	1.5	25.6	20.3	3	12.9	25.4	20.3	3	12.9
R1541	4.0	35.6	23.4	8	14.7	35.3	23.3	8	14.7
R1542	1.5	21.8	18.4	1	11.9	20.2	18.0	1	11.7
R1543	4.0	23.1	19.4	2	12.5	21.1	19.0	2	12.2
R1544	1.5	21.0	18.9	2	12.2	20.4	18.7	2	12.1
R1545	1.5	23.2	19.7	3	12.5	23.1	19.6	3	12.5
R1546	1.5	23.1	19.6	3	12.5	23.1	19.6	3	12.5
R1547	1.5	20.0	18.8	2	12.1	20.0	18.8	2	12.1
R1548	1.5	31.6	21.7	5	13.7	31.8	21.8	5	13.7
R1549	1.5	29.2	21.5	5	13.6	29.5	21.6	5	13.7

Receptor ID	Modelled Height (m)	2021 Baseline			2021 With Scheme				
		Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)	Annual Mean NO ₂ (µg/m ³)	Annual Mean PM ₁₀ (µg/m ³)	No. of Days PM ₁₀ >50 µg/m ³	Annual Mean PM _{2.5} (µg/m ³)
R1550	4.0	30.8	21.3	5	13.6	23.9	19.7	3	12.6
R1551	1.5	24.9	19.4	2	12.4	25.0	19.4	2	12.4
R1552	1.5	31.7	21.7	5	13.7	32.0	21.8	5	13.7
R1553	4.0	23.5	19.5	2	12.5	21.4	19.0	2	12.3
R1554	1.5	21.6	18.3	1	11.8	21.3	18.2	1	11.8
R1555	4.0	41.4	24.8	11	15.5	39.3	24.2	10	15.2
R1556	1.5	27.7	19.7	3	12.6	27.5	19.6	3	12.6
R1557	1.5	22.2	19.2	2	12.3	20.9	18.8	2	12.1
R1558	1.5	22.2	18.5	1	11.9	20.4	18.1	1	11.7
R1559	4.0	21.6	19.0	2	12.3	20.2	18.7	2	12.1
R1560	1.5	22.2	18.4	1	11.9	23.0	18.6	2	12.0
R1561	1.5	22.5	19.2	2	12.3	22.9	19.2	2	12.3
R1562	1.5	24.2	19.9	3	12.7	24.2	19.9	3	12.7
R1563	1.5	21.1	19.1	2	12.2	21.2	19.1	2	12.3
R1564	1.5	23.5	19.8	3	12.7	23.6	19.9	3	12.7
R1565	1.5	22.4	19.3	2	12.4	22.3	19.3	2	12.4
R1566	1.5	23.0	19.3	2	12.4	22.4	19.2	2	12.4
R1567	1.5	28.9	21.3	5	13.5	29.0	21.3	5	13.6
R1568	1.5	22.2	19.0	2	12.2	22.4	19.0	2	12.2
R1569	1.5	19.5	18.5	2	12.0	19.3	18.5	1	12.0
R1570	1.5	19.6	18.5	2	12.0	19.3	18.5	1	12.0
R1571	1.5	25.0	20.0	3	12.8	25.2	20.1	3	12.9

Appendix B Receptor Mapping

Table B.1: Appendix B Table of Figures

Figure	Description
B.1	Sensitive Receptors in the North West of the Study Area – Annual mean NO ₂ Concentrations in the With Scheme Scenario
B.2	Sensitive Receptors in the East of the Study Area – Annual mean NO ₂ Concentrations in the With Scheme Scenario
B.3	Sensitive Receptors in the Central Study Area – Annual mean NO ₂ Concentrations in the With Scheme Scenario
B.4	Sensitive Receptors in the South of the Study Area – Annual mean NO ₂ Concentrations in the With Scheme Scenario
B.5	Sensitive Receptors in the North West of the Study Area – Annual mean NO ₂ Concentration Changes as a Result of the Scheme
B.6	Sensitive Receptors in the East of the Study Area – Annual mean NO ₂ Concentration Changes as a Result of the Scheme
B.7	Sensitive Receptors in the Central Study Area – Annual mean NO ₂ Concentration Changes as a Result of the Scheme
B.8	Sensitive Receptors in the South of the Study Area – Annual mean NO ₂ Concentration Changes as a Result of the Scheme



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www.aecom.com

LEGEND

- Annual Mean NO₂ Concentrations (µg/m³)
- < 24
 - 24.1 - 28.0
 - 28.1 - 32.0
 - 32.1 - 36.0
 - 36.1 - 40.0
 - 40.1 - 44.0
 - 44.1 - 48.0
 - 48.1 - 52.0
 - 52.1 - 56.0
 - 56.1 - 60.0
 - > 60
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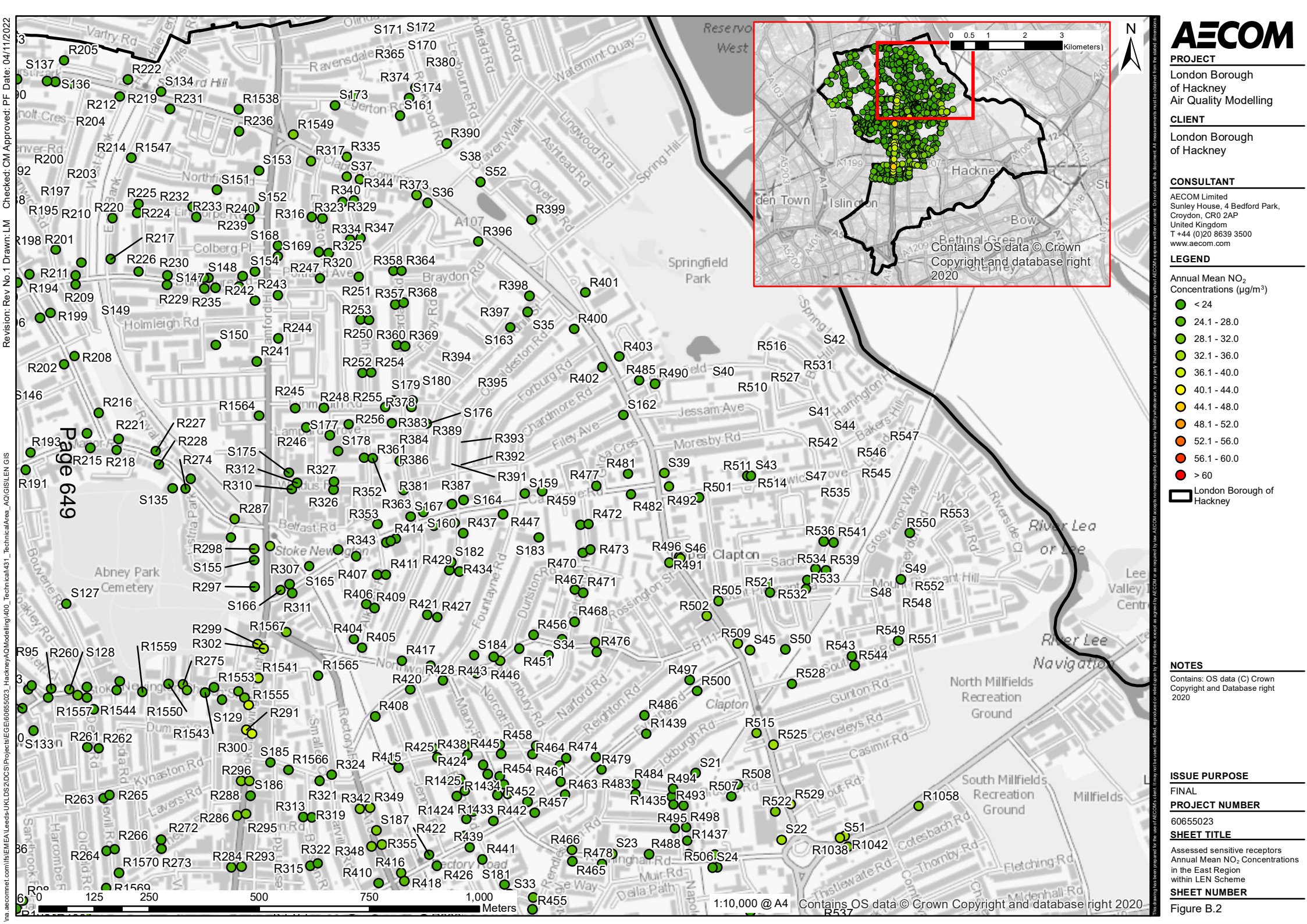
60655023

SHEET TITLE

Assessed sensitive receptors
Annual Mean NO₂ Concentrations
in the North West Region
within LEN Scheme

SHEET NUMBER

Figure B.1



Revision: Rev No. 1 Drawn: LM
 Checked: CM Approved: PF Date: 04/11/2022
 Project: E06055023 Hackney AQ Modelling 400_Technical A01 GIS/LEN GIS

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LEGEND

Annual Mean NO₂
 Concentrations (µg/m³)

- < 24
- 24.1 - 28.0
- 28.1 - 32.0
- 32.1 - 36.0
- 36.1 - 40.0
- 40.1 - 44.0
- 44.1 - 48.0
- 48.1 - 52.0
- 52.1 - 56.0
- 56.1 - 60.0
- > 60

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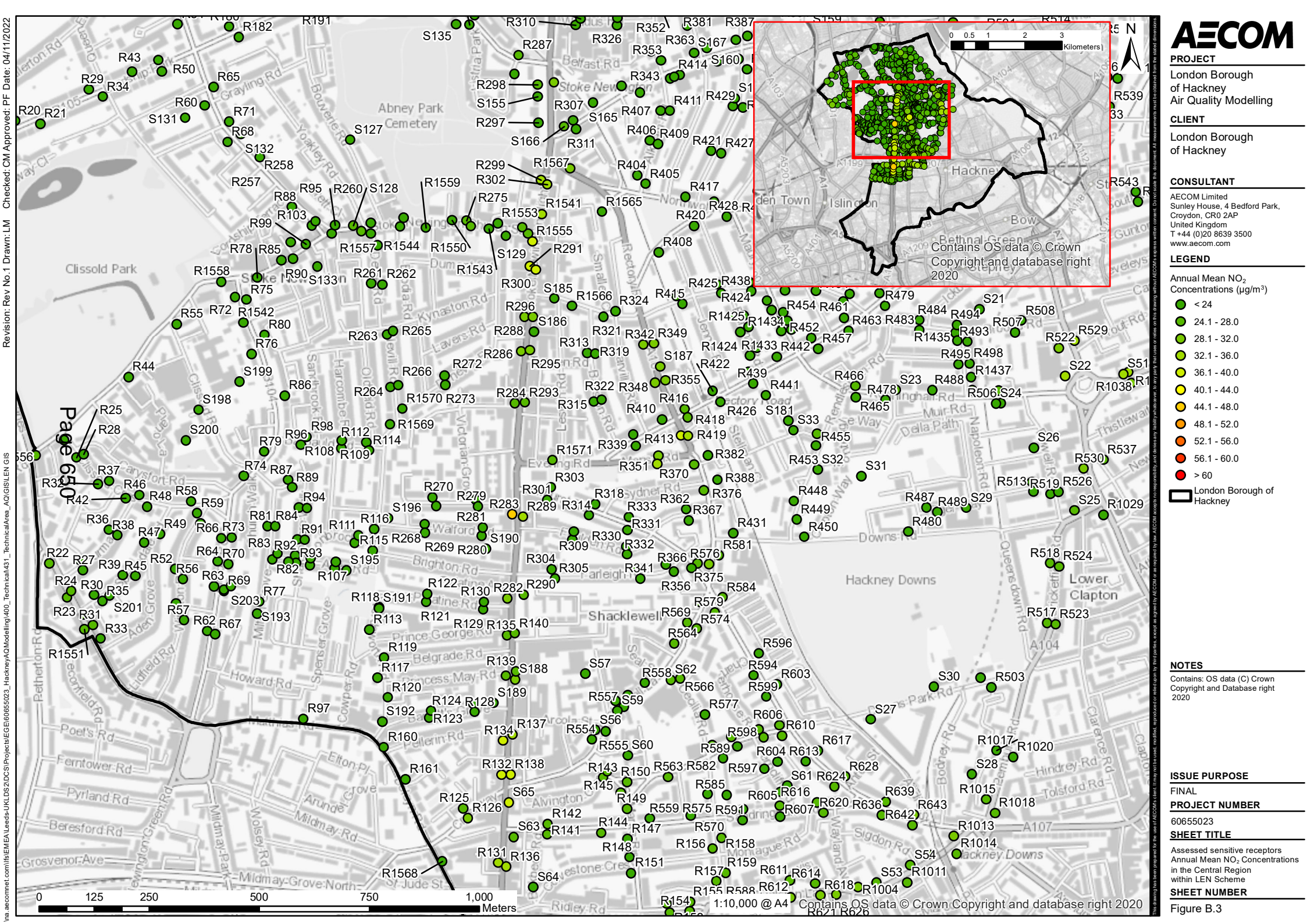
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SHEET TITLE
 Assessed sensitive receptors
 Annual Mean NO₂ Concentrations
 in the East Region
 within LEN Scheme

SHEET NUMBER
 Figure B.2

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Page 650

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LEGEND

Annual Mean NO₂ Concentrations (µg/m³)

- < 24
- 24.1 - 28.0
- 28.1 - 32.0
- 32.1 - 36.0
- 36.1 - 40.0
- 40.1 - 44.0
- 44.1 - 48.0
- 48.1 - 52.0
- 52.1 - 56.0
- 56.1 - 60.0
- > 60

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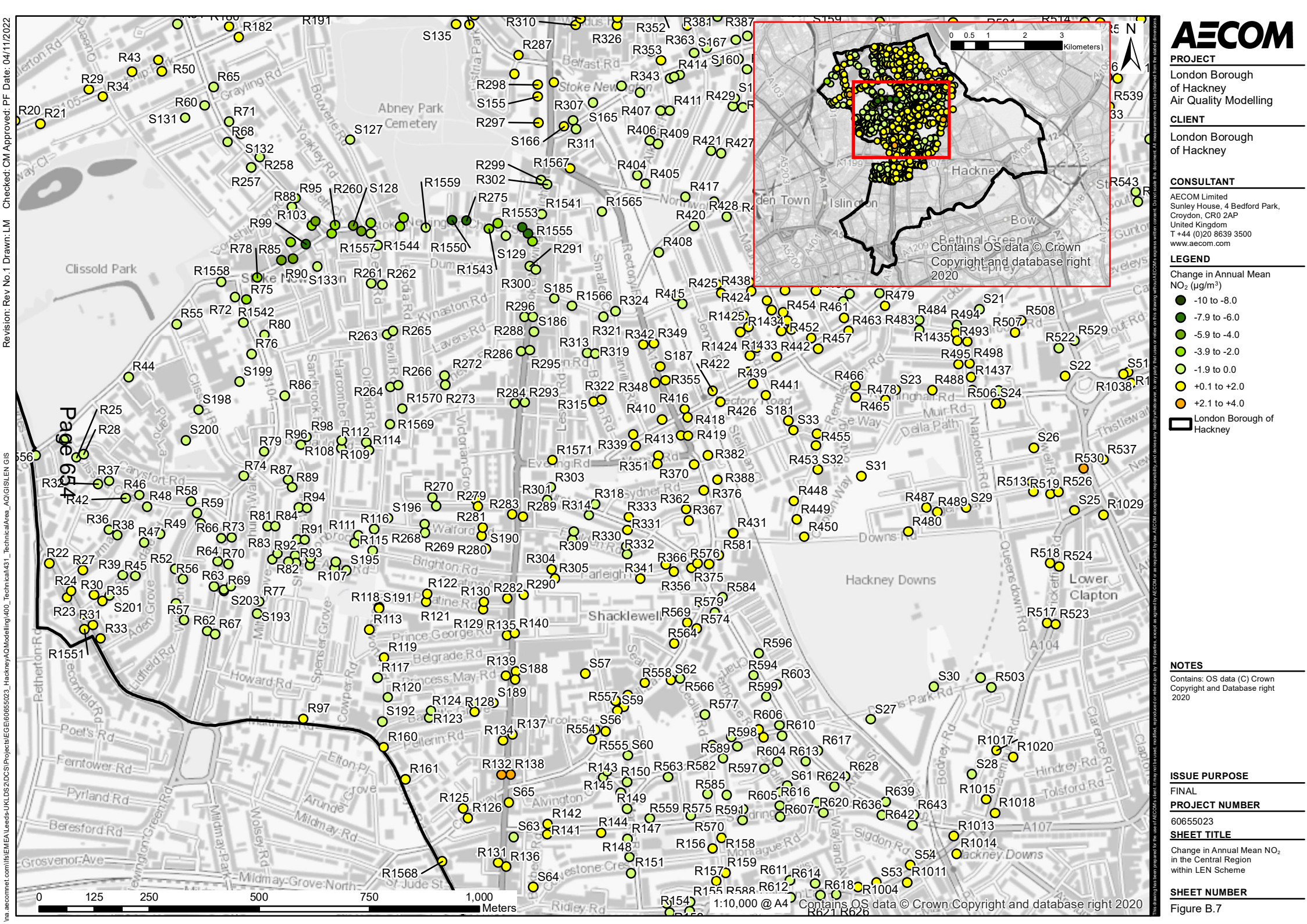
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SHEET TITLE
Assessed sensitive receptors Annual Mean NO₂ Concentrations in the Central Region within LEN Scheme

SHEET NUMBER
Figure B.3

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Page 65/74



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LEGEND

Change in Annual Mean NO₂ (µg/m³)

- -10 to -8.0
- -7.9 to -6.0
- -5.9 to -4.0
- -3.9 to -2.0
- -1.9 to 0.0
- +0.1 to +2.0
- +2.1 to +4.0

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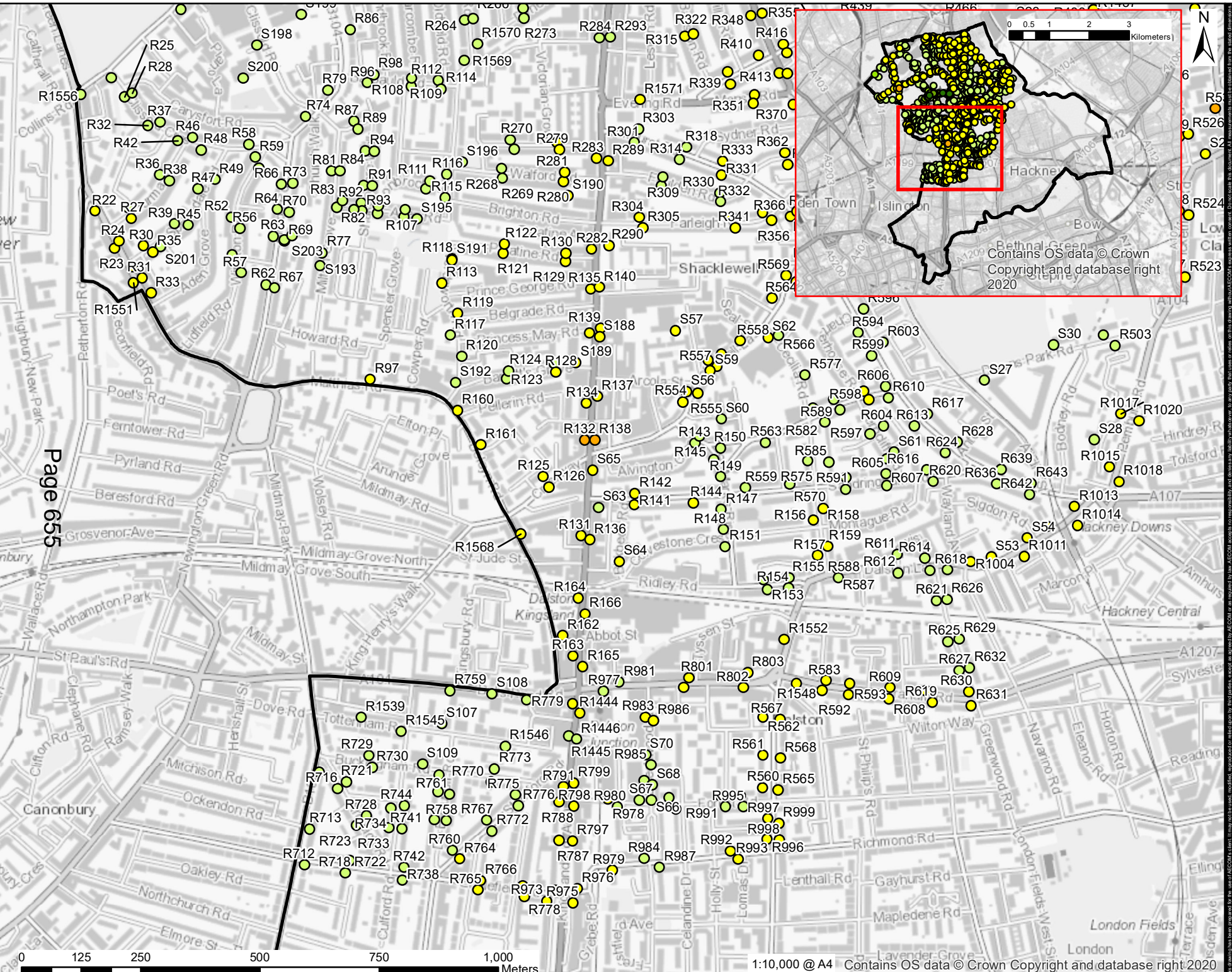
SHEET TITLE
Change in Annual Mean NO₂ in the Central Region within LEN Scheme

SHEET NUMBER
Figure B.7

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LEGEND

Change in Annual Mean NO₂ (µg/m³)

- 10 to -8.0
- 7.9 to -6.0
- 5.9 to -4.0
- 3.9 to -2.0
- 1.9 to 0.0
- +0.1 to +2.0
- +2.1 to +4.0
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SHEET TITLE

Change in Annual Mean NO₂ in the South Region within LEN Scheme

SHEET NUMBER

Figure B.8

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research

**Low Traffic Neighbourhoods -
Stoke Newington
Feedback Report**

April 2022

Project details	2
Engagement approach and response.....	3
Executive summary	6
Scheme details.....	7
The profile of responses	9
Findings.....	13
Sample Profile.....	43
Appendix 1: Survey Questions	45

Project details

Title	Low Traffic Neighbourhoods – Stoke Newington Feedback Report
Client	Hackney Council
Project number	21075
Author	Steve Handley. Research Director

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Engagement approach and response

Introduction

In 2020, Hackney Council introduced new low traffic neighbourhoods and School Streets under its Rebuilding a Greener Hackney emergency transport plan. The aim of the plan was to improve Hackney for walking and cycling, encourage people to spend time in the local area, create quieter, greener and more pleasant neighbourhoods and prevent a car-led recovery from the pandemic. The measures, which are aligned with Hackney's Transport Strategy, were rolled out during the coronavirus pandemic, in line with guidance from the Department for Transport, to help residents maintain social distancing, encourage active forms of travel and enable a green recovery from the pandemic.

