

# Overview & Scrutiny

## Skills, Economy and Growth Scrutiny Commission

All Members of the Skills, Economy and Growth Scrutiny Commission are requested to attend the meeting of the Commission to be held as follows:

**Wednesday 15 December 2021**

**7.00 pm**

**Room 102, Hackney Town Hall, Mare Street, London E8 1EA**

The press and public are welcome to join this meeting remotely via this link:

If you wish to attend please give notice and note the guidance below.

**Mark Carroll**

**Chief Executive, London Borough of Hackney**

Contact:

Timothy Upton

☎ 020 8356 3312

✉ [tracey.anderson@hackney.gov.uk](mailto:tracey.anderson@hackney.gov.uk)

**Members:** Cllr Polly Billington, Cllr Clare Potter, Cllr Steve Race, Cllr Gilbert Smyth, Cllr Anna Lynch, Cllr Jon Narcross, Cllr Fliss Premru, Cllr Claudia Turbet-Delof and Cllr Jessica Webb

## Agenda

**ALL MEETINGS ARE OPEN TO THE PUBLIC**

- |          |                |                 |
|----------|----------------|-----------------|
| <b>1</b> | <b>Agenda</b>  | (Pages 7 - 42)  |
| <b>2</b> | <b>Minutes</b> | (Pages 43 - 56) |

**Access and Information**

**Public Involvement and Recording**

## **Public Attendance at the Town Hall for Meetings**

Scrutiny meetings are held in public, rather than being public meetings. This means that whilst residents and press are welcome to attend, they can only ask questions at the discretion of the Chair. For further information relating to public access to information, please see Part 4 of the council's constitution, available at <https://hackney.gov.uk/council-business> or by contacting Governance Services (020 8356 3503)

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**

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

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

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

The Council will endeavour to provide reasonable space and seating to view, hear and record the meeting. If those intending to record a meeting require any other reasonable facilities, notice should be given to the Monitoring

Officer in advance of the meeting and will only be provided if practicable to do so.

The Chair shall have discretion to regulate the behaviour of all those present recording a meeting in the interests of the efficient conduct of the meeting. Anyone acting in a disruptive manner may be required by the Chair to cease recording or may be excluded from the meeting.

Disruptive behaviour may include moving from any designated recording area; causing excessive noise; intrusive lighting; interrupting the meeting; or filming members of the public who have asked not to be filmed.

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

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

Providing oral commentary during a meeting is not permitted.

## Advice to Members on Declaring Interests

### Advice to Members on Declaring Interests

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

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

- Director of Legal, Democratic and Electoral Services
- the Legal Adviser to the Committee; or
- Governance Services.

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

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

- i. relates to an interest that you have already registered in Parts A and C of the Register of Pecuniary Interests of you or your spouse/civil partner, or anyone living with you as if they were your spouse/civil partner;
- ii. relates to an interest that should be registered in Parts A and C of the Register of Pecuniary Interests of your spouse/civil partner, or anyone living with you as if they were your spouse/civil partner, but you have not yet done so; or
- iii. affects your well-being or financial position or that of your spouse/civil partner, or anyone living with you as if they were your spouse/civil partner.

#### **If you have a disclosable pecuniary interest in an item on the agenda you must:**

- i. Declare the existence and nature of the interest (in relation to the relevant agenda item) as soon as it becomes apparent to you (subject to the rules regarding sensitive interests).
- ii. You must leave the meeting when the item in which you have an interest is being discussed. You cannot stay in the meeting whilst discussion of the item takes place, and you cannot vote on the matter. In addition, you must not seek to improperly influence the decision.
- iii. If you have, however, obtained dispensation from the Monitoring Officer or Standards Committee you may remain in the meeting and participate in the meeting. If dispensation has been granted it will stipulate the extent of your

involvement, such as whether you can only be present to make representations, provide evidence or whether you are able to fully participate and vote on the matter in which you have a pecuniary interest.

**Do you have any other non-pecuniary interest on any matter on the agenda which is being considered at the meeting?**

You will have 'other non-pecuniary interest' in a matter if:

- i. It relates to an external body that you have been appointed to as a Member or in another capacity; or
- ii. It relates to an organisation or individual which you have actively engaged in supporting.