A bus gate has been introduced to close Stoke Newington Church Street to polluting through-traffic during the daytime. The bus gate - located outside the Red Lion Pub on Stoke Newington Church Street - operates from 7am to 7pm, Monday to Sunday, and permits buses, cyclists, pedestrians and emergency vehicles to pass through. The bus gate was also be the first in the borough to allow Blue Badge holders with a registered permit to drive through at any time, after the Council recently revised its policy following feedback from local residents with disabilities.

A further five 24-hour traffic filters, allowing only pedestrians, cyclists, emergency and waste vehicles through, were also introduced in the area to prevent traffic from using alternative residential routes as a shortcut. These were introduced on:

- Yoakley Road and Bouverie Road, at their junctions with Stoke Newington Church Street;
- Oldfield Road, between Kynaston Road and Sandbrook Road;
- Nevill Road, between Dynevor Road and Barbauld Road;
- Lordship Road at its junction with Lordship Terrace (and its slip road) with the one-way on Edward's Lane reversed.

These measures were introduced on Monday 20th September 2021, through an experimental traffic order for a maximum of 18 months, with residents able to have their say until 31st March 2022.

Communications & Engagement Approach

Hackney Council used the interactive online engagement platform, Commonplace, to gather insight from local residents and interested stakeholders. Those without online access were given the opportunity to provide their feedback offline through writing to 'Freepost Streetscene'. Residents were also able to write to streetscene.consultations@hackney.gov.uk.

Feedback on the schemes was promoted by:

- Distribution of letters and drawings to residents in the surrounding area prior to implementation;
- Distribution of leaflets to residents in the surrounding area announcing the closing date for feedback;
- Articles in Hackney Today;
- Signposting residents to the feedback channels via Council social media channels and relevant e-newsletters, including through targeted, area-based social media ads;
- Nextdoor, a neighbourhood hub which enables hyper local engagement.

Data Collection Methodology

The primary method of collecting data was through the online platform, Commonplace (<https://rebuildingagreenerhackney.commonplace.is/>). There are two main ways participants have contributed to the platform. The first is to complete a survey. For a completed survey to appear publicly on the site, the participant has to verify that they made the comment via a confirmation email. The second is to add an agreement to an existing comment on the platform. Respondents can add one agreement to any comment other than their own. Unless a person is already logged in, they are asked to provide an email address. If the person chooses not to provide their email address, they are treated as anonymous and their comments are collected in the database but not displayed publicly. All comments, whether they were connected to an email address or posted anonymously, have been analysed in this report. Throughout the report, those who have added comments have been recorded as participants or respondents.

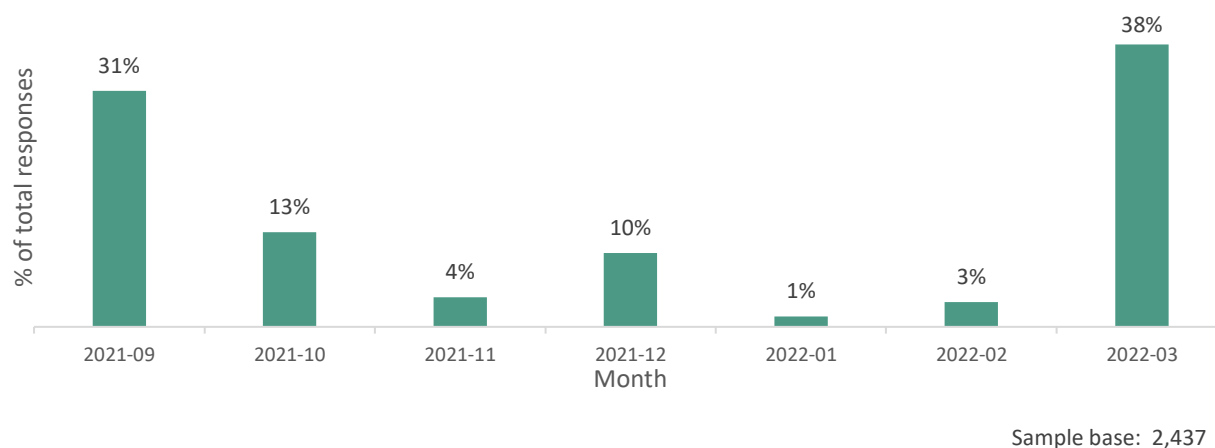
The full list of questions can be viewed in the appendix at the end of the report.

Respondents

A total of 2,437 responses were received on Commonplace by the closure of this feedback period on 31st March 2022. These comments came from 2,140 unique¹ respondents.

The distribution of the responses by month is shown in the figure below. Responses were highest at the start and end of the feedback period, with 31% of responses received in September 2021, and 38% in March 2022. Between October 2021 and February 2022 the response rate fluctuated between 1% and 13% of the total responses.

Figure 1: Response volumes by month



¹ Unique or blank user ID

Executive summary



Key messages from the Stoke Newington engagement

2437 responses were collected during the feedback period of the Stoke Newington LTN. This data comprised both text comments and responses to tick box questions. Analysis of these responses has provided the following key messages.

Rebuilding a Greener Hackney



51%



43%

Among those who provided feedback on the Stoke Newington LTN, more respondents agree rather than disagree with the ambition to rebuild a greener Hackney.

Feelings towards the Stoke Newington LTN



42%



55%

There is a negative balance of opinion regarding the Stoke Newington LTN, with 42% respondents feeling positive about the traffic measures compared to 55% who feel negative.

Most common likes:



69% reduces air pollution



67% the area is more pleasant



64% reduces traffic

Base: All respondents (1,478)

Most common dislikes:



63% increases traffic



55% increases air pollution



49% discourages me to shop in the area

Base: All respondents (1,465)

Preferred course of action



50%

say all (41%) or some (9%) of the measures **should** be made permanent



49%

say **none** of the measures should be made permanent



Among those who live in the N16 postcode **58%** say all (46%) or some (12%) of the measures **should** be made permanent, whilst **41%** say they should **not**.

Among non-motorists **70%** say all (63%) or some (7%) of the measures **should** be made permanent. **29%** say they should **not** be made permanent.

Among motorists **35%** say all (24%) or some (11%) of the measures **should** be made permanent. **63%** of motor vehicle users say they should **not**.

Base: All respondents (2,367)

Scheme details

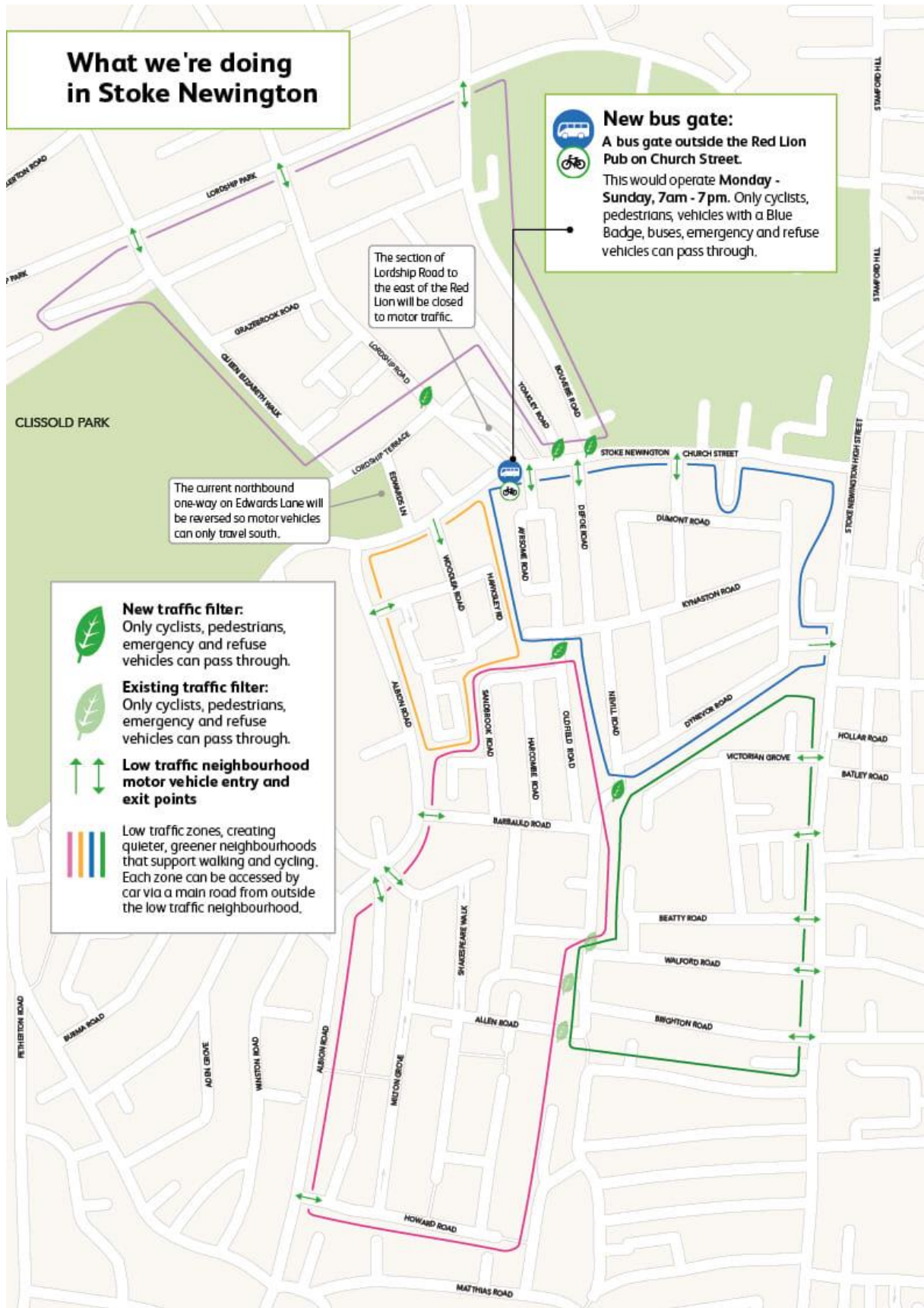
A bus gate has been introduced to close Stoke Newington Church Street to polluting through-traffic during the daytime. The bus gate - located outside the Red Lion Pub on Stoke Newington Church Street - operates from 7am to 7pm, Monday to Sunday, and permits buses, cyclists, pedestrians and emergency vehicles to pass through. The gate aims to reduce traffic, improve air quality, and improve road safety on Stoke Newington Church Street and Albion Road, including at the three primary schools on these roads. The restriction is timed to balance the need to reduce traffic with delivery and servicing requirements of businesses on Church Street.



A further five 24-hour traffic filters, allowing only pedestrians, cyclists, emergency and waste vehicles through, have also been introduced in the area to prevent traffic from using alternative residential routes as a shortcut. These can be seen on the map below, and have been introduced on:

- Yoakley Road and Bouverie Road, at their junctions with Stoke Newington Church Street
- Oldfield Road, between Kynaston Road and Sandbrook Road
- Nevill Road, between Dynevor Road and Barbauld Road
- Lordship Road at its junction with Lordship Terrace (and its slip road) with the one-way on Edward's Lane reversed

What we're doing in Stoke Newington



The profile of responses

The spatial composition of responses

Providing a postcode was an optional part of the demographics section of the survey. Analysis of the postcodes provided allows us to monitor where respondents live and what relationships exist between issues and those who live in different postcode areas. A total of 1,654 respondents included a postcode.

The maps below plot the postcodes provided. Please note that in many instances respondents provided an incomplete postcode. When this is the case, the mapping software places a pin in the best fit location, e.g. the centre of the postcode district.

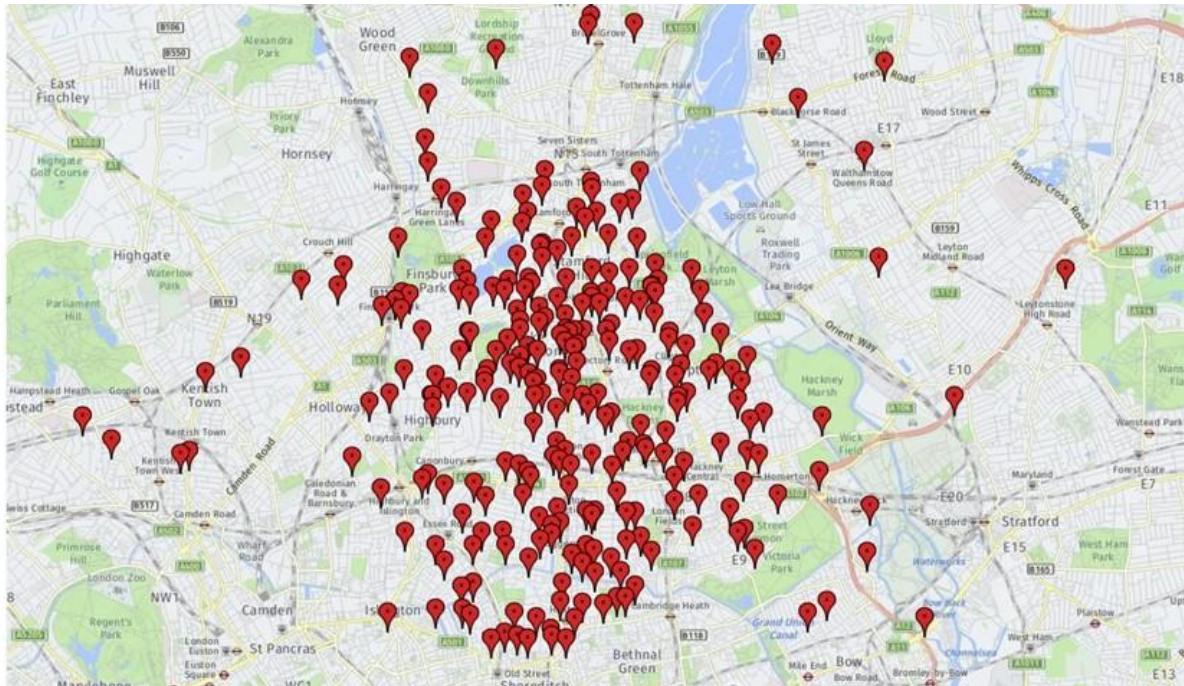
Figure 2 shows that the majority of respondents were within the central London area. There were three outliers (not shown on the Figure 2 map), with responses registered to Bristol, Cambridge and Leeds postcodes.

Figure 2: Map of respondents



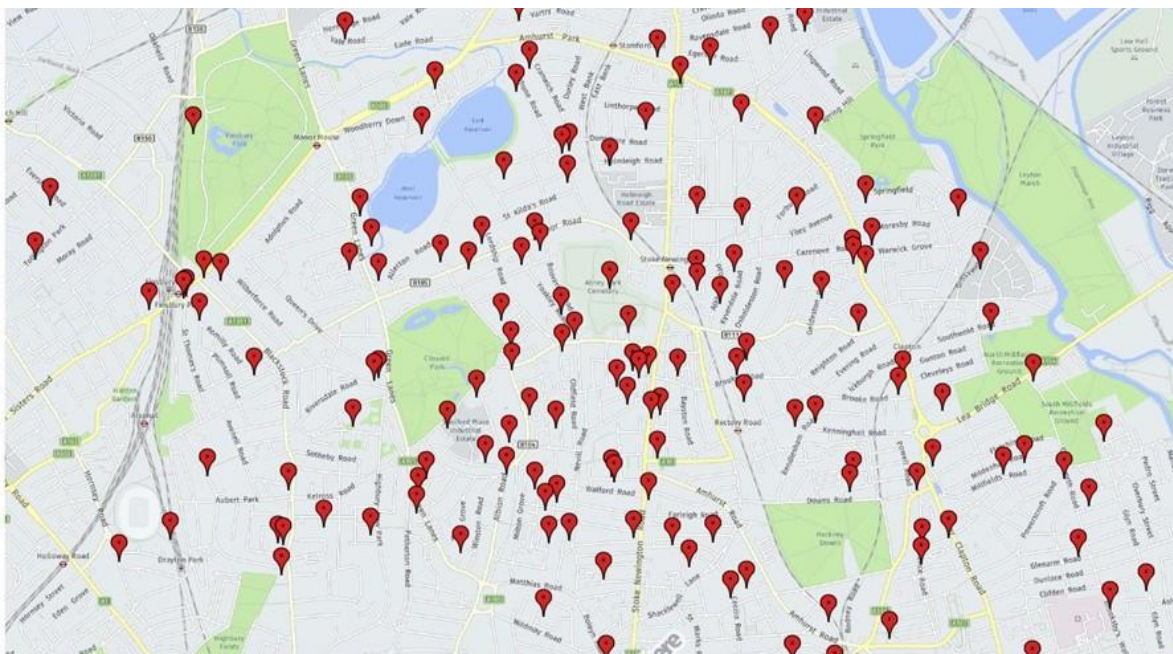
This map in Figure 3 shows the postcode areas for the majority of respondents, which is zoomed in from the map above. This shows the distribution of responses across Hackney, plus those from neighbouring boroughs.

Figure 3: Map of responses at borough level



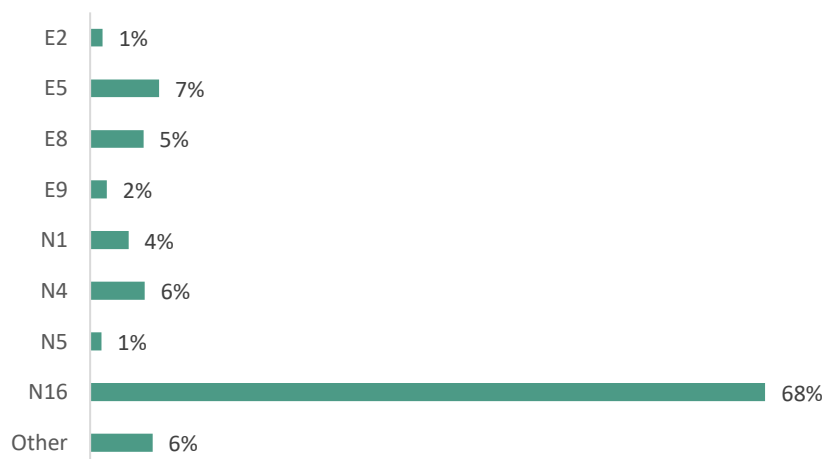
The third map below shows the spatial distribution of the responses in the immediate vicinity of the Stoke Newington LTN.

Figure 4: Map of responses in scheme locality



A count of responses per postcode district is shown in the figure below. Responses from the N16 postcode district are most prevalent (68%). This postcode location is closest to the Stoke Newington LTN.

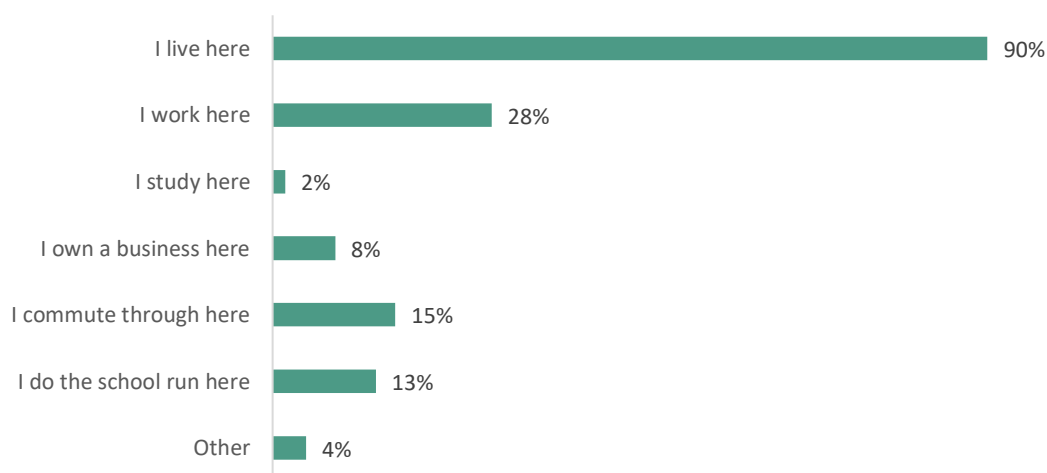
Figure 5: Responses received per postcode



Sample base: 1,654

Reflecting this postcode distribution, when asked to describe their connection to Hackney, 90% of respondents stated that they “live here”. The views reported in this document, therefore, are primarily from Hackney residents. Across the total sample, 28% describe themselves as “working here”, 15% describe themselves as commuters through the area and 13% do the school run locally. This provides an indication of the prevalence of groups for whom LTNs are likely to have a day-to-day impact. Please note that more than one response was possible at this question.

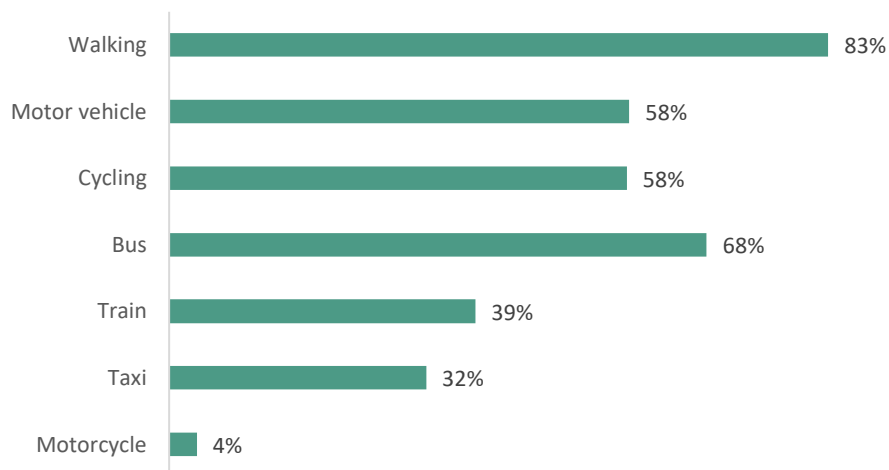
Figure 6: The connection of respondents to Hackney



Sample base: 1,749

Seven in ten (70%) households in Hackney do not own a car. However, based on the figure below it appears that a disproportionate number of vehicle users provided feedback on the Stoke Newington LTN. Whilst the most common response from respondents is that they walk to move around Hackney (83%), six in ten (58%) indicate that they use a motor vehicle within the borough. The same proportion also cycle to get around the borough.

Figure 7: Please select which modes of transport you use to move around in Hackney



Sample base: 2,395

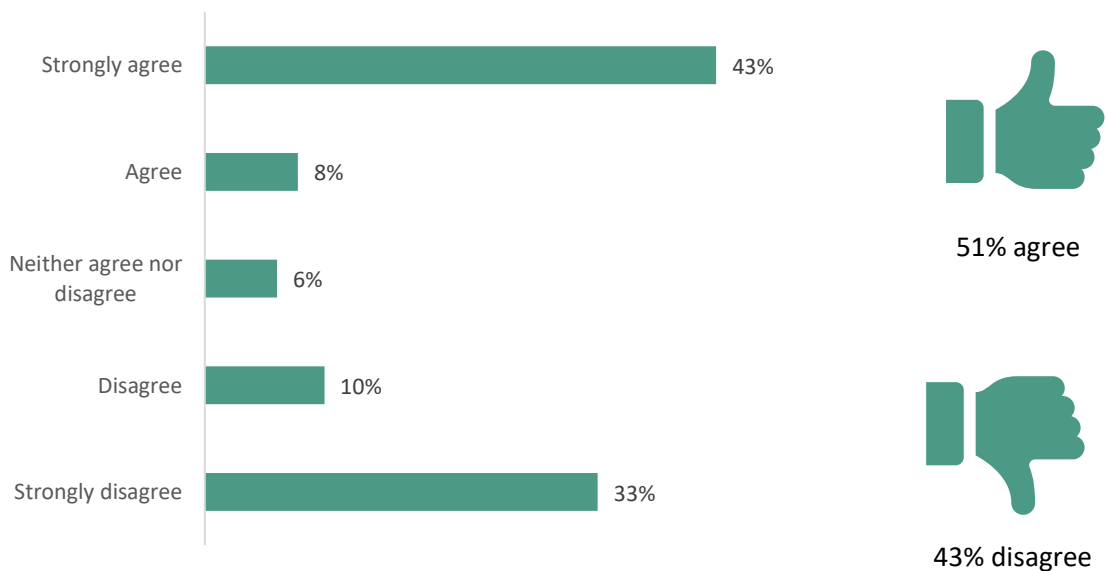
Findings

Support for Rebuilding a Greener Hackney

All those who provided feedback on the Stoke Newington LTN were informed that statutory guidance from the Department for Transport instructs Local Authorities to continue to make changes to create space for cyclists and pedestrians on our roads as we emerge from the pandemic. In this context, respondents were asked to what extent they agree or disagree with Hackney Council's aspiration to rebuild a greener Hackney by encouraging more walking and cycling and preventing the risks associated with a car-led recovery from the pandemic. This question provides an indication of the overall sentiment held regarding these interventions, prior to the exploration of the specifics of the Stoke Newington LTN.

As shown below, support for rebuilding a greener Hackney is somewhat polarised. While 51% of residents agree with the Council's ambitions, the proportion disagreeing with the approach of rebuilding a greener Hackney² is just 8%-percentage points lower at 43%. Just 6% feel neutral about rebuilding a greener Hackney, showing that opinions about rebuilding a greener Hackney are strong in nature.

Figure 8: Overall support for rebuilding a greener Hackney

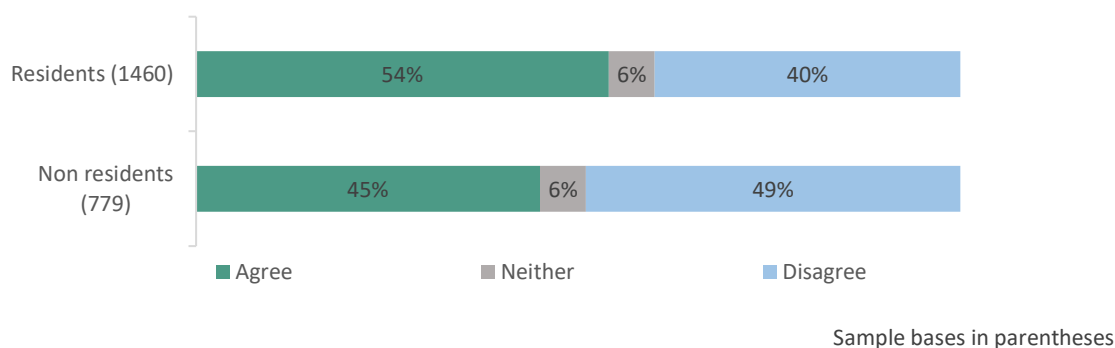


Sample base: 2,239

² Owing to the rounding of numbers, percentages displayed visually on graphs in the report may not always add up to 100% and may differ slightly when compared with the text. The figures provided in the text should always be used for accuracy.

Drilling down to look at the views of Hackney residents shows that 54% of those who provided feedback on the Stoke Newington LTN agree with the aspiration to rebuild a greener Hackney. The proportion of residents who disagree is 14-percentage points lower at 40%. Non-residents are less positive about the rebuilding a greener Hackney aspiration (49% disagree).

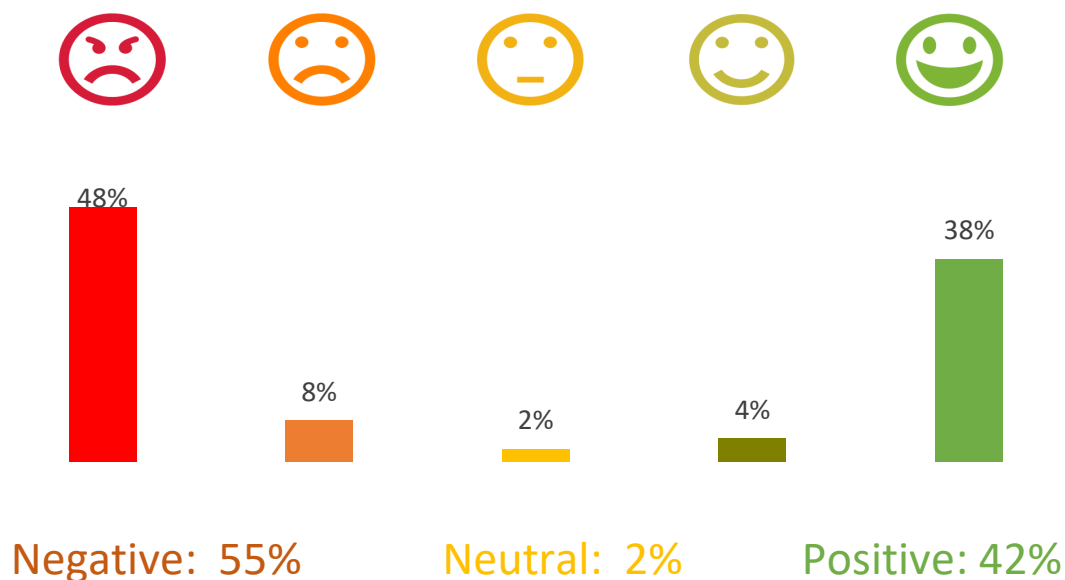
Figure 9: Overall support for rebuilding a greener Hackney by connection to the borough



Overall support for the Stoke Newington LTN

The overall balance of opinion among respondents regarding the Stoke Newington LTN was captured using a visual five-point scale which is replicated below. Overall, more respondents feel negative about the scheme (55%) than positive (42%). Very few respondents provided a neutral response (2%), illustrating that LTNs have been an emotive issue. The most commonly selected single response on the scale was the red coloured face, i.e. the most negative response possible, which was chosen by 48% of respondents.

Figure 10: How do you feel about the traffic measures in Stoke Newington, as described above?



Examining the interaction between support for rebuilding a greener Hackney and feelings about the Stoke Newington LTN shows that these are intrinsically linked. Among those who agree with the Council's overarching strategy, 83% are positive about the traffic measures in Stoke Newington. Where there is disagreement with the rebuilding a greener Hackney approach, 99% of such individuals are negative about the Stoke Newington measures.

Individual respondents were able to provide multiple comments on the basis that their views might alter throughout the duration of the feedback period. This shift in support could be in a positive direction or indeed a negative one based on their scheme experiences and understanding of the practical impacts/outcomes. However, in reviewing the data we have identified where high numbers of responses have been received from an individual user. As a check on the data we have rerun this overall support metric based on where single comments have been given and where 2, 3, 4 or more responses have been given. This is shown in the table below. Looking at single response data in isolation, given that these comments make up a dominant proportion of the responses received, the balance of feeling with these single comment respondents (42% positive, 55% negative) mirrors that seen within all responses (42% positive, 55% negative). Beyond this it is however evident that multiple responders (3 or more comments provided) more commonly have negative feelings towards the Stoke Newington LTN.

Table 1: Feelings toward the Stoke Newington LTN based on volume of comments provided per individual

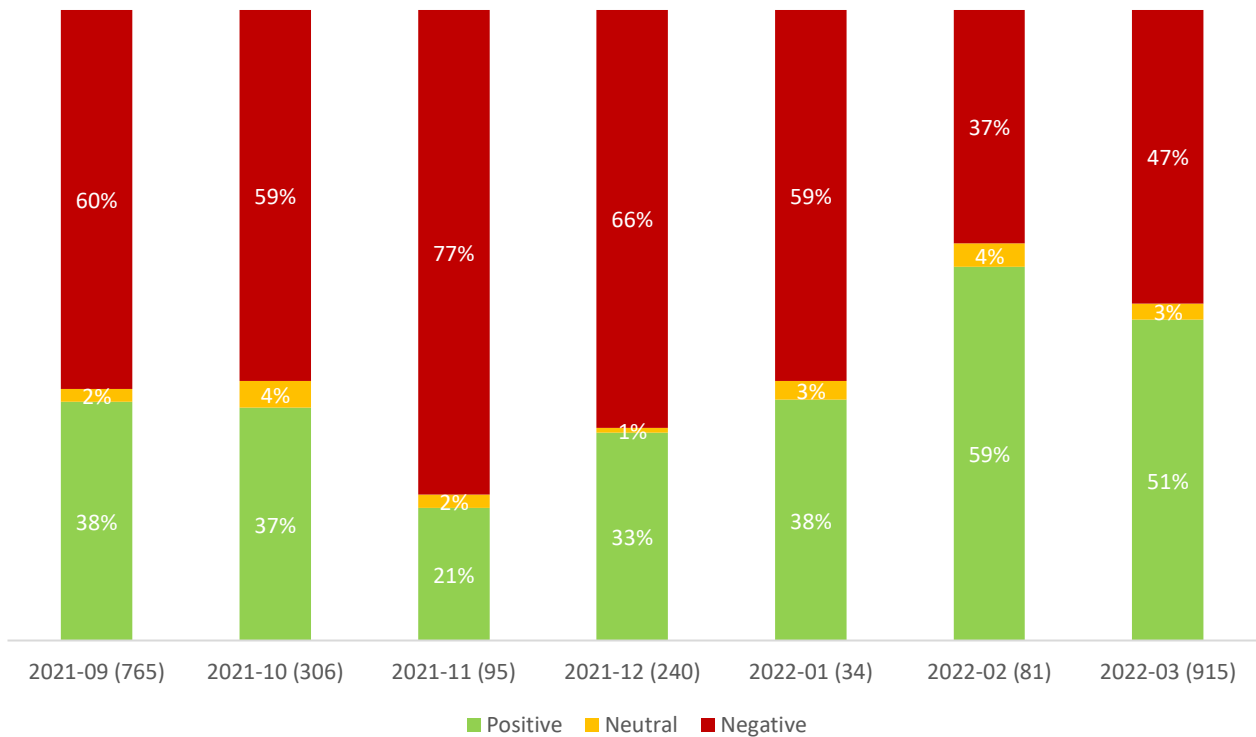
	Single comment (1912)	2 comments (380)	3 comments (81)	4 or more (64)
Positive	42%	49%	26%	20%
Neutral	3%	1%	0%	0%
Negative	55%	50%	74%	80%

Among respondents who have a 'confirmed' response status (see earlier detail) 44% are positive about the Stoke Newington LTN and 54% are negative.

The balance of opinion over the feedback period

The figure below breaks down the balance of opinion towards the Stoke Newington traffic measures per month of the feedback period. This provides an indication of whether or not there have been shifts in sentiment as the measures have become an established part of community life. The sample base of responses per month is shown in parentheses on the horizontal axis.

Figure 11: How do you feel about the traffic measures in Stoke Newington, as described above?



Sample bases in parentheses

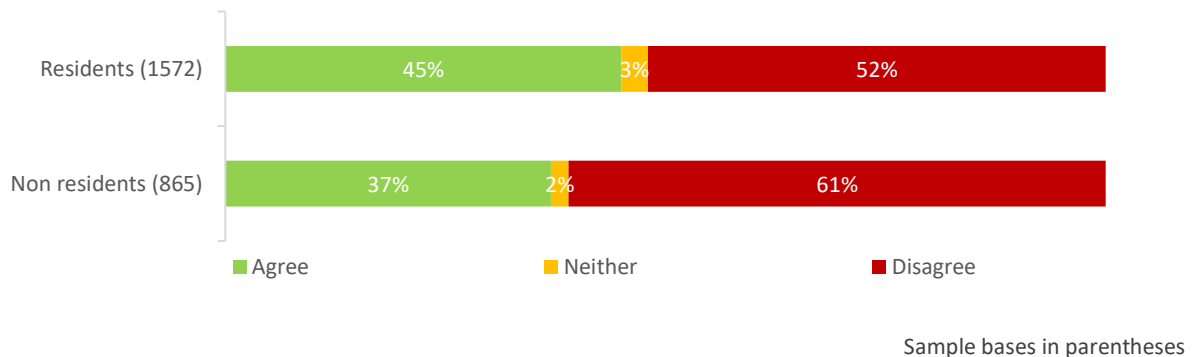
*small sample base (< 30), therefore view with caution

Responses recorded in February 2022 were the most positive (59%). While opinion has fluctuated considerably throughout the feedback period, overall negative sentiment has been most prevalent. Negative sentiment was more commonly expressed than positive for the first five months of the feedback period, peaking in November 2021, when 77% of responses were negative.

Variations in support and opposition

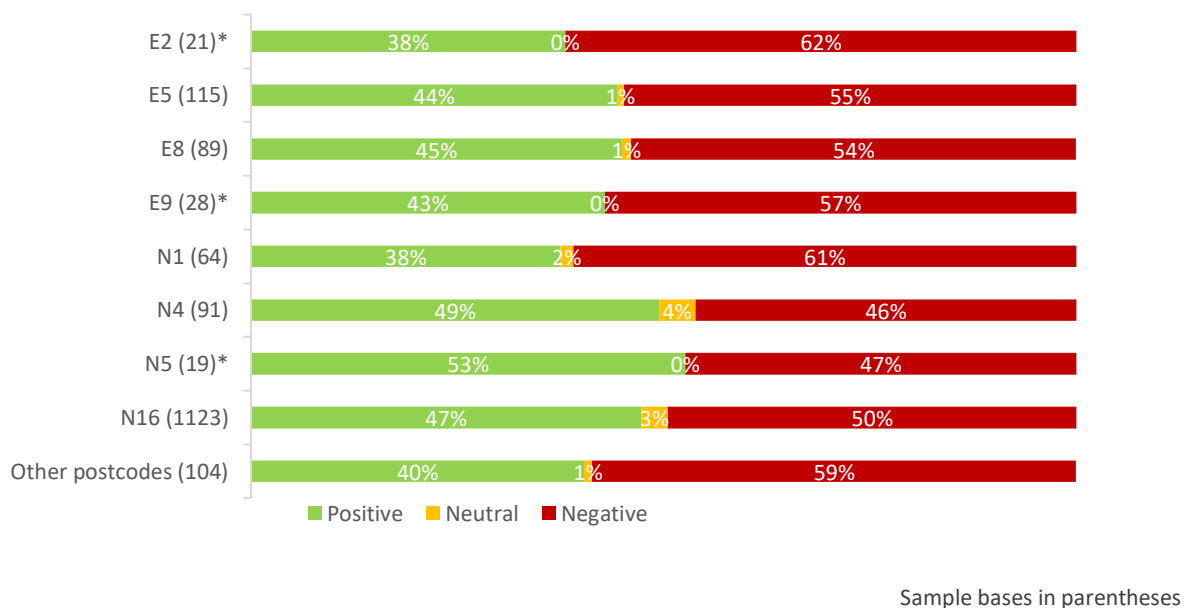
Looking specifically at residents in the borough, the proportion who have a negative view of the scheme (52%) is higher than the proportion who are positive (45%). Among those who are non-residents, negativity is higher at 61%.

Figure 12: How do you feel about the traffic measures in Stoke Newington as described above, by connection to the area



Drilling down to postcode level, within the N16 postcode district from which the greatest number of responses was received, the balance of opinion is 50% negative and 47% positive. Residents in E2 and N1 are least likely to be positive (38%) towards the Stoke Newington LTN. However, the E2 postcode has a low sample base, so the data for this location should be treated with caution.

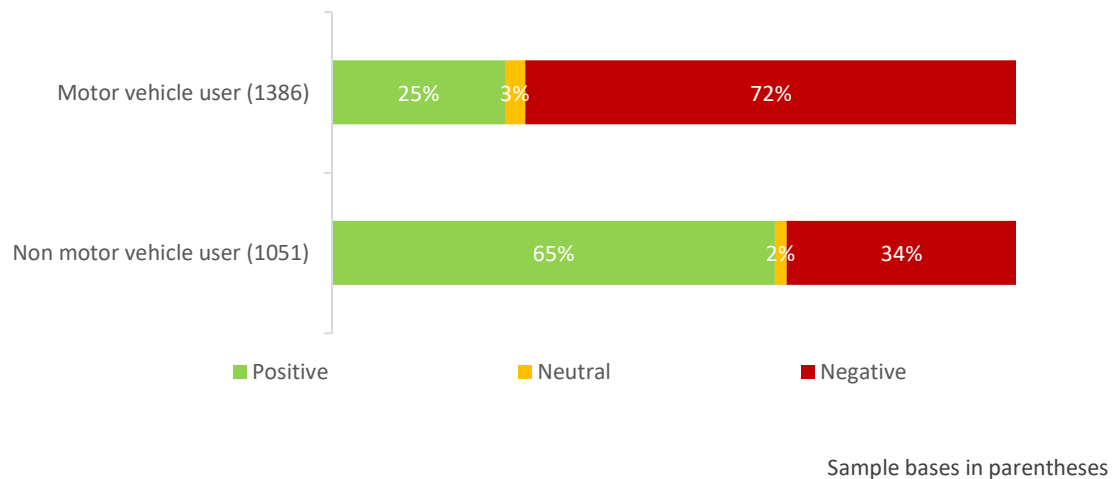
Figure 13: How do you feel about the traffic measures in Stoke Newington as described above, by postcode



*small sample base (< 30), therefore view with caution

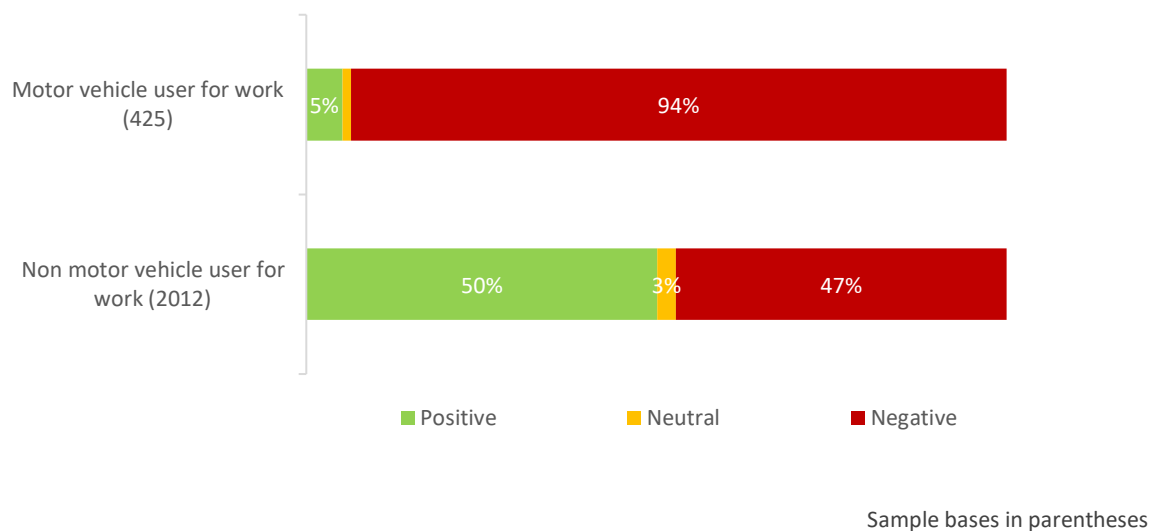
Further analysis also shows that among those who use a motor vehicle to travel around Hackney 72% feel negative about the Stoke Newington LTN. This is significantly higher than among non-vehicle users (34% negative).

Figure 14: Feeling about Stoke Newington traffic measures by mode of transport (travelling around Hackney).



Among those who use a vehicle to travel to work, 94% feel negative towards the Stoke Newington LTN, compared to 47% of those who indicate that they do not travel to work in this way.

Figure 15: Feeling about Stoke Newington traffic measures by mode of transport (travelling to work)

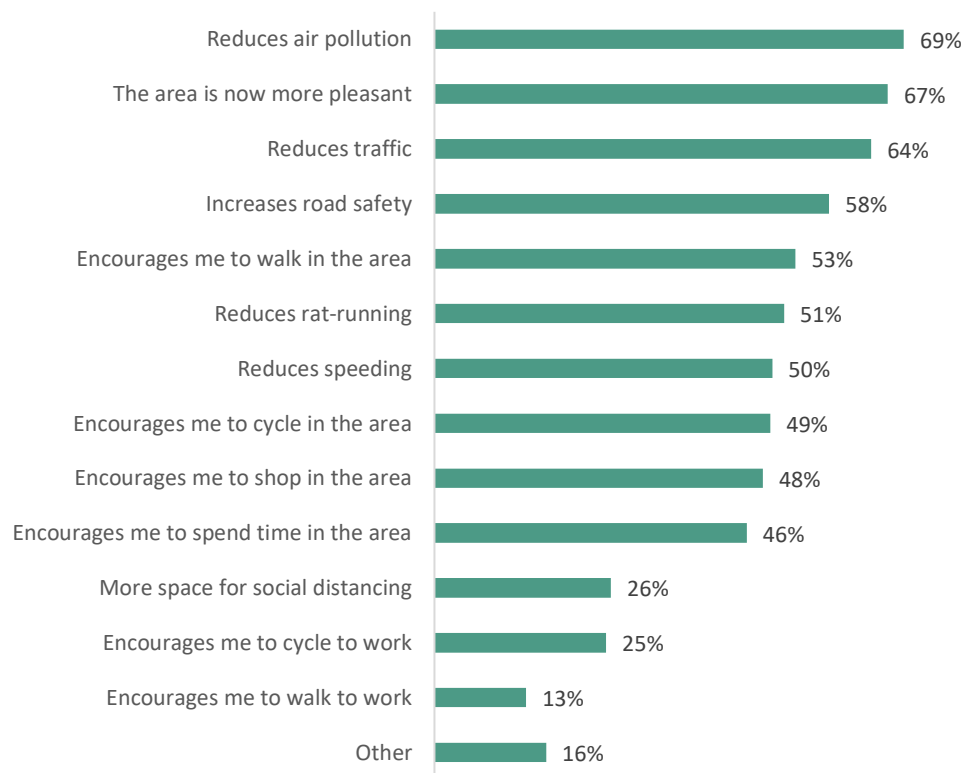


The positive responses to the Stoke Newington LTN

All respondents were given the opportunity to record the aspects of the Stoke Newington LTN that they like. A number of scheme aspects and impacts were presented on screen for the respondent to select from, or alternatively they could select an 'other' option and then provide their own description of what they like about the scheme. More than one 'liked' aspect could be selected per respondent. Please note that the statistical base (1,478) for the analysis below is the number of respondents who have responded to this question (some respondents left this question blank), not the cumulative number of likes/themes mentioned.