**If you have other non-pecuniary interest in an item on the agenda you must:**

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

**Further Information**

Advice can be obtained from Dawn Carter-McDonald, Director of Legal, Democratic and Electoral Services via email [dawn.carter-mcdonald@hackney.gov.uk](mailto:dawn.carter-mcdonald@hackney.gov.uk)

## Getting to the Town Hall

For a map of how to find the Town Hall, please visit the council's website <http://www.hackney.gov.uk/contact-us.htm> or contact the Overview and Scrutiny Officer using the details provided on the front cover of this agenda.

## Accessibility

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

Induction loop facilities are available in the Assembly Halls and the Council Chamber. Access for people with mobility difficulties can be obtained through the ramp on the side to the main Town Hall entrance.

## Further Information about the Commission

If you would like any more information about the Scrutiny Commission, including the membership details, meeting dates and previous reviews, please visit the website or use this QR Code (accessible via phone or tablet 'app')  
[Skills, Economy and Growth Scrutiny Commission](#)



## Overview & Scrutiny

### Skills Economy and Growth Scrutiny Commission

All Members of the Skills, Economy and Growth Commission are requested to attend the meeting of the Commission to be held as follows.

**Wednesday, 15<sup>th</sup> December 2021 at 7.00 pm**

**Hackney Town Hall, Mare St, E8 1EA**

**The press and public are welcome to join this meeting remotely via this link:**

<https://youtu.be/H44OImEzACA>

If you wish to attend otherwise, you will need to give notice and to note the guidance below.

*Contact: Timothy Upton, Overview & Scrutiny Officer*

☎ 0783 537 8527/ 0203 356 1872

✉ [Timothy.Upton@Hackney.gov.uk](mailto:Timothy.Upton@Hackney.gov.uk)

**Mark Carroll**

**Chief Executive, London Borough of Hackney**

**MEMBERS:** Cllr Polly Billington  
Cllr Clare Potter  
Cllr Richard Lufkin  
Cllr Sam Pallis  
Cllr Steve Race  
Cllr Nick Sharman  
Cllr Gilbert Smyth  
Cllr Patrick Spence  
Cllr Vincent Stops

**VACANT:** 1 Opposition

### Agenda

**ALL MEETINGS ARE OPEN TO THE PUBLIC**

- 1 Apologies for absence**
- 2 Urgent Items/ Order of Business**

- 3        Declarations of Interest**
  
- 4        Work Programme for the Commission for 2021/22**
  
- 5        Transport for a Cleaner Greener Hackney**
  
- 6        Any Other Business**



### Public Involvement and Recording

#### Guidance on public attendance during Covid-19 pandemic

Scrutiny meetings are held in public, rather than being public meetings. This means that whilst residents and press are welcome to attend, they can only ask questions at the discretion of the Chair. For further information relating to public access to information, please see Part 4 of the council's constitution, available at <https://hackney.gov.uk/council-business> or by contacting Governance Services (020 8356 3503)

**The Town Hall is not presently open to the general public, and there is limited capacity within the meeting rooms.** However, the High Court has ruled that where meetings are required to be 'open to the public' or 'held in public' then members of the public are entitled to have access by way of physical attendance at the meeting. The Council will need to ensure that access by the public 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.

Those members of the public who wish to observe a meeting are still encouraged to make use of the live-stream facility in the first instance. You can find the link on the agenda front sheet.

Members of the public who would ordinarily attend a meeting to ask a question, make a deputation or present a petition will be able to attend if they wish. They may also let the relevant committee support officer know that they would like the Chair of the meeting to ask the question, make the deputation or present the petition on their behalf (in line with current Constitutional arrangements).

In the case of the Planning Sub-Committee, those wishing to make representations at the meeting should attend in person where possible.

**Regardless of why a member of the public wishes to attend a meeting, they will need to advise the relevant committee support officer of their intention in advance of the meeting date.** You can find contact details for the committee support officer on the agenda front page. This is to support track and trace. The committee support officer will be able to confirm whether the proposed attendance can be accommodated with the room capacities that exist to ensure that the meeting is covid-secure.

**As there will be a maximum capacity in each meeting room, priority will be given to those who are attending to participate in a meeting rather than observe.**

**Members of the public who are attending a meeting for a specific purpose, rather than general observation, are encouraged to leave the meeting at the end of the item for which they are present. This is particularly important in the case of the**

**Planning Sub-Committee, as it may have a number of items on the agenda involving public representation.**

### **Before attending the meeting**

The public, staff and councillors are asked to review the information below as this is important in minimising the risk for everyone.