The positive aspects of the Stoke Newington LTN that are most commonly identified, by around six in ten respondents that there is reduced air pollution (69%), that the area is more pleasant (67%), and that there is reduced traffic (64%). This is followed by road safety increasing (58%) and encouragement to walk in the area (53%).

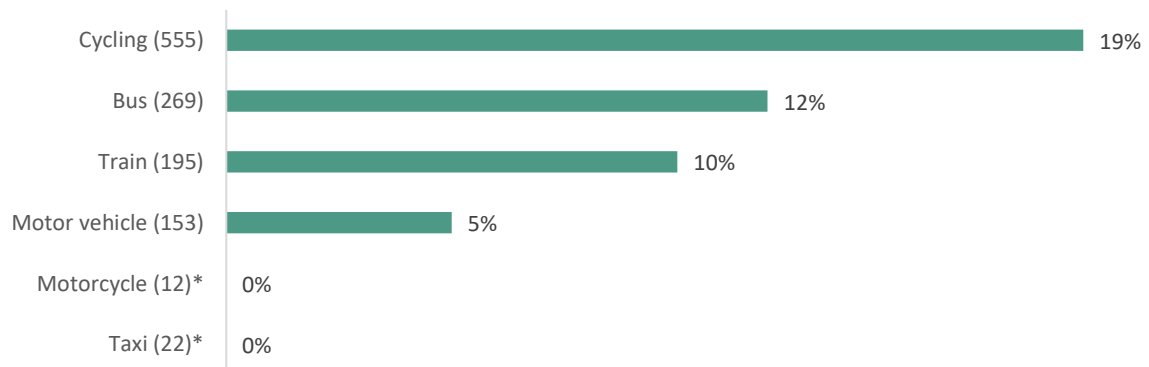
Figure 16: Overall, what do you LIKE, if anything, about the above traffic measures in Stoke Newington?



Sample base: 1,478

The chart below represents respondents who stated that they LIKE the traffic measures as it encourages them to walk to work by their pre-pandemic method of transport to get to work (excluding walking). While overall 13% of respondents identified encouragement to walk to work as a 'like,' this impact is highest among cyclists (19%). Among motor vehicle users just 5% identify this behavioural impact.

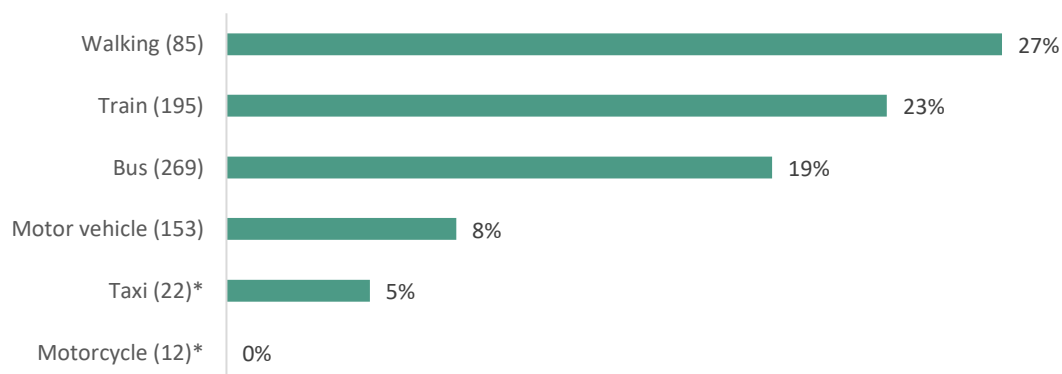
Figure 17: LIKE about traffic measures “Encourages me to walk to work” vs. mode of transport to get to work (All options except walking)



Sample bases in parentheses. *small sample base (< 30), therefore view with caution

The chart below represents respondents who stated that they LIKE the traffic measures as it encourages them to cycle to work by their pre-pandemic method of transport to get to work (excluding cycling). While overall 25% of respondents identified encouragement to cycle to work as a 'like,' this impact is highest amongst those who walk (27%) or travelled by train (23%). Among motor vehicle users just 8% identify this behavioural impact.

Figure 18: LIKE about traffic measures “Encourages me to cycle to work” vs. mode of transport to get to work (All options except cycling)



Sample bases in parentheses. *small sample base (< 30), therefore view with caution

The 'other' comments provided at this question have been reviewed and where possible allocated into themes. The 'other' comments often provided responses covering more than one theme/issue. In interpreting this data it should be noted that this question was the first in which respondents had the opportunity to give their own text-based responses. Consequently, even with this question being structured around LIKES, many negative responses were provided at this question rather than in the DISLIKE question that followed. The most commonly identified positive theme identified in the other comments is that there is less noise. However, this benefit was identified in just 4% of the other responses given (7 comments).

Table 2: Themes within the other comments given in the LIKES question

Theme	%
Nothing / none of above / rejects scheme	52%
Negative comments re: traffic measures	27%
Less noise	4%
Safer and quieter area	3%
Safe for children to play and walk freely	2%
Better/ improved air quality	2%
Reduced traffic flow/ People travelling in different ways e.g. (walking, cycling etc)	1%
Enabling cyclists to cycle freely	1%
Other	8%
Sample base	242

Example comments relating to less noise are provided below:

"Has reduced the traffic noise in my flat."

"The quiet, the peace of no traffic noise on roads around Church Street. The sight of children playing in the streets."

"Reduces noise pollution."

Example comments relating to safer and quieter area are provided below:

"The residential streets are safer with less traffic."

"Can get the children safely to school now."

"Quieter, less traffic noise, less speeding revving cars and motorcycles."

“Increases women's safety on the side streets. Each time I was harassed by someone in this area, he was in a car.”

Example comments relating to safer for children to play and walk freely are provided below:

“Safer and cleaner for my children who cycle to school and for leisure.”

“It means my kids can get themselves about on their bikes. A game changer.”

Example comments relating to better/improved air quality are provided below:

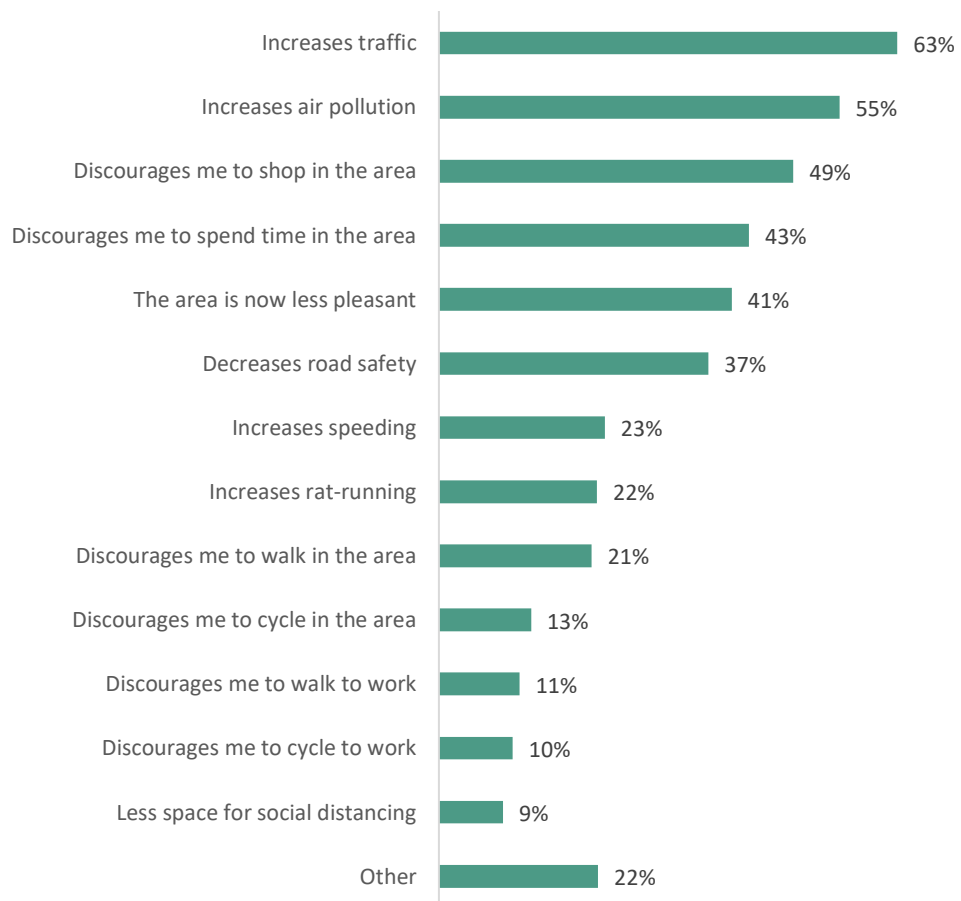
“The air doesn't smell of petrol any longer, which it always did outside my house on Lordship Rd. This would even seep through the windows in the front of the house.”

“Prioritises air quality at polluted schools & nurseries on main roads.”

The negative responses to the Stoke Newington LTN

Disliked aspects of the Stoke Newington LTN were collected in the same way as the liked aspects, i.e. through a pre-prepared list of issues/impacts and through respondents providing their own 'other' comments. Please note that the statistical base (1,465) for the analysis below is the number of respondents who have responded to this question (some respondents left this question blank), not the cumulative number of likes/themes mentioned. The most commonly provided answers at this question are that the traffic measures have increased traffic (63%) and that they increase air pollution (55%) and discourage shopping in the area (49%). Around two in five of those who gave a dislike suggested that the Stoke Newington measures discourage them from spending time in the area (43%), make the area less pleasant (41%), and are causing a decline in road safety (37%).

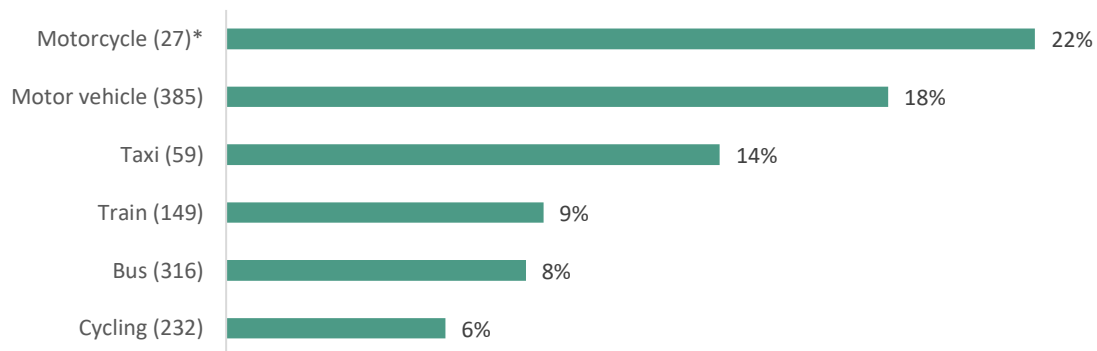
Figure 19: Overall, what do you DISLIKE, if anything, about the above traffic measures in Stoke Newington?



Sample base: 1,465

The chart below represents respondents who stated that they DISLIKE the traffic measures as it discourages them to walk to work by their pre-pandemic method of transport to get to work (excluding walking). While overall 11% of respondents identified discouragement to walk to work as a 'dislike,' this impact is highest among motorcycle (22%) and motor vehicle users (18%). Among cyclists just 6% identify this behavioural impact.

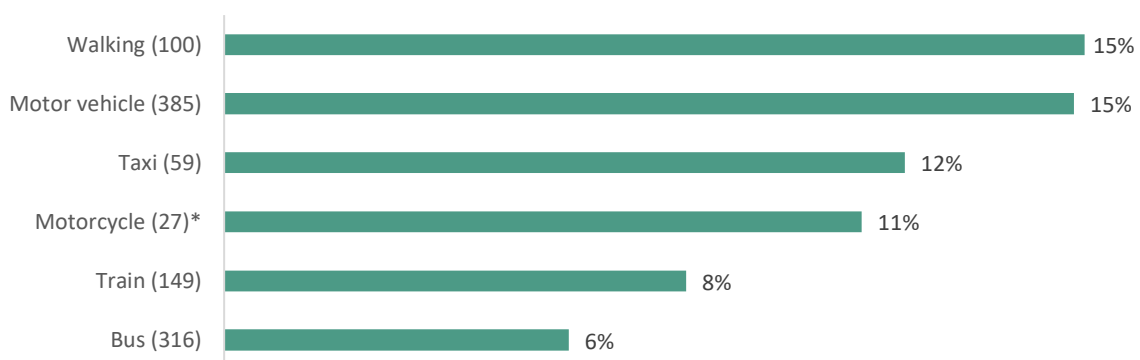
Figure 20: DISLIKE about traffic measures “Discourages me to walk to work” vs. mode of transport to get to work (All options except walking)



Sample bases in parentheses.*small sample base (< 30), therefore view with caution

The chart below represents respondents who stated that they DISLIKE the traffic measures as it discourages them to cycle to work by their pre-pandemic method of transport to get to work (excluding cycling). While overall 10% of respondents identified discouragement to cycle to work as a 'dislike,' this impact is highest amongst motor vehicle users (15%) and those who walk (15%). Among bus users just 6% identify this behavioural impact.

Figure 21: DISLIKE about traffic measures “Discourages me to cycle to work” vs. mode of transport to get to work (All options except cycling)



Sample bases in parentheses.*small sample base (< 30), therefore view with caution

Within the 323 'other' responses at this 'dislike' question, spending more time in traffic/increased journey times was the most commonly mentioned impact (19%). 16% mentioned increased traffic/congestion, 14% increased pollution, and 13% nuisance/making lives harder/inconvenience. One in ten (10%) stated that there are more danger/safety issues. The high proportion in the other comment category here is due to the small sample size at this question. This other category will include sentences within the comments provided that aren't easily grouped together into themes.

Table 3: Themes within the other comments given in the DISLIKES question (response given by 2% or more of respondents at this question)

Theme	%
More time in traffic/increased journey time/adds to travel distance	19%
Increased traffic/congestion	16%
Increase pollution	14%
Nuisance/making lives harder/inconvenience	13%
More danger/safety issues/put lives in danger/ feeling unsafe at night due to less cars	10%
Traffic/cycling comments e.g. diverted to other roads	8%
Affecting local businesses	6%
More traffic on main roads	4%
Comments regarding impact on protected characteristics e.g. ethnicity, disability etc.	4%
Limited access for taxis/taxi drivers affected	3%
Congestion affecting delivery drivers/deliveries	3%
Difficult for people who need to drive e.g. to get to work/school/NHS workers	3%
Increase in noise	2%
Personal stress/depression/frustration/pressure/confusion	2%
Parking issues	2%
Criminal activity	2%
Residents/businesses to be exempt/have access	2%
Other comments	17%
Sample base	323

Illustrative more time in traffic/increased journey time/adds to travel distance comments are provided below:

"Nightmare - increases my journey time. I live on Church St. Traffic significant worse more pollution as vehicle travel time increased. Totally inconvenient. Will not reduce cars just makes peoples journeys longer."

"I still need to commute to work but it's almost impossible. Added minimum 40 mins onto my journey; I'm heavily pregnant and cannot simply hop on a bike, I have young children who cannot walk everywhere; taxis are refusing to come in because they don't understand the rules and the sign on the high street is misleading, I have struggled to get to the hospital for appointments and I'm scared about what will happen when I go into labour. I find the restrictions elitist and narrow minded. The privileged young can make it work no doubt and presumably everyone else is expected to move out. My postman

couldn't make his deliveries on Nevill/Barbauld road the other day - presumably he is expected to go to the high street, round the one way, back onto cross street and back round. That is absurd."

"There should be an ANPR system to facilitate exemptions for local residents. The scheme was promoted as restricting through traffic. Local residents are not through traffic! It is also quite ridiculous that electric vehicles are not exempt. Like many of us, for the majority of journeys by car (or by bus) into London and beyond, I pass through Newington Green. This is 0.6 miles from my house, and used to take around 3 minutes, give or take 30 sec (confirmed a month or so before the new arrangements). Now, it clocks about 3 miles and takes over 14 minutes. Coming back, roughly the same distance (slightly more in fact) takes close on 16 minutes. There is now significantly more traffic on SN High Street, Manor Road, Lordship Park and Green Lanes, displaced from the "low traffic zone". Manor Road/Lordship Park is usually very heavy even outside rush hours, with buses and vans having great difficulty passing each other, adding to delays and idling engines guffing out even more pollutants. My plumber could not bring her tools to me from Milton Grove (essentially just round the corner without driving for 15 minutes. People are reporting Ubers and taxis not being able or willing to reach us."

"Buses now take far longer due to increased traffic."

"Significantly extends vehicle journeys to and from our home. This has had a negative impact on our household and family visiting and is consistently problematic when taking deliveries or trying to get a taxi."

Illustrative increased traffic/congestion related comments are provided below:

"Increases traffic, pushing it elsewhere, still causes traffic, affects shops and businesses."

"A lot of time spent travelling further to get into my and other streets which contributes to poor air quality and congestion."

"It makes it extremely difficult for me to be able to drive south - I now have to go all the way around Stoke Newington, adding 20 minutes of driving time. Your proposals have not reduced my contribution to congestion and pollution, they have merely translocated (and increased) them. I anticipate that many other drivers are in the same position."

"My road is now full of heavy traffic. Why would I want to walk along it?"

"Has made traffic congestion on Manor Road/Lordship Park absolute chaos"

Illustrative increased pollution related comments are provided below:

"I personally think it will increase pollution as you now have to drive around to park outside your own home. A journey that could of taken 5 minutes has now turned into 15 minutes which in turn increases the amount of petrol that is use and the amount of emissions that are being admitted into the air."

"These comments apply especially to residents of Lordship Park which has become more hugely more polluted."

"Increases traffic horribly, all of us who live outside the residential area are breathing 10 times more pollution, cars are held in endless traffic jams toxic fumes pumping out at us, no one in London drives unless they have to!"

“Lordship road east of Red Lion needs road closed sign or blocked by flower box. More pollution in my house as cars and vans go down the road and then have to reverse.”

“I live on Lordship Park which is now badly overused and polluted. It has made things so much worse for other streets.”

Illustrative nuisance/makes lives harder related comments are provided below:

“I can’t visit my daughter and her baby and help them when they are having difficulties.”

“The area has less people and atmosphere. Shops and restaurants etc are suffering. It’s more difficult to get deliveries and taxi when needed.”

“Necessary journeys still have to be made and public transport and walking are not an option at times and location is not closely served by transport.”

“I can’t get equipment to my place of work.”

“Can’t reach children activities classes in Bouverie Road by car if raining.”

“Makes getting tradespeople very difficult as none of them will come to work here because getting out at the end of the day is a nightmare.”

Illustrative more danger/safety issues/put lives in danger/can lead to accidents/women feeling unsafe at night due to less cars related comments are provided below:

“More people are driving dangerously out of frustration. Lots of traffic and altercations between drivers. Lots of anger towards other road users.”

“Doesn’t encourage safety if you are a female getting a cab home but the cab can’t get to your door so you have to get out and walk. Not safe at all.”

“The cars remaining in Church St - still speeding which is dangerous. zebra crossing in Lordship Pk/ Queen Elizabeth walk - not safe - people don't stop. Increased traffic makes it harder for cars to see pedestrians.”

“It is a muggers paradise after dark. The streets off Church St are so dangerously quiet and as a woman and a mother of two boys I am very anxious about safety.”

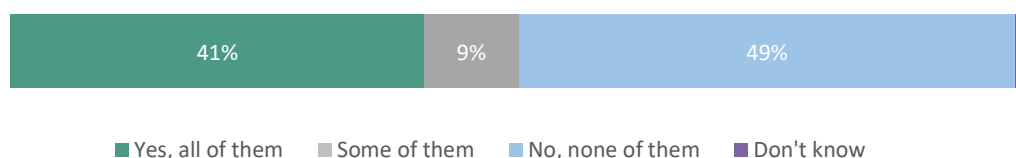
“The area so empty, not safe for the kids at all, crime increased.”

“Delivery mopeds using pavements unsafe/fast.”

Preferred course of action

When asked whether the traffic measures in Stoke Newington should be made permanent, opinion was split. Half of respondents (50%) indicated they wanted some (9%), or all (41%) of the measures to be made permanent, and half (49%) indicated that they should not be made permanent.

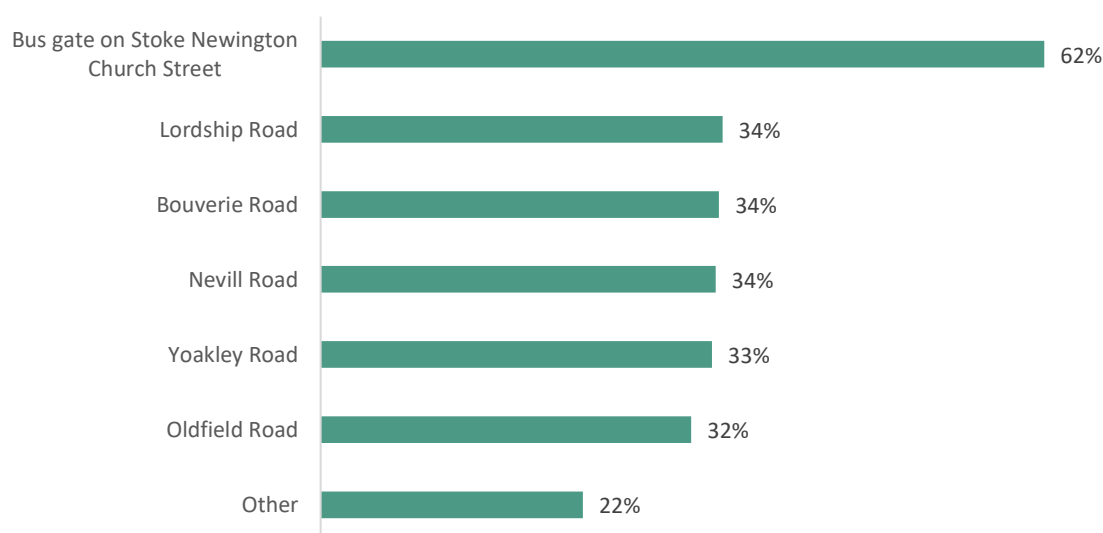
Figure 22: Do you want the above traffic measures to be made permanent?