**If you are experiencing covid symptoms, you should follow government guidance. Under no circumstances should you attend a meeting if you are experiencing covid symptoms.**

Anyone experiencing symptoms of Coronavirus is eligible to book a swab test to find out if they have the virus. You can register for a test after checking your symptoms [through the NHS website](#). If you do not have access to the internet, or have difficulty with the digital portals, you are able to call the 119 service to book a test.

If you're an essential worker and you are experiencing Coronavirus symptoms, you can apply for priority testing through GOV.UK by following the [guidance for essential workers](#). You can also get tested through this route if you have symptoms of coronavirus and live with an essential worker.

Availability of home testing in the case of people with symptoms is limited, so please use testing centres where you can.

**Even if you are not experiencing covid symptoms, you are requested to take an asymptomatic test (lateral flow test) in the 24 hours before attending the meeting.**

You can do so by visiting any lateral flow test centre; details of the rapid testing sites in Hackney can be found [here](#). Alternatively, you can obtain home testing kits from pharmacies or order them [here](#).

You must not attend a lateral flow test site if you have Coronavirus symptoms; rather you must book a test appointment at your nearest walk-through or drive-through centre.

Lateral flow tests take around 30 minutes to deliver a result, so please factor the time it will take to administer the test and then wait for the result when deciding when to take the test.

If your lateral flow test returns a positive result then you must follow Government guidance; self-isolate and make arrangements for a PCR test. Under no circumstances should you attend the meeting.

### **Attending the Town Hall for meetings**

To make our buildings Covid-safe, it is very important that you observe the rules and guidance on social distancing, one-way systems, hand washing, and the wearing of masks (unless you are exempt from doing so). You must follow all the signage and measures that have been put in place. They are there to keep you and others safe.

To minimise risk, we ask that Councillors arrive fifteen minutes before the meeting starts and leave the meeting room immediately after the meeting has concluded. The public will be invited into the room five minutes before the meeting starts.

Members of the public will be permitted to enter the building via the front entrance of the Town Hall no earlier than ten minutes before the meeting is scheduled to start. They will be required to sign in and have their temperature checked as they enter the building. Security will direct them to the Chamber or Committee Room as appropriate.

Seats will be allocated, and people must remain in the seat that has been allocated to them. Refreshments will not be provided, so it is recommended that you bring a bottle of water with you.

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<p><b>Skills Economy &amp; Growth</b></p> <p>15<sup>th</sup> December 2021</p> <p><b>Item 4 - Skills Economy &amp; Growth Work Programme 2021/22</b></p>	<p>Item No</p> <p><b>4</b></p>
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## **OUTLINE**

Attached is the work programme for the Skills Economy & Growth commission for 2021-22. Please note that this is a working document and regularly updated.

## **ACTION**

The commission members are asked for any comments, amendments or suggestions for the work programme.

**Skills Economy and Growth SC - Rolling Work Programme for 2021-22 as of 7<sup>th</sup> December 2021**

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Dates	Proposed Item	Description, Comment and Purpose of item	Contributors
<p><b>18th October 2021</b>  <i>Agenda Dispatch:</i> 8th October  <i>Papers Deadline:</i> 1st October</p>	<p style="text-align: center;">Community Involvement in Planning &amp; Area Regeneration</p>	<p>The commission would like to learn more about and discuss tools and leavers that the council has to influence community engagement with economic &amp; area regeneration.</p> <p>1. Slide Deck on 'Community involvement in planning and area regeneration'.                      Suzanne Johnson &amp; Natalie Broughton/ Kate Glasgow</p> <p>2. Presentation from Alex of Hackney Wick. Methods the HWDCT use to engage residents, what the measures of success are, and any insight into what the future holds for this process (i.e., what has been learned through all the various engagements with residents.).</p>	<p>Suzanne Johnson, Head of Area Regeneration, London Borough of Hackney.</p> <p>Natalie Broughton, Head of Planning, London Borough of Hackney.</p> <p>Katie Glasgow, Deputy Manager, Planning &amp; Regulatory Services, London Borough of Hackney.</p> <p>Alex Russell, Executive Chair, Hackney Wick Development Trust.</p>
<p><b>22nd November 2021</b>  <i>Agenda Dispatch:</i> 12th November  <i>Papers Deadline:</i> 5th November</p>	<p style="text-align: center;">Skills Enquiry</p>	<p>The commission wants to discover what the council knows about the need to shift to new skills that are related to net zero, the demand for net zero skills, the creation of net zero jobs, and what the responsibility of the council is on that. The commission is particularly interested in the construction, transport &amp; energy sectors.</p> <p>Opportunities and risks for our working population as we shift to net zero, what is the role of the council and other players (FE colleges, private sector) in being able to support people to be able to shift. E.g., What happens to mechanics working on combustion engines in the railway arches when the sector is moving toward EV's.</p>	<p>Cllr Carole Williams, Cabinet Member for Employment, Skills and Human Resources</p> <p>Andrew Munk, Head of Employment, Skills &amp; Adult Learning, London Borough of Hackney</p> <p>Department of Work and</p>