Sample base 2,367

Among those who wanted just some of the measures to be made permanent, six in ten (61%) stated that they would like the bus gate on Stoke Newington High Street to be made permanent. Support for this measure is notably higher than for the measures on other roads.

Figure 23: If you have selected 'Some of them' in the previous question, please specify the location of the turning restrictions you want to be made permanent?

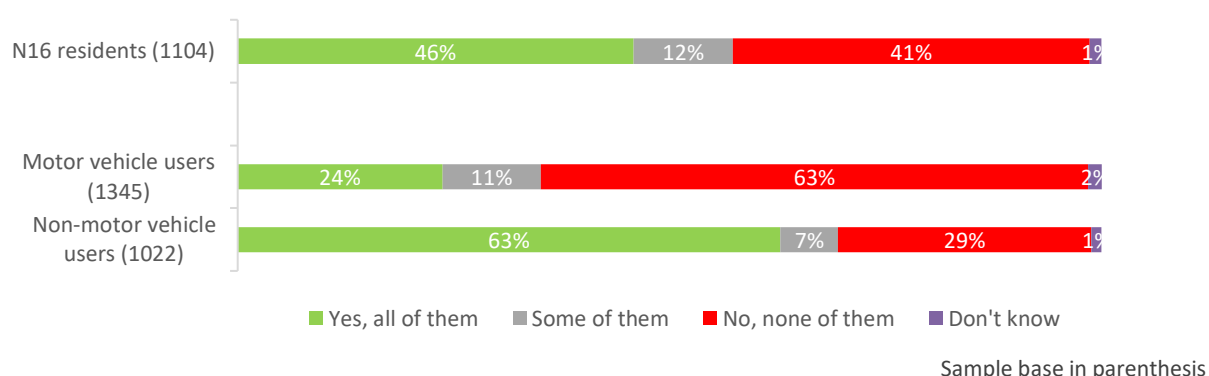


Sample base 336

Further analysis of these results shows the following:

- Among those who are Hackney residents, the proportion who would not like the scheme to be made permanent is 45%. Among non-residents, the proportion that say they would not like the scheme to be kept is higher at 55%.
- Among those who live in the N16 postcode district the proportion who would like all of the Stoke Newington measures to be made permanent is 46%, with 12% stating that they would like some measures to be made permanent. This compares to 41% who would not like the measures to be made permanent. The remaining 1% of those who live in this location answered don't know.
- Among those who use motor vehicles in the area, there is minority support for all of the Stoke Newington measures to be made permanent (24%), with a further 11% indicating they would like some measures to be made permanent. Over six in ten (63%) motor vehicle users do not want the measures to be made permanent, and 2% answered don't know. In comparison, among non-motorists a majority of 63% would like all of the measures to be made permanent, while 7% would like some of them to be. Just under three in ten (29%) non-motorists wouldn't like any measures to be made permanent. The remaining 1% of non-motorists answered don't know.

Figure 24: Do you want the above traffic measures in Stoke Newington to be made permanent?

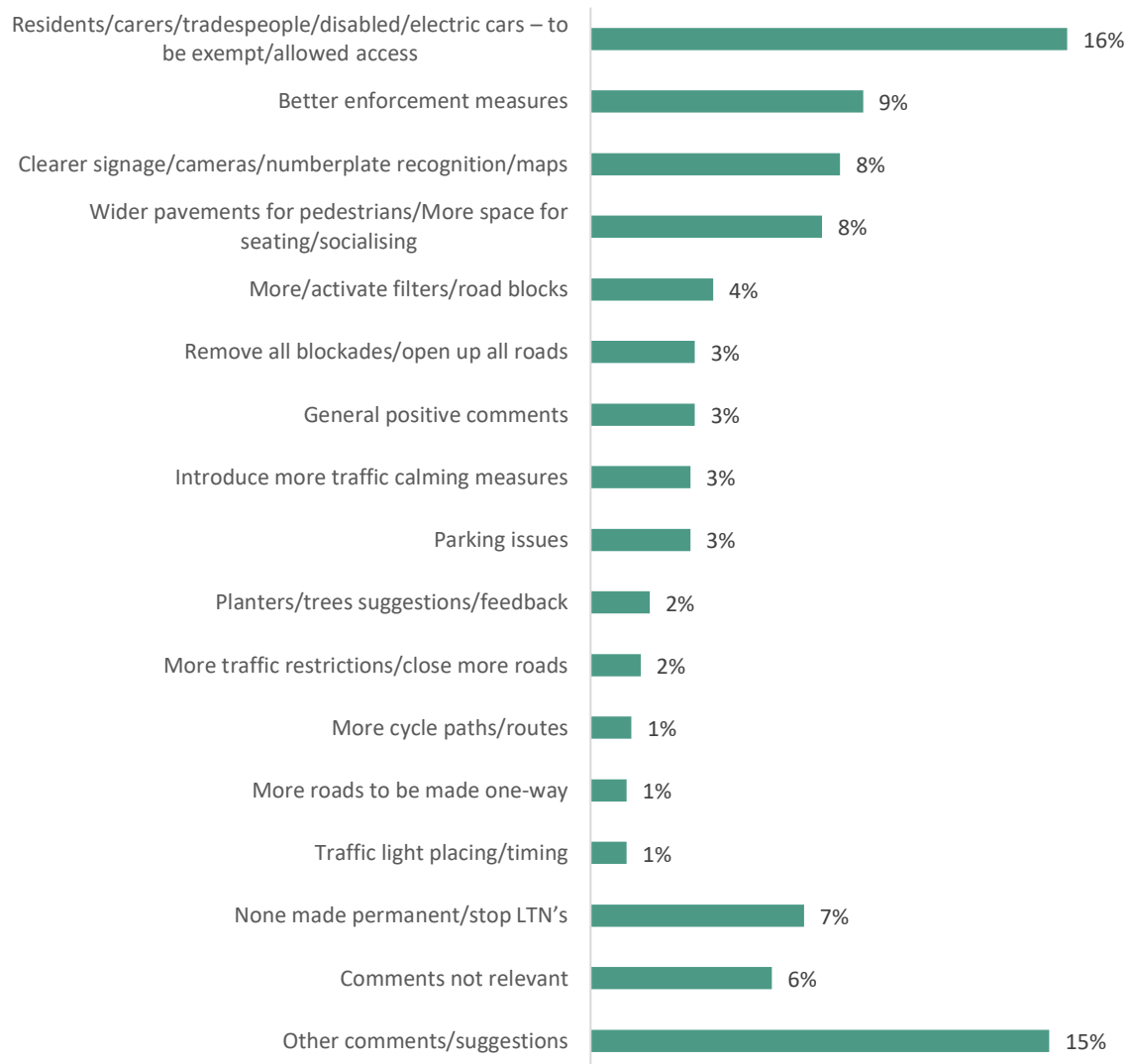


Suggested scheme improvements

Individuals who said that they want the Stoke Newington LTN to be made permanent were given the opportunity to state if there were any changes they would like to see made to the current measures. Among the suggestions made the key themes are provided in the figure below. These percentages are based on the number of responses to this question (664), but it should be noted that in this question 6% made comments that were not a direct response to the question asked, 7% stressed resistance despite their answer at the previous question and 3% gave positive feedback. Beyond this, the most common suggestions related to giving exemptions to residents/carers/tradespeople/disabled/electric

cars (16%), followed by a range of comments including better enforcement measures (9%), clearer signage (8%) and wider pavements (8%).

Figure 25: Suggested scheme improvements among those who would like the measures to be made permanent



Sample base: 664

Further comments

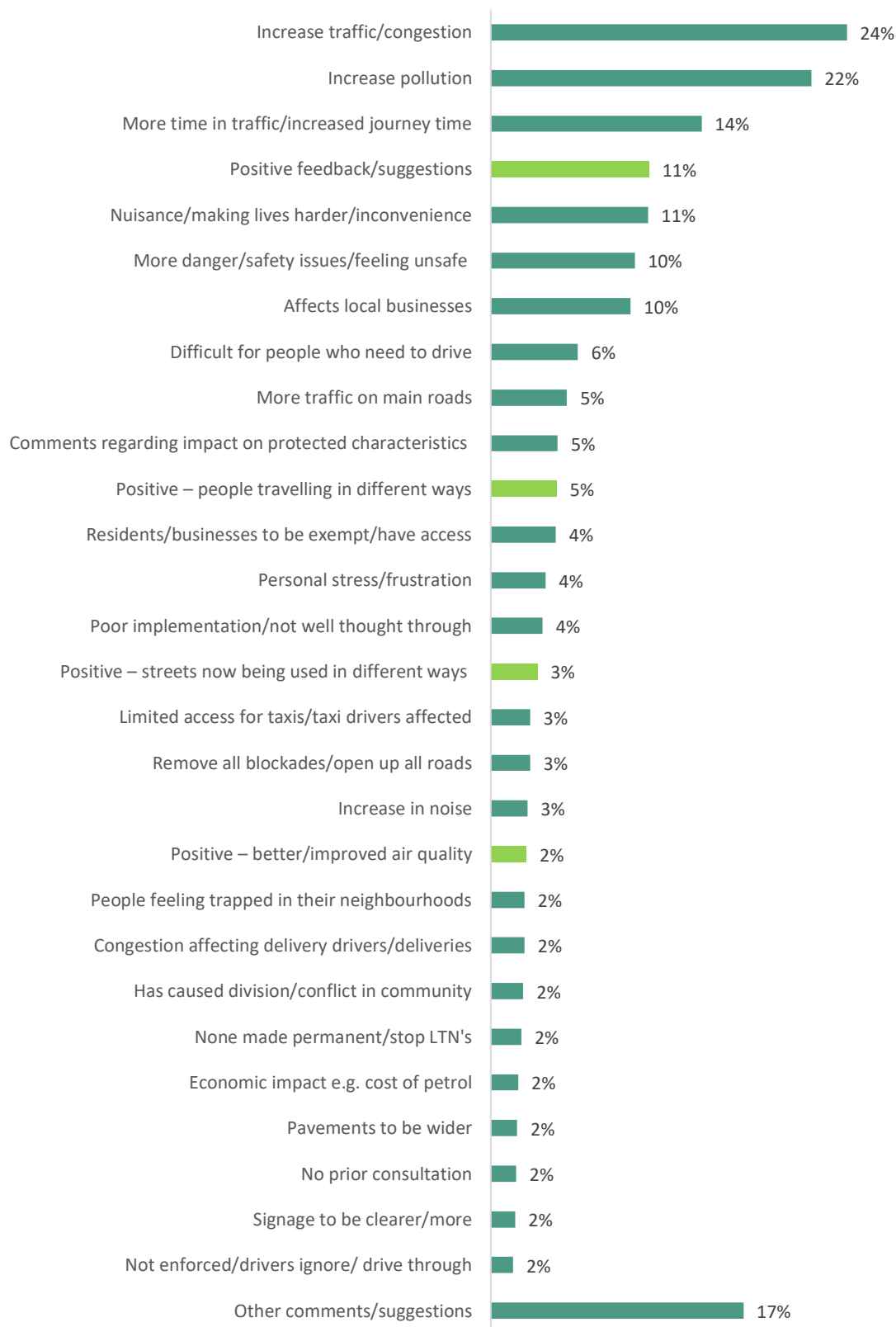


To complete their feedback, respondents were given space to add any further comments on the Stoke Newington LTN. These comments have been reviewed and grouped into key themes. The themes mentioned by 2% or more of respondents are shown by the figure below. In line with the quantitative data already reported, these further comments are largely negative in tone.

The comments most commonly made suggest that the Stoke Newington LTN has increased traffic/congestion (24%) and increased pollution (22%). Further concerns identified surround time in traffic/increased journey times (14%). Comments regarding safety, reported by 10%, concerned the sense of making some streets quieter and thus less safe for groups such as women, as well as driving more cars onto other routes, making them more dangerous.

Within the comments at this question there is some evidence of respondents identifying the intended benefits of the scheme such as people travelling in different ways (5%), albeit in smaller numbers than those providing negative feedback.

Figure 26: Core themes within the further comments provided (response given by 2% or more of respondents at this question)



Sample base: 1437

Illustrative comments for the most common themes evident at this question are provided verbatim below. Many of these comments demonstrate that many respondents are simultaneously identifying interconnected traffic, pollution and safety issues.

Increased traffic/congestion

“Low Traffic Neighbourhoods are not working. The increase in traffic in the surrounding areas is obvious and our children are suffering it as well. What you see as low traffic in one area, makes double traffic in the next, and is not going to be temporal, this is going to be as long as the LTN are in place.”

“This is a complicated and unnecessary scheme that will inevitably displace cars and lorries to roads that already suffer congestion.”

“The proposals centre on the idea of improving walking and cycling on Church Street. But what about the negative implications for surrounding streets such as Manor Road? There are winners and losers in the proposals and Hackney should do more to recognise and mitigate the negative impacts. There is already an increase in the amount of vehicle traffic, speeding and poor air quality on Manor Road. This is the road I and other residents walk our children to school on every day. It would be a brave family to cycle along Manor Road now the proposals on Church Street have been implemented. Taking out parked cars on Manor Road, as Hackney have done, only exacerbates the problem of increased vehicles and greater vehicle speeds, directly against the principles for a Greener Hackney. The proposals should include mitigation on surrounding streets which will bear the brunt.”

“Hackney council has not brought in any measures to reduce the volume of traffic passing through the borough, such as park and ride schemes, school buses and car sharing. It has not separated non essential motor traffic from those tradespeople that need a motor vehicle to earn a living, those people who purchased non emitting clean electric vehicles are subject to the same restrictions. The policy of just continuing to close roads has resulted in severe traffic congestion on the roads that remain open, longer roundabout journeys that result in more pollution in certain areas such as lordship park and Stoke Newington high street, I travel twice the distance and it takes me 3 times as long to do the same journey before the closures.”

“It’s now a two tier system. If you need to drive you are funnelled into slow, congested routes through neighbourhoods which previously had less traffic. Usually poor areas. Wealthy house owners have their streets to themselves which only they can drive into. If we pay for the public roads we should be able to use ALL public roads when we wish. Otherwise it’s not a public road, it’s now in effect a private gated community.”

“The measures implemented have caused arterial Roads to be flooded with traffic, as these are the only routes available. This is not just people making unnecessary trips in a motor vehicle but people

driving delivery vans, people who require a car/van for work (Gas engineers etc) People who live outside or work outside the Hackney area. Public transport is affected by the road closures because all traffic has been pushed onto bus routes."

"The road closures have increased congestion in other areas - traffic moves slowly, buses and lorries get stuck on certain roads and times to travel about have increased. Lordship Road, Manor Road and Green Lanes have increased traffic and congestion its quite bad. Also there are less parking spaces on Manor road - this has pushed parking areas to the other end of Manor Road where people who live there have problems facing a space now. I don't think the measure is necessary for Church Street the traffic on that street was never very bad - there were never traffic jams or problems on Church St. I think the traffic made a lot of noise though."

"I like the idea of less cars and less pollution in the area but the traffic and pollution has only been moved elsewhere. Lordship Park in particular has become extremely congested, polluted and unsafe. I am really disappointed to see that a residential street with lots of families has to now suffer from all of this. The entire community has to be considered when putting in place such measures. Not moving the problem "elsewhere". I sincerely hope that changes will be put in place to improve the horrendous situation for local residents."

"Absolutely ruined the surrounding roads, increased traffic and pollution and has made North Stoke a ghetto in comparison to South. Good idea, awfully imposed."

Increased pollution

"This scheme makes it more unpleasant for the residents that live on the boundaries of these zones. It makes no sense that air pollution is improved for businesses and visitors while residents, especially those on lower income roads and estates suffer from 7am to 7pm! I strongly oppose these schemes!"

"I would like to improve the air quality in Stoke Newington and make it a greener place. I'm not a climate scientist, but I know that pushing traffic from one road to another and increasing journey times from 5 minutes to 40 minutes is not going to improve the air quality and make Stoke Newington a greener place. Albion Road was full of fumes and congestion this morning. I really feel for the residents of Albion Road who have to put up with this so their neighbours can sit and drink tea in 'reclaimed' parking spaces (not that I think anyone will want to do this anyway)."

"This seems largely pointless in terms of reducing pollution other than in the immediate location. Cars are now queuing on main roads, idling and creating increased levels of pollution which of course can be wind borne. An expensive and disruptive waste of time. No consultation seems highly undemocratic. These are bad days for Hackney's traffic management department."

“Ridiculous for drivers (and I do not have a car!), and adds traffic and pollution to Manor road which is already far too polluted and NOISY.”

“This entire scheme is useless. You want to create a “greener” Hackney, yet cause more congestion and pollution on the main roads. It is a stupid, money wasting idea. Whoever came up with these proposals should be fired.”

“Lovely for the coffee shop users of Church Street not so lovely for all the people living and working along the A10 and Green Lanes which now appears to be a jammed up ring road. The pollution this morning, Saturday 25 Sept whilst I was waiting for a bus was massive and the time cars were idling in traffic was longer. What about the primary schools along the A10? Or the people in flats . Equal distribution of pollution might be fairer don't you think? We all have to live here and share the air not shove the problem on our neighbours.”

“By shutting down road traffic along church at/Stoke Newington all traffic build up and air pollution has been experienced on the main routes surrounding affecting air quality and road safety. I constantly see major traffic blockages and build ups along Brownswood Road, green lanes and lordship park roads. All this has done so far is distribute noise as pollution to these roads rather than in the more affluent areas along Stoke Newington Church St. I cannot see or agree how this measure is to reduce environmental impacts.”

“I live on Lordship Park the massive increase in traffic has had a very negative effect on us. There are constantly traffic jams, idling cars lorries and busses, in addition huge amounts of frustration and aggression shouting horns etc. It is not possible to cycle down LP and using buses takes longer and average additional 8/12 minutes. I am really worried about the levels of pollution on LP where many young children live. The impact on residents daily life of the noise and pollution is high. I understand that we need to take action to reduce the use of cars and levels of emissions. But it feels like Lordship Park residents quality of life and health have been sacrificed.”

More time in traffic/increased journey time/adds to travel distance

“I am sorry, but in the name of all these measures the whole area is nearly is full of no entries, one ways, no left turn no right turn and this has made main roads so much congested and added much more travelling time, also a lot of parking space have been taken away, I do not agree with this. I live in Hackney from 1976 and I used to drive through these roads to go visit my mother 80yrs & 2 disabled sister, hospital, to my sons care home, shopping, families, friends and relatives. I cannot do most of this without so much difficulties.”

“This road closure on Church Street has made my life hell. Major Traffic on Manor Road and Stoke Newington Street. Longer to go work and hardly spend any time at home because I am stuck in the

stupid traffic because you decided to block off Church Street. By the way this does not reduce pollution, it increases pollution.”

“I do not own a car. I walk or use buses or zipcar. The buses are now very unreliable (106 and 393). I cannot bring my kids to their activity on time from Lavers Road to Islington or from Stoke Newington school to the East of the A10. Walking around the filters on Barbauld Rd is stressful as cyclists are very fast. This project is clearly not for pedestrians. The High Street and Manor Rd are now very unpleasant for walks and there are still a lot of cars on Church Street. Was the change worth it ? It is incredibly difficult to get a taxi or arrange car sharing from Lavers Road as the only accesses are via 2 congested roads (Manor Rd and High St). I love walking but when it will be raining , I am very concerned about how my family will get pick up and drop off from Lavers Road. At the moment we have to add an extra 15 mins walk to more convenient meeting point, increasing the stress of an already busy life.”

“Blocking this street makes it harder for local residents to get around the area, forcing them onto the remaining, arterial roads which are frequently blocked given high volumes of traffic. Traffic volumes are not reduced, just redirected to these roads where pollution is worse. Great for residents who live on roads now blocked off, a nightmare for those living on the roads that remain open.”

“These LTNs are causing isolation, frustration and mental health problems. These LTNs are impacting residents, businesses and visitors negatively. A journey that took 20 minutes within the borough now takes twice as long. Home deliveries and visits are being discouraged and if I needed emergency services, I’ll probably be left in a precarious position. You refuse to listen to those who are negatively impacted. You are supposed to be serving the community, not yourselves.”

“The closure of Church Street to traffic places too heavy a burden on the critical section of Green Lanes. This shouldn’t be don’t in conjunction with blocking off routes through Brighton Rd etc to Stoke Newington High Street. I took a bus las week along Green Lanes from the start of Albion Road and it took 25 minutes to get to Manor House station for the Tube. It seems that this has been done to protect a handful of gentrified streets off church street. I’d comment that I cycle regularly and these measures have increased hostility towards cyclists.”

Positive feedback/suggestions

“I really hated walking and cycling on Church Street during the pandemic, no space for distancing, these changes are very welcome and would've been good sooner! Will shop more now!! Shop owners, please see the benefits!”

There needs to be some inter-borough joined up thinking around this (if there is then publish it). I'd imagine most congestion is a result of "Through Traffic". How do we progress as the measures are local but the influences are potentially not. How is TFL involved with the measures? And lastly are there

plans for Nodal Last Mile Hubs for Goods deliveries, Electric/Hybrid or Cargo Bike? London is a network, as I'm certain Council is aware, so how is Council positioned to influence broad behavioural change beyond Hackney's boundaries to ameliorate the arterial load on available roadways ? Ps. Keep it up!"

"All the LTN schemes have been great and drastically changed the liveability of the neighbourhoods. Trying to get through Dalston on a bus is catastrophic though, and fixing this would be a huge help for those dependent on buses."

"I own a car and drive and find the measures to be inconvenient as a driver, but, on the net, am fully and enthusiastically supportive!"

"Please continue to expand all low traffic neighbourhoods. a cycle lane on the high street. wider pavements everywhere possible. More street trees."

"Only 1/3 of residents own a car, so makes sense to make the streets better for the majority."

"My child is at nursery on Church Street and they walk down the road once a day to the park with their carers (plus being dropped off and picked up). The speeding and pollution has always worried me given her height and the link made between children being shorter and therefore nearer to exhaust pipe fumes; I feel like the new scheme is making the road a better place to live. I worry about the build up of traffic on other roads (e.g. Green Lanes) especially for people stuck on buses or who live there so if there are ways to offset this then it would be good to look at solutions."

"Please do keep looking at further measures throughout Hackney to encourage active travel choices, and to make those choices both safer and more pleasant. These measures are a great contribution, but more will be needed."

"I've lived in N16 for 30 years and love the new traffic restrictions. I do drive and sometimes experience jams or the inconvenience of having to take a slightly longer route in/out from home but that is well worth the advantages the measures bring. I wish they had been in place when my children were young as roads are so much safer now."

Nuisance /making lives harder/inconvenient

"Make our lives more difficult especially for the residents."

"All these measures are just increasing traffic elsewhere, therefore also pollution, usually on roads where less well-off residents live. Also make it hard for older people to manage their lives."

"I had to drop a Covid test off for my daughter stuck at home with a baby and it took an hour as a round trip from Hackney Central to Lordship Road and I had to wait til after 7pm . I can't pop up to see them and help in a crisis anymore."

"This policy is great for people who live a 10 min walk of Stokey but what about all the Katherine residents who have to travel through it to Finsbury Park, Islington etc. 15 min neighbourhoods are great idea unless your neighbourhood doesn't have shops, supermarkets etc within that radius or your work somewhere else.... great in principle. Not so good in practice.... especially for the less fortunate in our communities."

"Getting around the borough is now a total nightmare and you are ruining the businesses in the area."

"Stops contractors from accessing area to do works."

More danger/safety issues/put lives in danger/can lead to accidents/women feeling unsafe at night due to less cars

"Often buses on Albion Road can drive quite dangerously fast, so if there was a way of forcing bus drivers to drive more considerately, that would be excellent. I have a bus stop outside my house, and if a driver leaves their engine idling it creates sustained noise and air pollution so it would be good to think about how to promote better conduct from bus drivers."

"We have only seen 2 days of operation but already Lordship Park is choked for the duration of the morning rush hour from about 07.30 to 09.30. Consequently cyclists have given up cycling in the road and are cycling along the pavement, often very fast. What are you going to do to control this dangerous irresponsible behaviour?"

"The measurements cause traffic and anxious drivers causing dangerous and angry driving. Please revert back to the normal way the roads were used without the obstacles around Lordship Road in particular."

"The road closures make journeys longer and increases the amount of traffic on the few roads that are open, increasing air pollution. It also increases crime in an area that already has a high crime rate, as a women I feel less safe walking down a road in the dark where there aren't any cars passing."

"As a woman I have felt incredibly unsafe walking around the area of late, and I can say for certain I will not be walking after dark. This is not the Stokey I know, the place I have always felt safe. It is a ghost town, it is highly uncomfortable. I live right on an LTN and my experience is that we have swapped drivers for cyclists who bomb around corners without looking or slowing down (like a car would, and always did) which does not make me a more confident cyclist or pedestrian. I am for saving the planet, reducing pollution is not a bad thing, but all I see is people driving in circles, a build up of cars on the roads that are not closed, difficulty for those who rely on cars due to disability, work and deliveries. The mind genuinely boggles. It's a whole lotta greenwashing and is going to be detrimental to the personal safety and mental health of many local residents.."

Impact on local businesses

"This will result in congestion on the main roads as motor vehicles will be packed on to it. Vehicles pollute the most when in traffic and stationary, not to mention this will impact businesses who need to drive vehicles to access customers e.g.: mobile mechanics, delivery drivers, taxi drivers or local shops in the area such as Bolt Motorcycles. These plans are never thought through correctly."

"Heavily affects businesses in the area. Customers unable to access Church St via Bouverie road. Much more dangerous on surrounding roads. Higher levels of traffic and bottlenecks."

"The measures are unhelpful to shops and discourage me from using the area. Traffic is lowed up and much longer re routed greatly adding to pollution. I have never known Church Street bay blocked in the past. Traffic generally moved easily."

"We run a small local dog walking business. All of the closures around Stoke Newington have been devastating for our business, following two very challenging years."

"People who do not own cars do need deliveries. These are now becoming impossible. I know this because I work for a small business that relies on deliveries. Businesses too need deliveries. Drivers who rely on 20 drops per day are lucky if they can now manage 10. For most of their time they are sitting in overcrowded, polluted bottlenecks - on the high street, the Crossway and further afield around Highbury Corner, Blackstock Road etc."

"Since these measures have been put in place, I am no longer shopping at the small local businesses, and not going to the restaurants and cafes. It's a shame, because I enjoyed the area a lot, and wanted to support local business."

"Some of us work for a living, that means vans full of tools and parts, electric vans are nowhere near viable, if you make it harder for me to work in the area, I simply won't take of work there, doesn't help the residents and businesses does it?"

Comments regarding impact on protected characteristics

"Please can you come up with a solution for disabled people to get around still. Is there a PedalMe model for disabled people? Or can specific local cab firms have blue badge registered vehicles for people? Not everyone can walk or cycle."

"It has made it very difficult for people with disabilities who do not have a car ! I understand the school road closures but I feel at least Taxis (including mini cabs) should be able to access them all as I can no longer be picked up outside my door and this is challenging."

“Highly concerned for those who must use vehicles or really need to- e.g. small businesses, older citizens, infirm citizens, women carrying shopping (particularly - since they are generally less physically muscled). when the cold sets in the distance to bus stops and wait for busses is awful for the elderly, and they can't always afford cabs. These measures funnel cars and pollution onto the main roads, which are often full of flats for those less well off. The streets being cleared are more likely to be populated by the well-off/better-off. Small businesses in particular are a real worry - they are part of the glue of a community and are repeatedly hammered.”

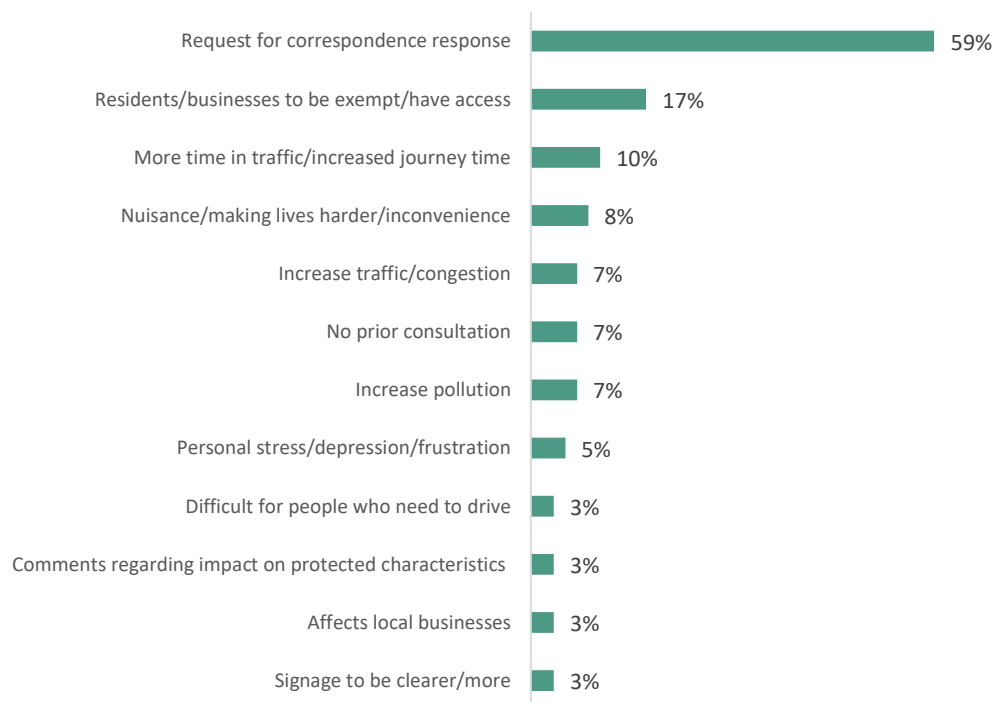
“As usual, women and disabled people have not been considered. As a single woman living alone I feel very vulnerable after dark on these now deserted streets and I know others do too. As a disabled person I often need to get taxis and I need them to arrive to pick me up. At the moment it is impossible to get an Uber in my zone - they simply cancel when they realise they need to comply with the restrictions. The restrictions have increased the cost of taxis - yet another way that being disabled costs me more. If I were able-bodied I would walk or get the bus, but I cannot do that. This policy is highly ableist and does not consider the particular needs of disabled people.”

Email and letter correspondence

As was mentioned in the introduction to this report, those without online access were given the opportunity to provide their feedback offline through writing to ‘Freepost Streetscene’. Residents were also able to write to streetscene.consultations@hackney.gov.uk. This correspondence has been sorted by scheme/location. In total, 55 emails and 4 letters were received that made clear reference to the Stoke Newington LTN. The content of this correspondence has been reviewed and key themes identified. More than one theme has been attributed to single piece of correspondence where applicable.

A summary of the themes evident within the letters and emails received in relation to the Stoke Newington LTN are provided below. Beyond the requests for a council response, there was not a single dominant theme within this correspondence. Approaching one in five (17%) made enquiries regarding local residents and businesses being exempt from the measures. Some of these comments related to personal disability issues. Smaller proportions highlighted issues already identified in the wider feedback namely more traffic and increased journey times (10%), more inconvenience (8%) and more congestion (7%) and pollution (7%).

Figure 27: Core themes within the email and letter correspondence received (responses given by 3% or more of correspondents)



Sample base: 59

Example emails enquires about exemptions

“I have witnessed a great decrease in traffic on my road, which of course as a resident this fantastic. However my main issue lies with not being able to drive through the barrier that is situated right outside my house, resulting in finding a parking near my home very difficult, and any potential free spaces cut in half.”

“Having read about vehicles which are exempt from this that include vehicles which are registered with blue badge holders, I have been driving down this route attending appointments with my 95yr old dad and therefore have been receiving numerous warning letters from Hackney Council stating a contravention has taken place. Please advise me how I can go about using this route with my elderly dad as my vehicle complies with the exemption rules.”

“I have a blue badge and am hoping that I can be exempt from this rule. I do have health problems such as urinary incontinence. Due to this issue I have church street being closed during the day doesn't help at all it actually makes everything worse. Its makes me panic thinking about not being able to rush home when I need to and have to go all the way round.”

“We are a waste collection company and given you allow your own waste vehicles to enter and exit these streets, you must realise it would make your jobs prohibitively difficult if you also had access

blocked. You say no roads have been closed off however, Yoakley Road is signed no access to motor vehicles but has no timings as to when these restrictions apply.

We service a the N-Family Club nursery on the junction of Stoke Newington Church Street and Yoakley road. We have had a number of parking tickets because the nursery is only open between 07:00 and 17:00 and we have to park on or around Yoakley road to access the site.

Is there any way we can get a permit for Yoakley Road specifically given we are loading and unloading and collecting hazardous waste? Our drivers just pull past the no access sign and park in the loading bay just the other side.”

“This is now falling into a matter of prejudice why are disabled class vehicle not being included in this exemption, the TFL recognises disabled class vehicle as measure to support disabled people and blue badge holders the same, why is Hackney council differing from this?”

Example emails about more time in traffic/increased journey times

“So yesterday I had to drive my child to Clissold leisure centre and then Highbury Fitness First for swimming lessons and it took me 40 mins whilst sitting for 20 mins on Lordship Rd. This is a 10 min trip. Do you really believe this is the solution?????????”

“Lordship Rd is a disgrace. Trying to take my little ones to after school activities should take 5-10 mins and under your unapproved plans now takes 25-30mins.”

“My car journeys are excessively long now compared to 6 months ago, most of them are spent trying to get to my parking spot outside my house.”

Example emails about inconvenience and pollution

“Are you monitoring me driving around and round looking for a parking space are you monitoring Manor Road and Green Laines which has loads of extra traffic....My journey has gone up 25 minutes. It stands to reason if take away parking spaces how many area that has problem parking you’re going to make it worseI have got a residence parking permit and I can’t drive down Lucy Road. How ridiculous is this no fault whatsoever. Its all right for you, you don’t live here Absolute joke you are causing more pollution, feeling insecure and getting a lot of money for it.”

“Every one of my neighbours have said that our street is disgustingly polluted since your scheme has been introduced, and none of us were consulted when you implemented it. 3. I have three small children, our air quality is so bad now, we are unable to open our windows at home until after midnight because the stagnant vehicle fumes fill our flat. Because of the traffic outside my door, we can no longer use our front garden, it just isn't safe.”

Sample Profile

Below is a summary of the profile of the responses received. Please note that these questions regarding the individual respondent were not compulsory. The percentages shown are based on the number of received response per question.

Q15. What is your connection to Hackney?

I live here	1572	90%
I work here	482	28%
I study here	28	2%
I own a business here	138	8%
I commute through here	270	15%
I do the school run here	227	13%
Other	74	4%

Q16. If you are a Hackney resident, please tell us how long you have lived here

Less than a year	41	3%
1-4 years	179	11%
5-9 years	231	14%
10-14 years	217	13%
15-20 years	218	14%
20+ years	725	45%

Q17. Which of the following best describes the ownership of your home?

Owned outright	448	27%
Being bought on a mortgage	694	42%
Shared ownership (part rent, part buy)	32	2%
Rented (from a housing association)	107	7%
Rented (from a private landlord)	240	15%
Rented (from the Council)	126	8%
	448	27%

Q18. What is your age group?

Under 16	5	0%
18-24	22	1%
25-34	290	17%
35-44	462	27%
45-54	428	25%
55-64	280	17%
65-74	134	8%
75-84	34	2%
85 or over	5	0%
Prefer not to say	35	2%

Q19. What is your gender?

Male	848	50%
Female	704	42%
Other	23	1%
Prefer not to say	107	6%

Q20. Are you a member of a community organisation?

Yes	242	16%
No	1269	84%

Appendix 1: Survey Questions

How do you feel about the traffic measures in Stoke Newington, as described above?



Statutory guidance from the Department for Transport instructs Local Authorities to continue to make changes to create space for cyclists and pedestrians on our roads as we emerge from the pandemic. To what extent do you agree or disagree with our aspiration to rebuild a greener Hackney by encouraging more walking and cycling, and preventing the risks associated with a car-led recovery from the pandemic?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

Please select which modes of transport you use to move around in Hackney? Select all that apply.

- Walking
- Cycling
- Motor vehicle
- Bus
- Train
- Motorcycle
- Taxi
- Other

If you travelled to work before lockdown, what was your main mode of transport to get to work?

- Walking
- Cycling
- Motor vehicle
- Bus
- Train
- Motorcycle
- Taxi

Overall, what do you LIKE, if anything, about the above traffic measures in Stoke Newington? Select all that apply.

- Encourages me to walk in the area
- Encourages me to walk to work
- Encourages me to cycle in the area
- Encourages me to cycle to work

- The area is now more pleasant
- Encourages me to spend time in the area
- Encourages me to shop in the area
- More space for social distancing
- Reduces air pollution
- Reduces traffic
- Reduces speeding
- Reduces rat-running
- Increases road safety
- Other

**Overall, what do you DISLIKE, if anything, about the above traffic measures in Stoke Newington?
Select all that apply.**

- Discourages me to walk in the area
- Discourages me to walk to work
- Discourages me to cycle in the area
- Discourages me to cycle to work
- The area is now less pleasant
- Discourages me to spend time in the area
- Discourages me to shop in the area
- Less space for social distancing
- Increases air pollution
- Increases traffic
- Increases speeding
- Increases rat-running
- Decreases road safety
- Other

Do you want the above traffic measures in Stoke Newington to be made permanent?

- Yes, all of them
- Some of them
- No, none of them
- Don't know

If you have selected 'Some of them' in the previous question, please specify the location of the turning restrictions you want to be made permanent

- Bus gate on Stoke Newington Church Street
- Yoakley Road
- Bouverie Road
- Oldfield Road
- Nevill Road
- Lordship Road
- Other

If you have selected you want to see the measures made permanent, please let us know if there are any changes you would like to see (Please specify the road where appropriate).

Please let us know if you have any other comments.



m.e.l
research



London Borough Hackney . Streetscene.

This document sets out an approach to Equality Impact Assessments. This is version 1 dated February 2022 and is to be kept under review. It does NOT represent an EQIA as it stands but must be read in conjunction with scheme specific analysis and recommendations. For more details or for comments please contact movegreener@hackney.gov.uk

1 Equality Impact Assessment (EQIA)

- 1.1 An equality impact assessment (EqIA) is a process designed to ensure that a policy, project or scheme does not unlawfully discriminate against any protected characteristic. This document describes how we ensured that the design for each scheme serves all users. It should be read in conjunction with scheme specific details.
- 1.2 Equality is a fundamental part of the aims of the scheme. The Mayor of Hackney's Priorities are:
- Fairer: Working and campaigning to keep Hackney a place for everyone with genuinely affordable homes, job opportunities, and excellent schools; where everyone can play a part, and where tackling inequality is at the heart of what we do.
 - Safer: Making Hackney a place where everyone can feel healthy and safe, at home, at work, and on streets, parks, and estates.
 - More sustainable: Making Hackney an economically, and environmentally sustainable place, with strong, cohesive, and diverse communities.
- 1.3 In order to achieve this, our Equality Objectives, as set out in our Single Equality Scheme 2018-22 are:
- Increase prosperity for all and tackle poverty and socio-economic disadvantage
 - Tackle disadvantage and discrimination that is linked to a protected characteristic
 - Build a cohesive and inclusive borough
 - Embed preventative approaches across the Council
 - Create an inclusive and diverse workforce.

2 The Equality Act

- 2.1 Hackney Council and its delegated authority decision-makers must have regard to the Public Sector Equality Duty set out in Section 149 of the Equality Act (2010), which requires us to have due regard to the need to
- eliminate discrimination, harassment, victimisation or 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.

2.2 As part of our decision-making process on the proposal for each scheme, due consideration has been given to the impact on all people within a protected group as defined by the act. The different groups covered by the Equality Act are referred to as protected characteristics:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- sexual orientation.

2.3 The Act goes on to say Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to—

- remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
- take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
- encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

2.4 Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to—

- tackle prejudice, and
- promote understanding.

2.5 This section has also given consideration to people experiencing or at risk of poverty, as although this is not a protected group, it is a strong component of Council priority.

3 Process Followed in the Hackney Streetscene Projects Equality Impact Analysis

3.1 Officers have ensured that all impacts on protected characteristics have been considered at every stage of the development of this proposal. This has involved

•.1 Stage 1: Data and Evidence Gathering

- 3.2 The first stage of ensuring that protected characteristic groups are fully understood and appreciated is to find the best possible available data and evidence. This includes:
- Collecting the best possible data and evidence on the general needs of protected characteristic group
 - Using that information to understand the particular impact of traffic management schemes on each protected characteristic group
 - Reference to ward-specific data then tests the extent to which variation from average profiles requires a different approach.
- 3.3 This is achieved by reference to available research, preferably at ward level but if unavailable then at Borough or London level. This is clarified and confirmed by consultation feedback which is sought from representatives again at ward, Borough or London level. Engagement should be seen as ongoing, and all opportunities taken to consult and learn from people with protected characteristics.

•.2 Stage 2: Site Specific Considerations

- 3.4 An important part of the process is to ensure that the design proposals are suitable for all members of the community and in particular protected groups. This includes the following key actions:
- Anticipating the consequences of the detailed proposal on these groups and the locations that are of most importance to them, and
 - Making sure that, as far as possible, any negative consequences are eliminated or minimised

•.3 Stage 3: Monitoring and Enhancement

- 3.5 The Equality Act seeks the active promotion of integration, and that it should be seen as an ongoing process and not a single action. This means that the Council should:
- Maximise opportunities for promoting equality.
 - Ensure that the EQIA will be kept under review and updated throughout the decision-making process.

4 Links between Equality and Traffic Management

4.1 A full analysis has been undertaken in which knowledge about protected groups and their travel patterns has been examined from a variety of sources. This considers what the general impact will be of a scheme that reduces car use on the majority of streets with some potential increase on others. This evidence base is included as an appendix. This suggests the following key points which are expanded upon later in this document:

- The benefits of reduced car use include improved air quality, safer streets and increased health. All of these strongly benefit all road users.
- At the aggregate level, all of the protected groups do, as far as evidence is available, have lower car use than the population average.
- Groups that tend to have lower incomes and higher health needs will benefit even more from reduced car use.
- It is the case that some members of some groups will be disadvantaged for some journeys. This is accepted and recognised. Where this results in a disadvantage that is not compensated for by other advantages then changes to scheme design will be considered.
- Some groups will have a higher reliance on driving a private car. Others will use taxis or rely on car-bound visitors and carers. It is important to recognise this and if necessary to put in place measures to mitigate their specific difficulties.
- Benefits will vary within groups and even within individuals. Some people may be disadvantaged whilst driving but gain substantially when they are walking or cycling.
- Most Hackney residents (around 70%) do not own a car. This should be considered when appraising the impact on any group.
- The overall impact is going to be positive for the whole population and will, if anything, be disproportionately beneficial to people with protected characteristics.

- 4.2 These summaries of the available data have been used as an integral part of the design process in establishing the overall objectives of the scheme. The proposals are designed to benefit all user groups whilst minimising and mitigating any potential disadvantages, especially to those groups who are protected by the Equality Act.

5 Area-Specific Data

- 5.1 The next stage in the EqIA process is to consider whether a variation at the detailed level is necessary for this particular scheme.
- 5.2 Data is not always available at a level which can establish the precise impacts on every household. Where no alternative is available reference is made to census data and to available ward-level information.
- 5.3 Key Characteristics are included for each scheme: With more details available at <https://hackney.gov.uk/hackney-ward-profiles> Full information on the ward in 2016 is available here <https://hackneyjsna.org.uk/ward-profiles/>
- 5.4 This analysis should examine in full health, social and economic conditions. It should check that the variation between this area and the Borough norms, which informed the initial scheme design, are not sufficiently large to require the scheme to vary its principle intended objectives.

6 Sensitive Receptors

- 6.1 There are locations in the scheme area that have particular interest to protected groups. These should be listed in the Scheme EQIA. To include locations such as GPs and medical centres, schools, play areas, places of worship and any other location known to be an attraction for people from groups with protected characteristics.

7 Specific Reported Issues

- 7.1 For each scheme, consultation will be carried out. A section should address each concern directly and set out how this has been taken into consideration when designing the final version of the scheme.

8 EQIA Conclusions

To ensure that all schemes are considered equally the following summary table should be completed and included in all documents related to the scheme

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

Protected Characteristic						
Disability	Pregnancy & Maternity	Age	Religion & Belief	Race & Ethnicity	Gender, gender reassignment, sexual orientation, and marriage and civil partnership	Poverty
Positive						
Negative						
Comments						

Appendix : Evidence base used to help prepare the site-specific Equality Impact Assessment.

1 Introduction

1.1 This Appendix sets out an evidence base used to prepare a site-specific Equality Impact Assessment. Preparation of this has allowed the gathering together of informative data in a single repository which can be kept up to date and referred to for any scheme.