		(Andrew Munk)  Emerging green jobs, the skills demand, how residents will fit in, and what the shortfall of skilled labour to emerging green roles is like.	Pensions  New City College
	Energy Strategy	The commission is to hear from the Head of Procurement & Head of Energy and Carbon Management to present on the scope of Hackney's work on energy when it comes to its potential for supporting economic growth, impact on the local economy, the development of a local supply chain and local businesses. Hackney's net-zero energy strategy and decarbonisation commitments to existing building stock and any new regeneration, in terms of building material, as well as solar energy. Update on work being undertaken on energy when it comes to its potential for supporting economic growth, impact on the local economy, the development of a local supply chain and local businesses.	Rotimi Ajilore, Head of Procurement, London Borough of Hackney  Mary Aladegbola, Head of Energy and Carbon Management, London Borough of Hackney
<b>15th December 2021</b> <i>Agenda Dispatch: 8th December Papers</i> <i>Deadline: 1st December</i>	Transport for a Cleaner, Greener Hackney	The coronavirus pandemic has had a significant impact on traffic levels in the borough. A car-dominated environment to minimise the potential for coronavirus transmission has the potential to vastly increase the number of motor vehicles on our roads, exacerbating air pollution in a borough that already has sixth highest mortality rate out of 418 UK local authorities. The Secretary of State for Transport and the Department for Transport have been clear that local authorities are expected to undertake emergency structural measures to encourage active travel and discourage non-essential motorvehicle use. As the borough rebuilds and moves toward achieving its net-zero targets, ensuring that clean, green transport policy is in place, and in a way that is attractive and accessible to residents, will be crucial. The commission will hear from the lead officers & cabinet member on Hackney's progress toward this goal, note their presentation, and pose questions about the future of policy in this area.	Cllr Mete Coban, Cabinet Member for Energy, Waste, Transport and Public Realm  Andy Cunningham, Head of Streetscene, London Borough of Hackney  Aled Richards, Strategic Director Sustainability and Public Realm, London Borough of Hackney
<b>24th January 2022</b> <i>Agenda Dispatch: 14th January Papers</i> <i>Deadline: 7th January</i>	Cabinet Question Time		Cllr Nicholson, Deputy Mayor for Housing Supply, Planning, Culture and Inclusive Economy
	Night-time Economy		

<b>7th February 2022</b> <i>Agenda Dispatch:</i> <b>28th January Papers Deadline: 21st January</b>	Decarbonising Hackney's Economy		
	Supporting SMEs to Decarbonise		
<b>9th March 2022</b> <i>Agenda Dispatch:</i> <b>2nd March Papers Deadline: 23rd February</b>	Economic Stocktake (incl. Highstreets)		Cllr Nicholson, Deputy Mayor for Housing Supply, Planning, Culture and Inclusive Economy
	Health of Microbusinesses		Suzanne Johnson, Head of Area Regeneration, London Borough of Hackney.
	Voluntary Sector		Cllr Carole Williams, Cabinet Member for Employment, Skills and Human Resources



<b>Skills Economy &amp; Growth</b>  15 <sup>th</sup> December 2021  <b>Item 5 – Transport for a Cleaner Greener Hackney</b>	Item No  <b>5</b>
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## OUTLINE

The coronavirus pandemic has had a significant impact on traffic levels in the borough. A car-dominated environment to minimise the potential for coronavirus transmission has the potential to vastly increase the number of motor vehicles on our roads, exacerbating air pollution in a borough that already has sixth highest mortality rate out of 418 UK local authorities.

The Secretary of State for Transport and the Department for Transport have been clear that local authorities are expected to undertake emergency structural measures to encourage active travel and discourage non-essential motor-vehicle use.

As the borough rebuilds and moves toward achieving its net-zero targets, ensuring that clean, green transport policy is in place, and in a way that is attractive and accessible to residents, will be crucial.

The commission will hear from the lead officers & cabinet member on Hackney's progress toward this goal, note their presentation, and pose questions about the future of policy in this area.