1.2 A full consideration of equality impacts can only be said to have been done when the following checks have been completed:

- Determination of the extent to which this evidence base is applicable. It has been prepared for schemes that are likely to reduce car use on the majority of roads but may increase on others. If the scheme does not do this, then this evidence base must not be used or must be adapted.
- It is essential to establish the extent to which the composition of this area in terms of protected group membership statistics is known to differ from the Hackney norm. Where there are statistically significant differences then this evidence base should not be used or be adapted.
- For a full EqIA then there must be an assessment of the particular needs of protected groups in this area by examining which locations might be expected to be of special importance to them. This might include, but is not limited to, places of worship, healthcare etc.

1.3 The EqIA is not to be seen as a static document for completion but as an evolving process that continues to monitor and improve conditions for all.

2 Consultation, Listening and Qualitative Evidence:

- 2.1 It is important to note that this document includes the statistical evidence that has the best availability to represent the needs of people with protected characteristics. This must be supplemented with actual qualitative information on their wants and needs. Where possible this has been done at the very local level, but where this is not possible then reference has been made to feedback from representatives or from responses to similar schemes or to the overarching Hackney Transport Strategy which received widespread feedback from groups including Age UK and Disability Backup. This is a priority, whilst recognising that many people with disabilities feel that other people are speaking for them as discussed in Transport for All (<https://www.transportforall.org.uk/>).
- 2.2 Feedback used also includes policy positions by organisations such as the Royal National Institute of Blind People (RNIB) and research such as the 'Pave the Way' report by Transport for All. These experiences and insights have been useful for project officers not only to adapt the designs, but also improve the planned communication activities that are part of the proposals.
- 2.3 It is difficult to get feedback on multiple individual schemes from all representative groups, especially those who are charities or rely on volunteers. AgeUK for example have not been able to give detailed feedback on every scheme but their feedback on previous engagements, including the Hackney Transport Strategy was used to inform project officers on individual schemes. This feedback includes removing potential conflicts between pedestrians and other road users, including cars, bicycles and micro mobility vehicles such as e-scooters.
- 2.4 The 'Pave the Way' report outlines several experiences of disabled people with the introduction of LTNs, the communication surrounding these interventions and the impacts on a spectrum of disabled people. The report provides valuable insights such as ensuring that interventions are communicated in a proper way and that changes are announced well in advance so that road users, such as taxi services, can adapt to the new routes.
- 2.5 The report also highlights that LTNs can have both positive and negative impacts for disabled people, and that sometimes disabled people cannot benefit from the positives because of other pre-existing infrastructure features (i.e., poor pavement quality).

•.4

- 2.6 Hackney has introduced a number of LTNs since May 2020 on an experimental basis while encouraging residents to have their say online or by sending written comments to the Council during a full eighteen-month period. Comments are invited online, by phone or by Freepost address. Although this is different from the previous approach of prior consultation it does have an advantage for people who are not accustomed to interpreting maps and written descriptions, in that their feedback can be based on their knowledge and experience of how the scheme has actually worked in real-world conditions rather than having to interpret plans. It is acknowledged that this is a variation on the methods used pre-Covid in which extensive consultation preceded a permanent decision using a design based on predicted traffic impacts.
- 2.7 Feedback to the scheme along with a Hackney response to issues including those related to age is described in evaluation reports.

3 Data and Evidence on Protected Characteristic Groups

3.1 Disability: Statistics and Travel Patterns

- 3.1.1 Hackney has lower than average rates of residents who identify as having a disability. In August 2019, 4,157 were in receipt of Disability Living Allowance and 3,273 were in receipt of Attendance Allowance. In October 2019 9,760 people were entitled to Personal Independence Payments.¹ It should be noted that there might be some duplication in the numbers as people transition from receiving Disability Living Allowance to Personal Independence Payments. However, it is also the case that many people do not qualify for benefits as the thresholds are so high.
- 3.1.2 Another measure of disability is the percentage of residents who are economically inactive because of being long term sick or disabled which is 5.2% in Hackney as a whole compared to 3.7% in London. In the 2011 Census 14.6% of Hackney respondents said they had a long-term illness that limited their daily activities in some way, compared with 13% for London and 17.9% for England and Wales.
- 3.1.3 Hackney's own research indicates that just over 35,000 identify themselves as disabled or with a long-term limiting illness. People from an Asian, Black or other ethnic background and older people are more likely to identify themselves as disabled. (<https://hackney.gov.uk/equality-diversity>)

1

3.1.4 With regards to how disabled people travel; it is important to review the travel statistics released by TfL in their “Understanding our Diverse Communities (2019)”. The following **Table 1** taken from page 206 of that document is especially relevant:

	Disabled	Disabled 16-64	Disabled 64+	Non-Disabled (All)	Non-Disabled 65+
Base	(1,729)	(789)	(863)	(15,831)	(1,828)
Walking	81	88	70	96	95
Bus	58	64	48	60	70
Car (as a passenger)	42	40	41	45	41
Car (as a driver)	24	26	25	39	52
Tube	21	30	13	43	35
National Rail	9	12	5	17	15
Overground	7	10	3	12	8
PHY (minicab)	10	12	3	12	8
Taxi (black cab)	3	3	3	2	2
DLR	3	5	2	5	1
Tram	2	3	1	2	2
Motorbike	-	1	-	1	1
All public transport /bus, Tube, National Rail, DLR, London underground, Tram	61	69	52	74	76

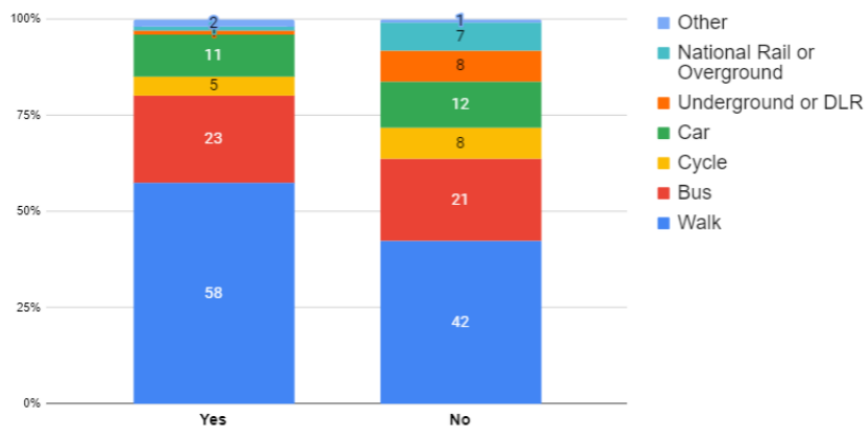
• **Table 1 Proportion of Londoners using types of transport at least once a week (2016/17 [11] %LTDS - data excluded children aged under five**

- 3.1.5 The TfL data shows that walking (which includes travelling on the pavement with a mobility aid or wheelchair), is the mode of transport disabled people use the most, with 81% indicating that they walk at least once a week. After that, bus travel (58%) is the most frequently used mode of transport, and after that car travel as a passenger (42%) and driver (24%). Multiple answers were possible. It is interesting to note that disabled people in all age groups use cars either as driver or passengers less than non-disabled people. Non-disabled people over 65 have the highest proportion of regular car trips as drivers.
- 3.1.6 There are 5,664 individuals in Hackney with Blue Badges, which is around 3.5% of the total residential population and 14% of disabled people. The latter figure is lower than the approximately 18.5% in London as a whole and around 20% for England. The figure for England is also around 20%. Some 86% of disabled residents in Hackney do not have a Blue Badge Parking permit.
- 3.1.7 Other mobility impaired people in Hackney do not have their own car but rely on subsidised car-based Community Transport Services. One of the main schemes by which this happens is Taxicard which is a London-wide service providing subsidised London taxis, jointly funded by TfL and London boroughs, and administered by London Councils. There are currently 2,529 active Taxicard users in Hackney.
- 3.1.8 There is an overlap between Blue Badge holders and Taxicard users. But even if there were not it would mean that there are just over 8,000 disabled people who make use of free parking or subsidised taxi travel. This is about 20% of the total number of disabled people. While this is not conclusive it suggests that most disabled people in Hackney are less likely to rely on car travel than the general population of the borough.

3.1.9 Focusing solely on cyclists who have a disability, the Wheels for Wellbeing annual survey² shows that 72% of disabled cyclists use their bike as a mobility aid, and 75% found cycling easier than walking. Survey results also show that 24% of disabled cyclists bike for work or to commute to work and many found that cycling improves their mental and physical health. Inaccessible cycle infrastructure was found to be the biggest barrier to cycling. The infrastructure introduced by schemes which reduce traffic within the LTN will benefit disabled cyclists and could potentially encourage people with disabilities to try cycling, if their disability allows.

3.1.10 Analysis based on the London Travel Demand Survey for 2019/20 shows that 7% of trips originating in Hackney are made by someone who has a mental or physical disability affecting daily travel (including old age). Mode split for these trips is shown in **Figure 1** below.

• **Figure 1: Mode share of trips (%) made by Londoners with a destination in Hackney (2017/18-2019/20) by disability which limits travel**



• Do you have a disability which limits your ability to travel?

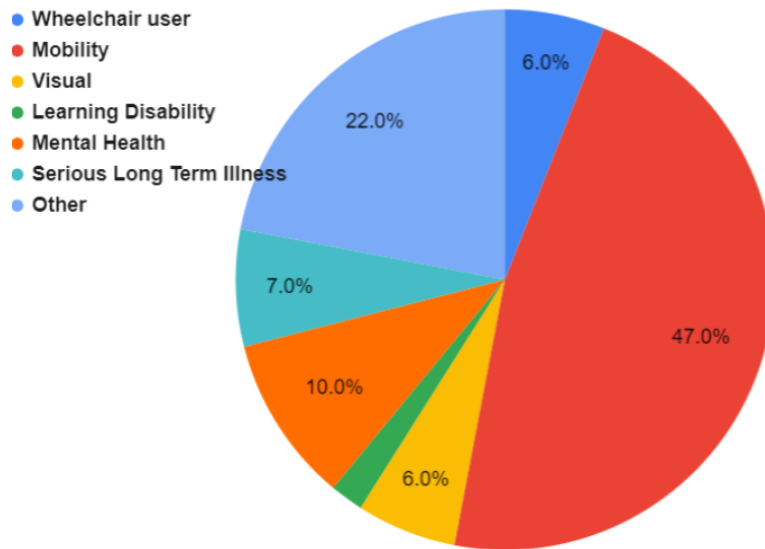
3.1.11 When comparing to the LTDS mode split of trips made by those with a disability in Hackney with non-disabled mode split, it is perhaps counterintuitive that those with a disability are much more likely to walk compared to those without disabilities (58% of trips by disabled people compared to 42% of those without a disability which affects daily travel).

3.1.12 It is also interesting to note that car use by disabled people is slightly lower than by non-disabled people (making up 11% and 12% respectively of trips taken by the two groups). Disabled people are relatively more dependent on buses (23% versus 21%) and slightly less likely to cycle (5% of trips compared to 8% for non-disabled people in Hackney).

² Wheels for wellbeing annual survey 2018:
<https://wheelsforwellbeing.org.uk/wpcontent/uploads/2019/04/Survey-report-FINAL.pdf>

3.1.13 Disability types in Hackney stated by those who have a disability affecting daily travel (including old age) is shown below in **Figure 2**. Note that the term *disability* is used as it is in the references, *The social model of disability suggests that the environment is what disables people, not that people have an inherent disability.*

- **Figure 2: Disability Types in Hackney stated by those who have a disability affecting daily travel (%)**



3.1.14 Various physical and mental impairments can lead to travel limitations. It can be seen that mobility impairment (47%) represents the highest proportion followed by impairment due to Mental Health and 'Other' causes - (though this data is based on a small sample).

3.2 Disability Protected Group: Impacts of Traffic Changes

- 3.2.1 The aims of the LTNs of reducing pollution, reducing traffic, and reducing road danger are of critical importance to disabled people, who are among the worst impacted by increased pollution levels and the effects of climate change. The local bus service routes upon which many disabled people depend have not been diverted as a result of the road closures introduced by the scheme.
- 3.2.2 As the LTNs are specifically designed to achieve reduced traffic levels on residential roads, it has likely become easier to (informally) cross the road for people, including people with disabilities or using mobility aids like wheelchairs.
- 3.2.3 As part of the proposals, all addresses and properties remain fully accessible by foot, cycle or motor vehicle. This is important to support community workers including midwives. Certain journeys will have had to be rerouted as part of the scheme. Hackney's enforcement policy allows for emergency journeys to be undertaken through the LTN filters/traffic filter. Thus, in case of an emergency, a midwife would be able to traverse the restrictions and successfully appeal a PCN through the Council's system.
- 3.2.4 Overall, it is acknowledged that people with disabilities living within the LTNs may experience more positive impacts than those living on boundary or other roads (though data does not exist at sufficient level of detail to prove or disprove this).
- 3.2.5 Some people with disabilities who must use cars may suffer disproportionately from any increases in journey times. There are risks of a negative effect on disabled people if displaced traffic and/or less direct journey has any of the following effects
- Longer journey times for residents with disabilities, lead to travel becoming more exhausting, expensive, complicated or difficult
 - Longer journey times necessitate earlier starts for medical appointments, resulting in carers needing to get clients up earlier and overall longer days and more stress
 - Longer journey times increase the pain suffered by disabled people when sitting in vehicles such as arthritis sufferers.
 - Longer journey times effect visitors who provide care and support to disabled people

- Longer journey times increase costs (whether for petrol or cab fares) for people with disabilities who are more likely to have lower incomes with these costs, therefore, representing a greater proportion of their available money

3.2.6 Furthermore, it is recognised that residents with a disability may rely on motor vehicle journeys made by others, such as carers, NHS, and social services and others and these journeys may become more indirect due to restrictions on through traffic.

3.3 Disability Protected Group: Mitigation

3.3.1 A core part of the scheme design is the legal requirement to design for all users. Dropped kerbs and ample space for wheelchair manoeuvre is a standard part of design. Design also takes into account the needs of visually impaired people.

3.3.2 All designated Blue Badge parking spaces are retained in all schemes and no street in the scheme area which previously had motor vehicle access has lost this access. Emergency vehicles will still be able to access the kerbside. Taxi/PHV will also be able to access the kerbside, loading bays, Blue Badge Holder bays or other locations, to pick-up and drop off passengers with disabilities.

3.3.3 Buses provide a fully accessible form of public transport which are used by 58% of disabled people across London and make up 23% of disabled people's trips in Hackney. No bus routes have been diverted as a result of our schemes and the potential impact on bus journey times by displaced traffic is always monitored and has, so far, found to be minimal.

3.4 Pregnancy/maternity:

3.4.1 There were 4,384 live births to women in Hackney in 2018 corresponding to a birth rate of 58.8 births per 1000 women of childbearing age. This compares to the London birth rate of 60.1 and the birth rate of 59.0 for England and Wales.³

3.5 Impacts on Pregnancy/ Maternity Groups

³ ONS, London Datastore, Births and Fertility Rates by Borough

3.5.1 The positive benefits of reducing the dominance of motor vehicles would benefit the most vulnerable road users, including parents and children who disproportionately suffer the harmful effects of air pollution. Prams and pushchairs put children at the level of exhaust fumes when navigating the streets. Air pollution has been linked to low birth weight and underdeveloped lung capacity in children, as well as higher incidences of lung conditions such as asthma. It also impacts the growth of babies in the womb. Encouraging walking and cycling and working on the school run and more generally through reducing motor traffic is an important tool in combating childhood obesity.

3.5.2 Traffic changes are likely to negatively affect a small portion of those who are pregnant and parents with infants and/or young children who may find it more difficult to walk and may therefore prefer the use of door-to-door transport services. However, whilst a few local vehicle journeys may become more indirect due to restrictions on through traffic, necessary access will be retained to all streets in the LTN area.

3.6 Pregnancy/Maternity : Mitigation

3.6.1 The positive benefits of reducing the dominance of motor vehicles would benefit the most vulnerable road users, including mothers and children who disproportionately suffer the harmful effects of air pollution. Prams and pushchairs put children at the level of exhaust fumes when navigating the streets. Air pollution has been linked to low birth weight and underdeveloped lung capacity in children, as well as higher incidences of lung conditions such as asthma. Traffic management schemes produce an overall reduction in vehicle use and air pollution in the area.

3.6.2 The majority of journeys in the LTN area involve walking, either because they are completely walked or through a walking leg to access a public transport stop. The scheme has improved walking conditions by reducing traffic and improving air quality in residential areas.

3.6.3 The scheme has ensured that taxi and private hire drivers are aware that they can access closed streets for the purposes of dropping-off and picking up passengers with mobility impairments, including pregnant passengers. Whilst acknowledging the considerable routing skill of Black Cab drivers, direct instructions have been given to mapping providers such as Google Maps and TomTom about restrictions in Hackney.

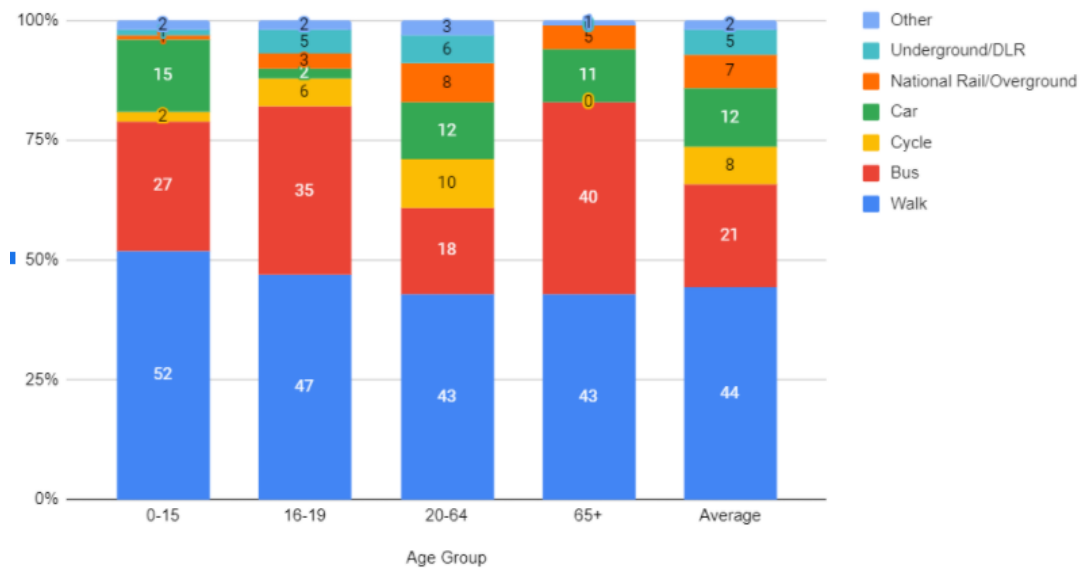
3.7 Protected Group: Age

3.7.1 Consideration has been given to the impact of these proposals in terms of age. The scheme is very relevant to all age groups, but in particular attention has been paid to older people and young children.

3.7.2 Hackney’s population is growing rapidly; at the present rate of growth the population will reach 317,000, a growth of 43,000, by 2033. Hackney is a young borough. Some 50% of Hackney’s population is aged between 20 and 44 which is one of the highest such proportions in the country and compares to just 34% in this age group nationally and 43% in London.

3.7.3 An analysis for trips made for all purposes ending in Hackney shows the following mode share per age category.⁴ in **Figure 3**

- **Figure 3 - Mode share of trip (%) made by Londoners with a destination in Hackney (2017/18-2019/20) by age group**



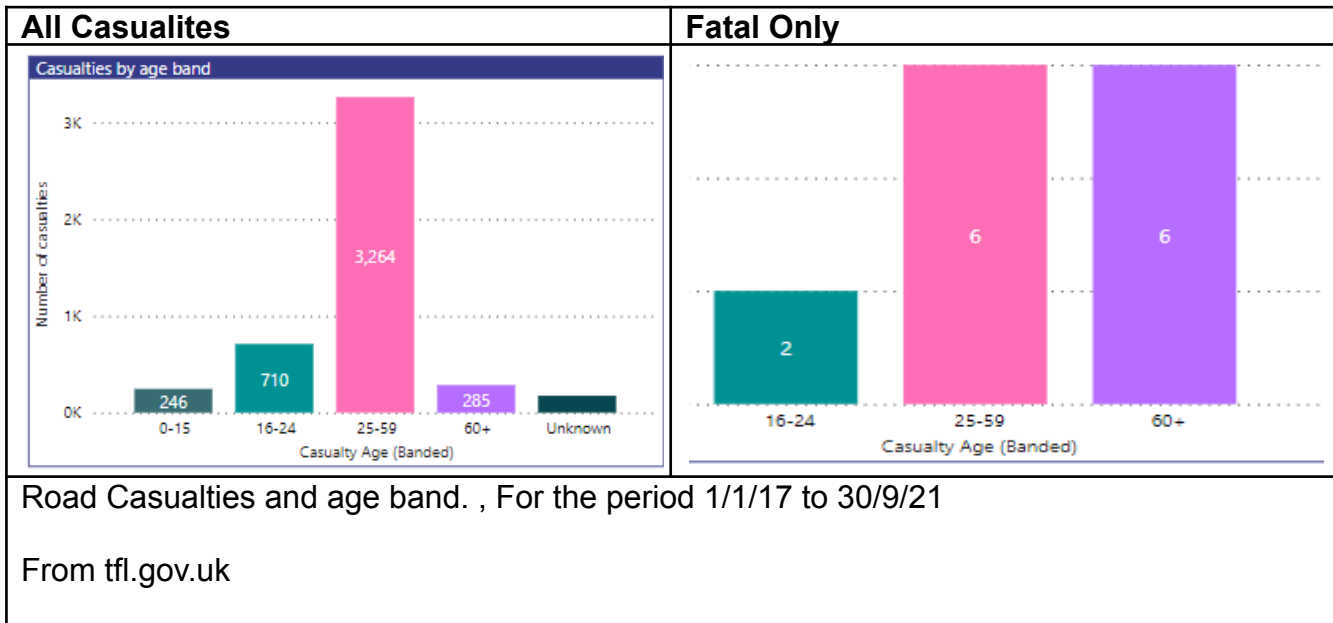
⁴ LTDS 2020

3.7.4 Those aged 65+ have a higher mode split of bus use compared to the average with about average walking and car use mode shares. There is very little cycling amongst this age group. Those aged 0 to 15 have much higher walking and bus use than the average and also slightly higher car use but lower cycling rates. Those aged 16 to 19 also have much higher usage of buses and walking than average and the lowest car use of any age group. Cycling is most popular among the working age adult population (10% of trips) but is lower in both younger and older age groups. Car use is relatively low amongst all age groups but is highest among the under 15s. see **Table 2**

<ul style="list-style-type: none"> Table 2 -Mode share of trips made by Londoners with a destination in Hackney (2017/18- 2019/20) by age group 					
Main mode	<ul style="list-style-type: none"> Age 				
	0-15	16-19	20-64	65+	Average
Walk	47%	44%	43%	44%	44%
Cycle	6%	10%	10%	10%	8%
Car	22%	22%	12%	12%	12%
Bus	35%	31%	18%	18%	21%
Underground/DLR	5%	6%	6%	6%	5%
National Rail/Overground	3%	8%	8%	8%	7%
Other	2%	3%	3%	3%	2%

•5

3.7.5 The differences in age groups in road casualty statistics can be seen in the diagram below. This shows that although older people make up a smaller proportion overall, there are over-represented in fatal accidents:



3.8 Protected Groups: Age - Impacts

- 3.8.1 The LTN may make certain private vehicle journeys more indirect, due to road closures, point closures and one-way restrictions. This may disproportionately affect those in the 0-15 age category who rely on cars more than other age groups with 15% of this age group's trips ending in Hackney being by car.
- 3.8.2 The potential impact on buses is important to monitor with respect to young and old age groups. Both 0-15s; 16-19s and over 65s are far more dependent on bus use than the 21% of trips registered among all residents. The highest dependency on bus use is among the over 65s 40% of whose trips are by bus, but the 0-15 and 16-19 age groups also show higher than average bus use with trips by this mode accounting for 27% and 35% of all the trips in these age groups respectively.
- 3.8.3 But even among the over 65s walking mode share exceeds bus use 43% versus 40% so the substantial potential benefits relating to an improvement in walking conditions and reduced conflicts with motorised vehicles should not be underestimated.
- 3.8.4 People of young and old age are more vulnerable to poor air quality. For young children negative air quality can lead to reduced lung development and for the elderly this can lead to a range of long-term health problems, therefore a reduction in emissions from private vehicle use and increases in active modes of travel is benefitting these age groups disproportionately through improved air quality.