## Invited Speakers

- Andy Cunningham, Head of Streetscene
- Aled Richards, Strategic Director Sustainability and Public Realm
- Cllr Mete Coban, Cabinet Member for Energy, Waste, Transport and Public Realm
- Tyler Linton, Sustainable Transport and Engagement Manager Streetscene



HACKNEY TOWN HALL

# REBUILDING A GREEN R HACKNEY

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70%

Do not  
own a car

40%

Through trips  
that do not  
stop here

30%

Cycle at  
least once  
per month

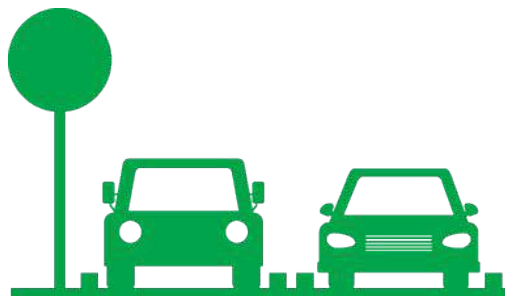
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### **Equalities: Important Considerations**

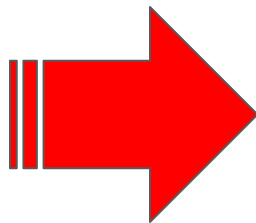
- most people do not own a car
- Walking and Public Transport are available to almost everyone
- Cycling is a valuable mode, but use by other than young men needs monitoring

# Fundamental Choice in the Allocation of Street Space

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**Streets  
for Cars**

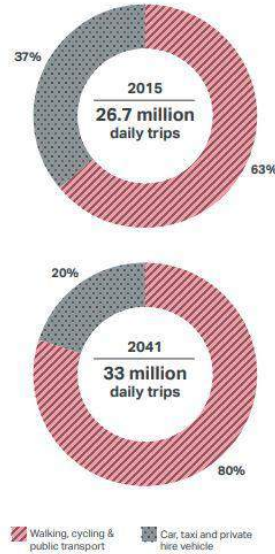


**Streets for  
People**

# Main Themes of the Mayor of London's Transport Strategy



FIGURE 2: MODE SHARE 2015, AND 2041 (EXPECTED)



**T2 To at least maintain the overall walking mode share at 40% of all journeys made by Hackney residents 7 days a week in 2025 (W1)**

**T3: To increase the mode share for Hackney children walking to school to 70% by 2025 (W2)**

**T4: To increase the proportion of Hackney residents walking to work to 15% by 2025 (W3)**

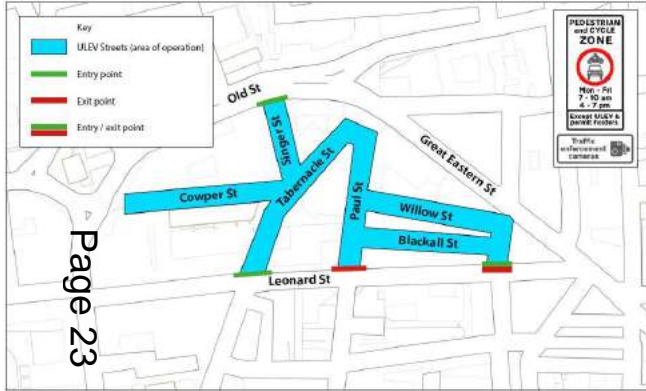
16

**T5 To increase the proportion of Hackney residents cycling to work to 25% by 2025 (C2)**

**T6 Achieve 5% of Hackney primary school children cycling to school by 2025 (C4)**

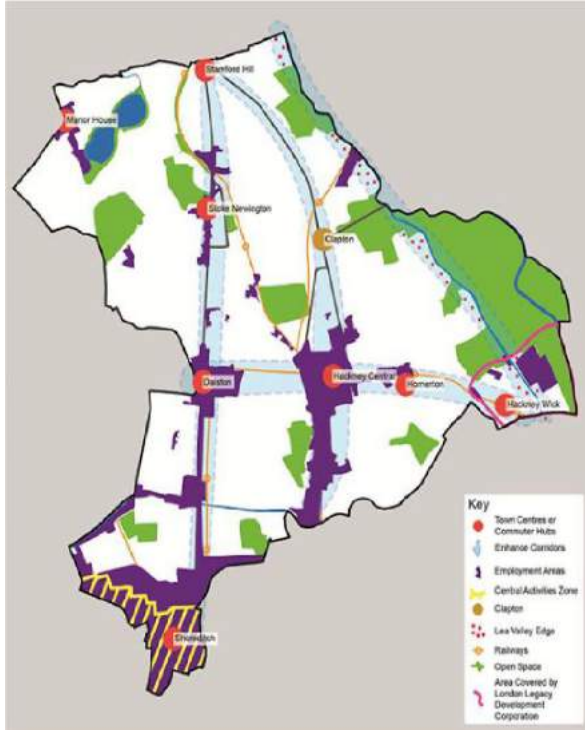
**T7 Achieve 15% cycling mode share for all journeys made by Hackney residents 7 days a week in 2025 (C1)**