3.9 Protected Group: Age - Mitigation

- 3.9.1 Older people are more likely to suffer from slight mobility impairments due to aging, which do not fall under the disability PCG. This can include slower movement and reaction time, and some may use mobility aids for walking. Additional space for walking is likely to be particularly beneficial for those who find it difficult to negotiate narrow and crowded footways. As such, improvements for pedestrians will disproportionately benefit this age group.
- 3.9.2 The 0-15 age group also stands to benefit substantially from the LTN with some 54% of this age group's trips being by either walking or cycling. Improvements for pedestrians will also benefit both older and younger people who use public transport, as they are likely to walk to/from the nearest public transport stop.

3.9.3 All schemes ensure that local ambulance, doctor's and Blue Badge Holder parking bays are not removed or changed. This is especially important for older people, who might need more frequent medical attention.

3.9.4 Bus services are of particular importance to older people and bus services. The speed of bus services is always carefully monitored, and changes implemented where necessary.

3.10 Protected Group: Religion or belief, and Race:

3.10.1 The 2011 Census estimates that about 45% of Hackney's population are Black, Asian and Minority Ethnic groups, with the largest group (around 23%) being Black or Black British. At ward level, BAME groups form approximately 52%, 60% and 56% of Hackney Wick, King's Park and Homerton respectively. (Note that the expression BAME is used in this report instead of more inclusive terms such as 'people with culturally and ethnically diverse communities' only when it is used in reference sources).

3.10.2 Around 71% of Hackney's residential population hold a United Kingdom (UK) passport and 11% hold non-European passports.⁵ 55% of the residential population in Hackney are of a 'White' ethnic group. The 'Asian/Asian British' ethnic group population in Hackney (10.5%) is low compared to Greater London (18.4%) but higher than that across England, at 7.8%.

3.10.3 Hackney's communities represent a diversity of religions and beliefs. Nearly 40% say that they are Christian, 28% say they have no religious belief, 14% say they are Muslim and 6% say they are Jewish. Research has shown that in inner London people with an ethnic minority background are minimally more likely to live on a main road or high street⁶. The report found the following proportions for people living on main roads or high streets versus residential streets see **Table 3**:

<ul style="list-style-type: none"> Table 3: Inner London spatial distribution of ethnic groups by main road/residential street 		
<ul style="list-style-type: none"> Ethnic background: 	<ul style="list-style-type: none"> Main road/high street 	<ul style="list-style-type: none"> Residential street

⁵ ONS July 2019 to June 2020 estimate. <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/internationalmigration/datasets/populationoftheunitedkingdombycountryofbirthandnationality>

⁶ LTNs for All?: Mapping the Extent of London's new Low Traffic Neighbourhoods

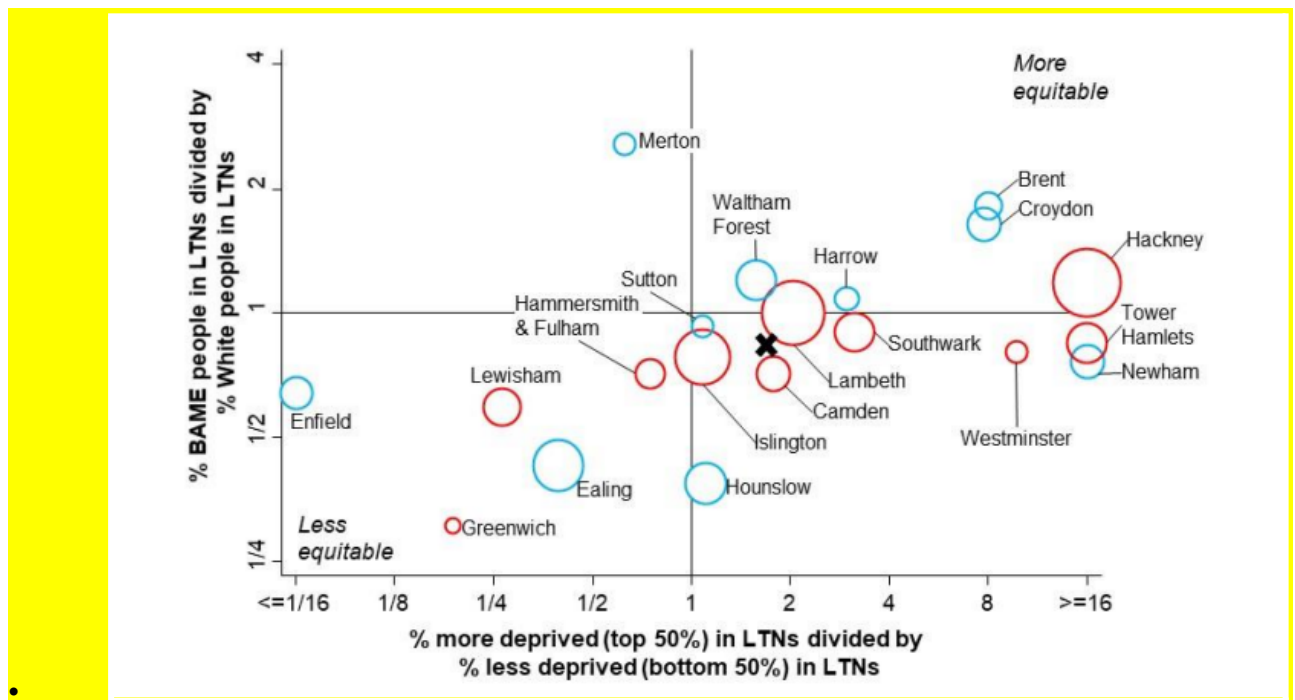
• White	• 8.1%	• 90.8%
• Black	• 8.4%	• 90.5%
• Asian	• 8.7%	• 90.1%
• Mixed, Other & Arab	• 10.5%	• 87.7%

3.10.4 Whilst these figures are comparable, it is important to consider these numbers in terms of social equity when implementing schemes that can potentially displace traffic from residential roads to main roads/high streets.

3.10.5 Note that data is not available at household level for these and other protected groups. As such there could be some statistical areas that include both the main road and those on quiet side streets up to 100m away. We are constantly looking for improved data sources and will continue to do this in association with TfL, other Boroughs and third-party agencies.

3.10.6 The argument that LTNs areas benefit primarily the affluent white population living on the residential roads inside LTNs leaving poorer populations on boundary roads and outside the traffic filtered areas has been systematically explored.⁷ The results of the study, shown in **Figure 4** below, show that a higher percentage of people from ethnic and culturally diverse communities live in LTNs compared to white people. The chart also shows that people in LTNs in Hackney are many times more likely to be in the more deprived half of the national population than in the more affluent half.

- **Figure 4: Relative differences (ratios) by ethnicity and area deprivation in which residents live inside LTNs by district.**



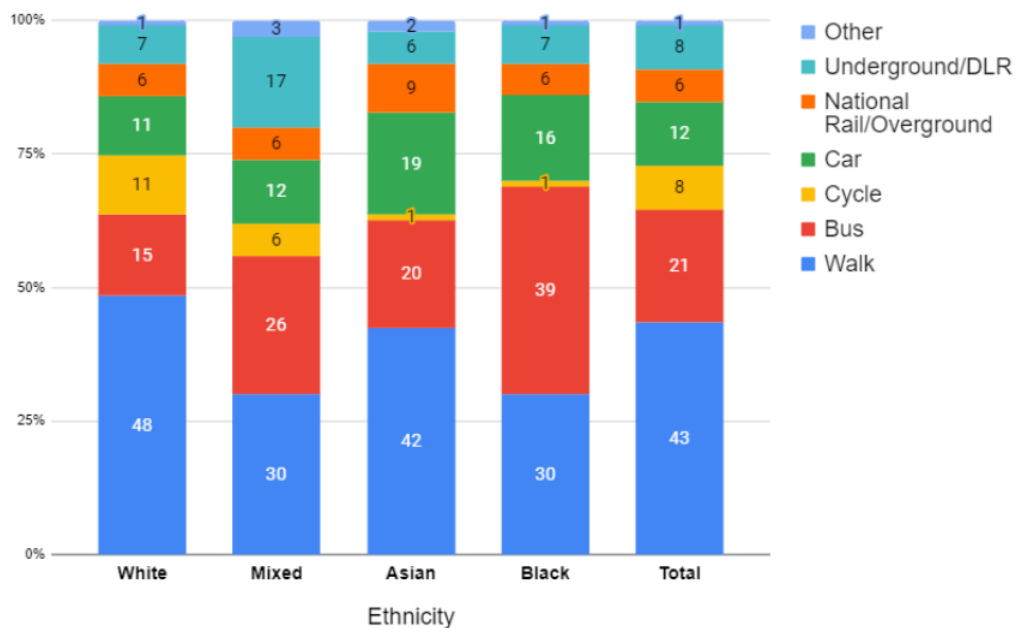
⁷ Aldred, Rachel et al, Equity in new active travel infrastructure: a spatial analysis of London's new Low Traffic Neighbourhoods <https://osf.io/preprints/socarxiv/q87fu/>

3.10.7 TfL data for Greater London, reported in TfL's 'Travel in London:

Understanding our diverse communities 2019' summary of research, shows that walking is the most commonly used type of transport by Black, Asian or Ethnic Minorities (BAME) Londoners (96% of BAME Londoners walk at least once a week, compared to 95% of white Londoners), followed by bus (65% BAME compared to 56% white). The data also indicates that both Mixed or Multiple Ethnic groups, and Other Ethnic Groups, are much more likely to walk (48% and 45%, respectively), whilst mixed and multiple ethnic groups are more likely to cycle (7%), and Asian or Asian British are more likely to drive (6%)⁸.

3.10.8 Hackney mode choice by ethnicity. An analysis for trips made for all purposes ending in Hackney shows the following modes shared by ethnic background. see Figure 5

Figure 5: Mode share of trips (%) made by Londoner with a destination in Hackney 2017/08-2019/20 by Ethnicity



3.10.9 Based on average travel modes in journeys ending in Hackney from the 2018-19 LTDS data, Black or Black British people are much likely to use buses as a mode of transport for a trip ending or beginning in Hackney with 39% of these trips being by bus compared to the 21% average for all groups. Mixed, Other and Arab ethnic Groups are more likely to use buses for transport - 26% of trips by these groups.

⁸ ONS 2011 Census, % of resident population

3.10.10 Asian people in Hackney have a slightly higher dependency on car trips with car consisting of 19% of trips made by this group compared to average for all ethnic groups of 12%. Black or Black British people are also slightly more car-dependent, recording that 16% of their trips were by car.

3.10.11 Mixed, Asian and Black people also all have a much lower level of cycling trips than people in the borough as a whole with only 1% of trips by Asian people, for example, being by bicycle compared to 8% for the borough as a whole and 11% by white people. Walking is also less prevalent as a means of transport for Mixed/Other/Arab, Asian and Black ethnic groups.

3.10.12 The lower use of walking as a means of transport is not as extreme as the lower cycling rates but still considerable, for instance only 30% of Mixed/Other/Arab and Black ethnic groups trips are by walking compared to 43% for the borough as a whole and 48% among white people. For all of the above statements, it should be noted that these percentages may not be precise due to low sample sizes.

3.10.13 It is important not to read too much into mode choice figures. There are multiple associated factors when choosing cycling, for example, which favours people living in housing with storage, irrespective of their background. It is also the case that a very low level of cycling amongst a group could be taken as meaning it is not relevant. But conversely because of the important health benefits of cycling this could also mean that that group has the greatest potential to increase their use.

3.11 Scheme Impacts specifically on the Group protected by Religion & belief and Race

3.11.1 It is the case that Low Traffic Neighbourhoods do make certain private motorised vehicle journeys more indirect, due to the introduction of permeable filters and point closures. This is part of the incentive to create the conditions for positive behavioural change. In the short term this may slightly disproportionately affect those in the ethnic groups that rely more on driving such as Asian and Black communities. However, this should be seen against an overall low level of car ownership in this area.

- 3.11.2 Research such as TfL's Analysis of Cycle Potential has shown that there is a greater potential for cycling for people with Culturally and Ethnically Diverse communities. Research has also shown that these groups are also disproportionately affected by Covid-19 and obesity. Therefore, a scheme improving the walking and cycling conditions in an area and enabling more social distancing in a town centre will be beneficial for people with Culturally and Ethnically Diverse communities.
- 3.11.3 But to realise this potential positive impact also requires insight into, and strong action to address, the barriers to walking and cycling experienced by some ethnic minorities. Hackney has been at the forefront of exploring these barriers through its sponsorship of developing best practice into targeted behaviour change programmes such as its sponsorship of the London Walking and Cycling Conference which in 2020 included themes such as "Walking and cycling whilst Black: barriers, policy and progress" and in 2021 is focussed on the theme of "walking and cycling towards a fair and inclusive city".
- 3.11.4 From direct consultation, via focus group for Young Black Men held as part of "Hackney a Place for Everyone" in 2015 that some people in culturally and ethnically diverse groups do experience elevated levels of insecurity. One saying: "I only feel safe in my car".

3.11.5 Mitigation for the Group protected by Religion & belief and Race

- 3.11.6 As people from ethnically and culturally diverse communities, especially in Hackney are relatively more reliant on bus services, it is important to check the impact of the scheme on bus services and mitigate any issues.
- 3.11.7 All of the proposed measures are likely to improve conditions for pedestrians, by reducing conflicts with motorised vehicles and in many cases potentially enabling more space to be allocated to pedestrians. This will disproportionately benefit all people from ethnically and culturally diverse communities, all of whom make more use of walking and cycling than of car trips.
- 3.11.8 Reducing the dominance of motor vehicles benefits all groups equally, regardless of religion. The proposals in this report do not discriminate against any religious group, as they apply equally to all groups. There is no disproportionate impact on the Muslim or Christian populations as residents or business owners, as schemes never prevent access to shops, places of faith or other cultural or religious institutions. Routes to access these facilities might change, depending on the origins of the journeys.

3.12 Protected Groups: Gender, gender reassignment, sexual orientation, and marriage and civil partnership:

3.12.1 The Scheme proposals apply equally to all groups, and thus they do not discriminate against any group, including gender and sexual orientation groups. That being said, it is important to identify any specific impacts on groups with these protected characteristics.

3.12.2 There is a great difficulty in obtaining reliable locally specific data on this group, and their use of transport has not yet been researched.

3.13 Protected Groups: Sex, gender reassignment, sexual orientation, and marriage and civil partnership: Impact

3.13.1 Women and people with a non-straight sexual orientation can more frequently be the subject of Anti-Social Behaviour (ASB) and crimes of a sexual nature. Under section 17 of the Crime and Disorder Act 1998, local authorities have to consider the impacts of its proposals on crime and crime prevention.

3.13.2 Reducing traffic on streets can cause divergent impacts on the number of 'eyes on the streets'. On the one hand, vehicle traffic is decreased whilst on the other hand, enhanced cycling and walking conditions can cause more people to cycle and walk in their local neighbourhood. Together with the Community Safety Team, the impact of all proposals are monitored in terms of crime, safety and the perception of safety. Other measures may be identified through the project to improve (the perception of) safety and reduce the potential for crime. This can include altering the proposed green infrastructure or enhanced lighting in the area

3.14 Protected Groups: Gender, gender reassignment, sexual orientation, and marriage and civil partnership: Mitigation

3.14.1 Research such as TfL's Analysis of Cycle Potential has also shown that there is a greater potential for cycling for women and research has shown that perception of cycle safety differs between women and men. Therefore, enhancing walking and cycling conditions by reducing traffic and improving road safety will be beneficial in particular for women and their cycle uptake. This will be supported by the Council's ongoing cycle training programme which will include targeted training sessions for various groups, including women.

- Recent events have raised the public awareness of street crime and violence against women, in particular. A recent study concludes, for instance that:

- *“The introduction of the Waltham Forest LTNs was associated with an overall reduction of street crime, particularly more serious crimes involving direct attacks against the person. This supports previous research (Newman 1996), and adds to evidence that LTNs can create safer, more liveable neighbourhoods.”*⁹

3.14.2 The Council will keep all LTNs and other highway schemes under review and will investigate and take appropriate action if other evidence becomes available.

3.15 People experiencing or at risk of poverty:

3.15.1 Although not a group as defined in the Equality Act, this group is included for consideration because it represents an important Council priority. For the purpose of this report, ‘poverty’ will be broadly defined as not having enough money to meet basic daily needs, or not benefitting from having what most of the UK population have. Approximately 70% of households in Hackney do not own a car, compared to 44% across the whole of London. This has been showcased in TfL’s Travel in London: Understanding our diverse communities (2019).

3.15.2 While car ownership is not solely dependent on income, there is a correlation between income and car ownership. London-wide, the highest earners are almost 3 times as likely to own one car or more than the lowest earners with 78% of households on £100k or more have one or more car vs 23% at £5k or less, 28% at incomes between £5-10k. Those with incomes of between £15k and £20k have car ownership levels of 44%.¹⁰

3.15.3 Furthermore, with 70% of residents not owning a car, a significant proportion of Hackney’s population (making up 87.4% of all trips by borough residents in 2020¹¹) relies on walking, cycling and public transport for travel and therefore benefits from this proposal regardless of income. At the latest count some 52.1% of trips were by walking or cycling.

⁹ The Impact of Introducing a Low Traffic Neighbourhood on Street Crime, in Waltham Forest, London. <https://findingspress.org/article/19414-the-impact-of-introducing-a-low-traffic-neighbourhood-on-street-crime-in-waltham-forest-london>

¹⁰ [Streetspace funding and guidance - Transport for London \(tfl.gov.uk\)](https://www.tfl.gov.uk/roadworks/streetspace-funding-and-guidance) Appendix 7 - Case-making data for boroughs accessed 1/11/21).

¹¹ LTDS 2019/20

3.15.4 Bus use (22.6% of trips) is also very significant. This, once again, highlights the importance of the bus journey time monitoring. Given that lockdown restrictions have been removed, it is important that we support the 70% of Hackney Households that do not own a car to walk and cycle instead. 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, BAME groups, the elderly, and children.

3.16 Exemptions for Blue Badge and Hackney Resident Companion e-badge holders

3.16.1 As part of the LTN experiments across the borough, the Council received feedback from people with disabilities regarding the impacts of those schemes on them. The Council subsequently approved a Delegated Powers Report titled "Exemptions to Traffic Filters on the Borough's Classified Road Network for Hackney Resident Companion e-badge Holders". Following that decision, residents with Companion e-badges were able to access through the traffic filters on specific restrictions on classified roads across the borough as set out in the web page Blue Badge holders .

3.16.2 While there are no Bus Gate closures in every LTN scheme, the exemptions to Blue Badge holders on classified road restrictions recognises the fact that Blue Badge holders could be impacted by filters outside the immediate vicinity of where they live.

3.16.3 It has not been possible to exempt all taxis in London from the restrictions without adversely affecting the effectiveness of the scheme. It is recognised that many people with disabilities may use taxis. The Council has undertaken to continue to work with other organisations to try and resolve the issue of how to exempt people with disabilities from traffic filters when using taxis.

3.17 Promotion and Monitoring

3.17.1 The Equality Act specifically mentions that we should "encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low." adding that we should "tackle prejudice... and promote understanding".

3.17.2 This supports the cause of promoting active and shared travel. The private car is by design a means of avoiding mixing with other people. It follows that anything to promote bus use, and to foster the engagement that can arise when walking or cycling will be a good thing.

3.17.3 The eighteen month trial period for the experimental traffic order has been used to monitor changes in traffic patterns but also in public responses. Particular attention has been paid to any comments on the commonplace platform that mention difficulties faced by protected groups. Even after the trial period has finished, we will continue to monitor and to collect more data and feedback on how best to improve both this scheme and future projects.

4 Summary

4.1.1 The broad purpose of the equality duty is to integrate consideration of equality and good relations into the day-to-day business of public authorities.

4.1.2 This Appendix is not the complete EqIA but should be read in conjunction with the site-specific details contained in the main body of the report. It is, however, a demonstration of the lengths gone to in order to establish the background knowledge essential for the understanding of the specific issues faced by protected groups.

4.1.3 Hackney Council has carefully considered how the function of implementing LTNs can affect different groups in different ways. This will contribute to lower inequality and improved outcomes.

4.1.4 The general equality duty requires equality considerations to be reflected into the design of policies and the delivery of services, including internal policies. This has been done.

4.1.5 The duty requires these issues to be kept under review which they will be.

4.1.6 Finally, the duty requires organisations to consider how they could positively contribute to the advancement of equality and good relations. The promotion of healthy, active and shared transport represents an important way in which communities can be brought together.

4.1.7 It is not assumed that all impacts on every individual will be positive. There will be some people - within protected groups and without, who will be adversely affected for some specific journeys. These negative impacts are acknowledged, they are understood, and have been quantified as far as is practicable. The LTN scheme proposals are considered to provide, on balance, the best possible benefit to the majority of all residents and all protected groups.

4.1.8 This document is not intended to be a static one. The changes in impacts and in the composition of the people affected will be kept under review and this EqIA should be considered to be a 'rolling' assessment.

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