# Outcome 3 – More Efficient use of Streets with less traffic



# Outcome 9 – Transport investment will unlock the delivery of new homes and jobs

Page 24





Investment in walking and cycling helps encourage more Londoners to travel in a greener and healthier way. It also brings significant benefits for the economy:

**Boosting the high street and local town centres:** walking and cycling improvements can increase retail spend by up to 30%.

**Reducing absences and increasing productivity:** People who are physically active take 27% fewer sick days each year than their colleagues.

**Attracting employees and businesses:** Businesses see walking and cycling as key to attracting and retaining the staff the need to thrive

**Keeping the city moving for business:** New cycle lanes in London have helped some streets carry up to 5% more people at the busiest times.

**Wider Economic Benefits:** Investing in walking and cycling can prevent billions of pounds worth of health and environmental damage.

**Helping everyone share the benefits:** Active travel is accessible and inclusive. Making it easier to walk and cycle means that more Londoners can enjoy the benefits

## Businesses may overestimate their customers' car use

**Businesses** on Lea Bridge Road think their customers travel to the area:

However, visitors said they travelled:



Source: London Borough of Waltham Forest

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

Small-scale improvements to the pedestrian environment also offer evidence of increased spending. In June 2017, a temporary 'parklet' in Shoreditch, East London – which turned a space normally occupied by two cars into seating for 14 people and 8 cycle parking spaces – increased the adjacent shops takings by 20% (Hackney Council, 2017).

**HOST A POP-UP PARKLET**  
 Page 27  
 in Shoreditch

Bring a boring grey parking bay to life by turning it into a beautiful community space.

On Friday 22 September a number of parking spaces will be transformed into temporary pop-up parklets as part of Hackney's World Car Free Day celebrations.

If you have a great idea about how to transform a parking bay, this is your chance to get involved!

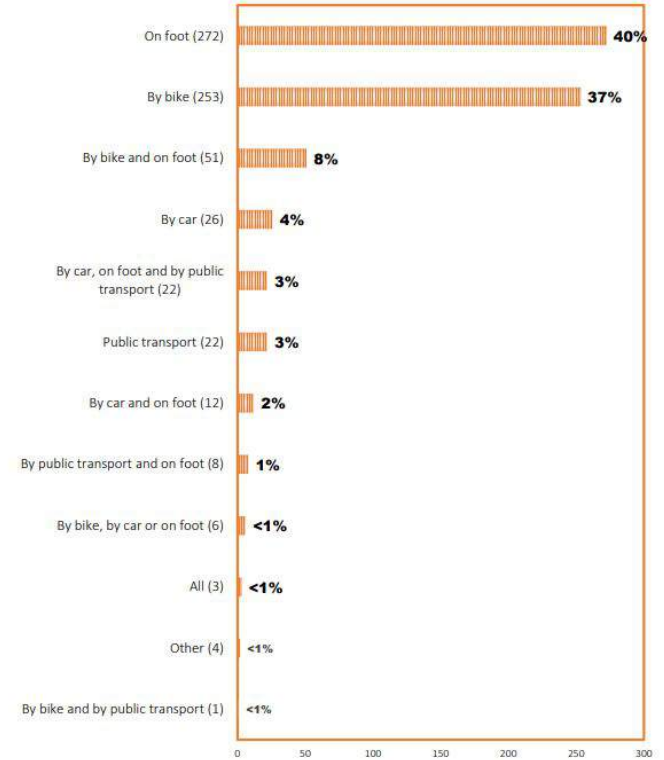
Application deadline  
 4 September

[www.hackney.gov.uk/parklets](http://www.hackney.gov.uk/parklets)



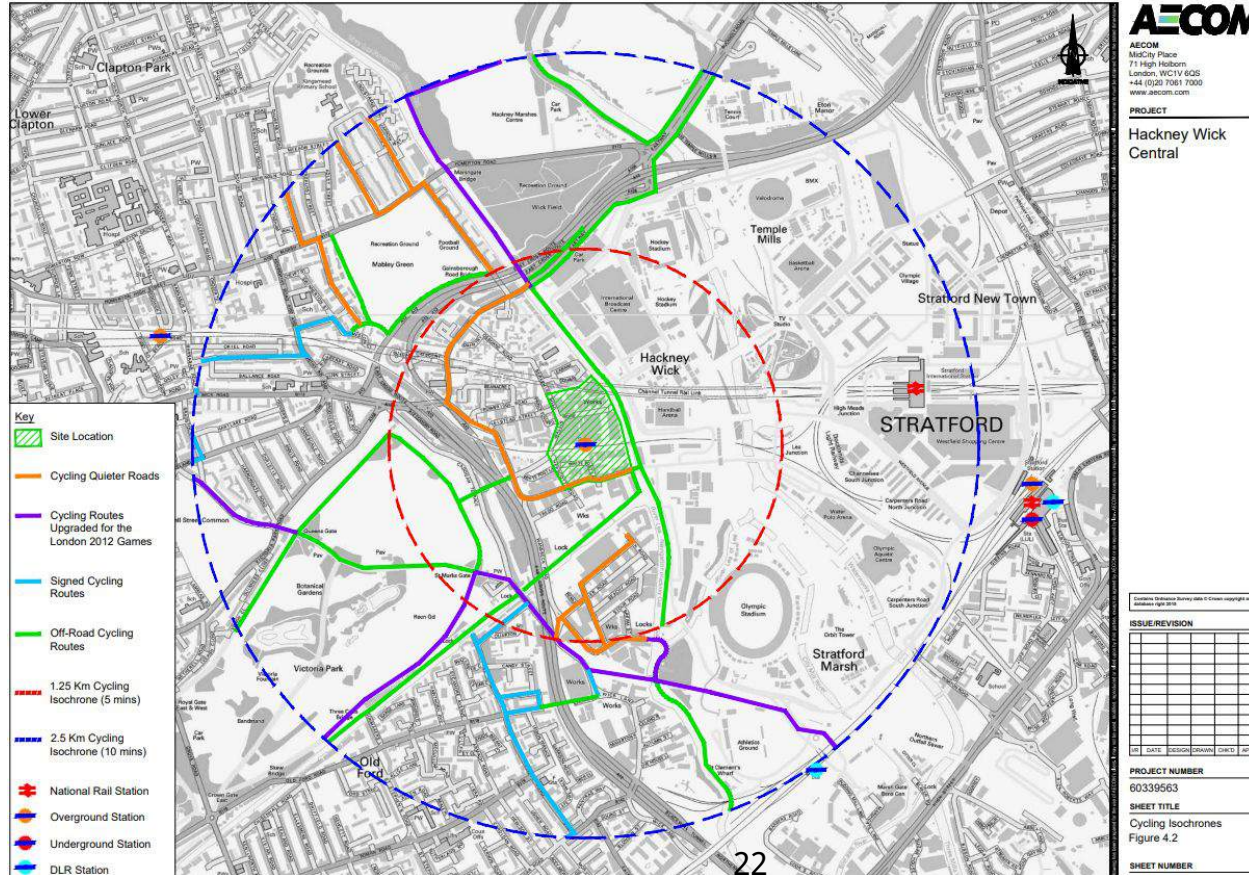
## The Pedestrian Pound, Living Streets, 2018

### I TRAVEL TO BROADWAY MARKET



# Developers recognise the importance of the cycling catchment area to provide access to customers and jobs

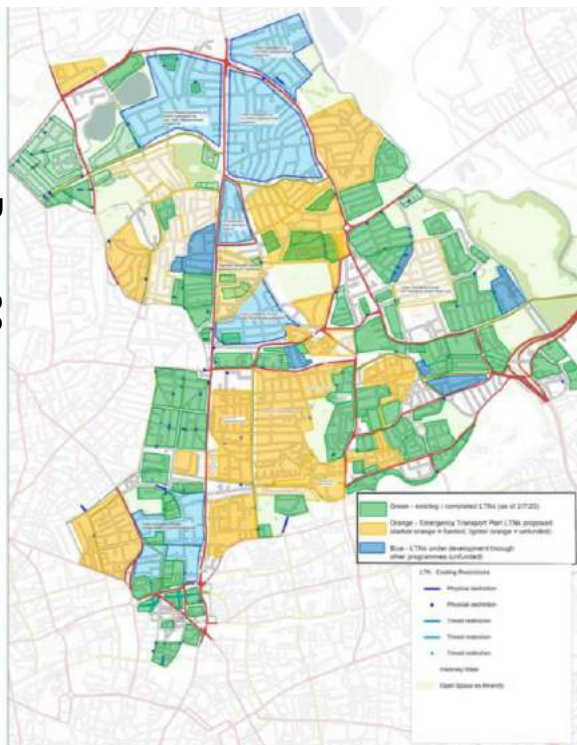
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# A boroughwide network of Low Traffic Neighbourhoods

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- London Fields LTN
- Hoxton West LTN
- Hackney Downs LTN
- Upper Clapton LTN
- King Edwards Road LTN
- Mead Place LTN



Page 31



- Planters
- Bollards
- Experimental Traffic Orders

# Consulting throughout the experiment

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## Hackney Downs Low Traffic Neighbourhood



2871 comments

We introduced traffic filters in Brooke Road, Reighton Road, Narford Road, Maury Road, Benthall Road, Downs Road, and Powell Road/Kenninghall Road.

[View details & comment](#)

## Hoxton West Low Traffic Neighbourhood



1410 comments

Give your views on measures to create a low traffic neighbourhood in Hoxton West, with road closures/traffic filters on Shepherdess Walk, Nile Street and Ebenezer Street.

[View details & comment](#)

## London Fields Low Traffic Neighbourhood



5159 comments

Give your views on our road closures/traffic filters in London Fields.

[View details & comment](#)

## Laburnum Street



## Hertford Rd



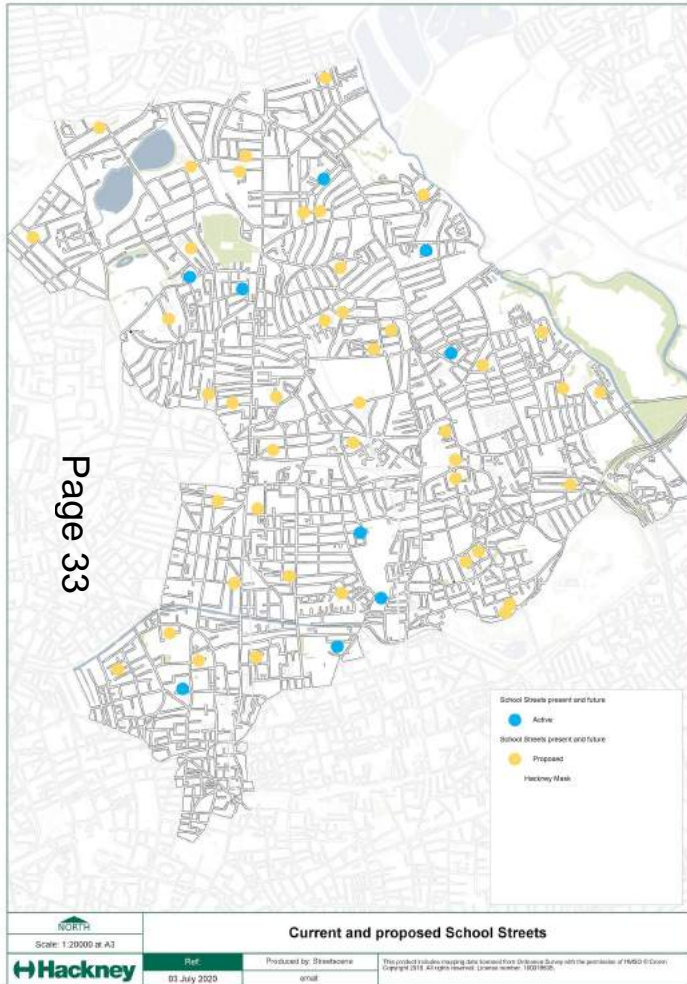
## Hackney Central - Marcon Place/Wayland Avenue





# School Streets

- Largest Programme of School Streets in the Country with 37 School Streets currently in operation
  - 9 School Street prior to Lockdown
  - 28 new School Streets implemented in Sept 2020
  - 11 more due by end of 2020/21 academic year
- Nearly all Primary Schools covered
  - Collectively, the new School Streets will help over 14,000 children walk and cycle to school.



# School Streets



## Funding

- £350k of Streetspace funding
- £100k of Council capital



# Ambitious Programme of Electric Vehicle Charge Points

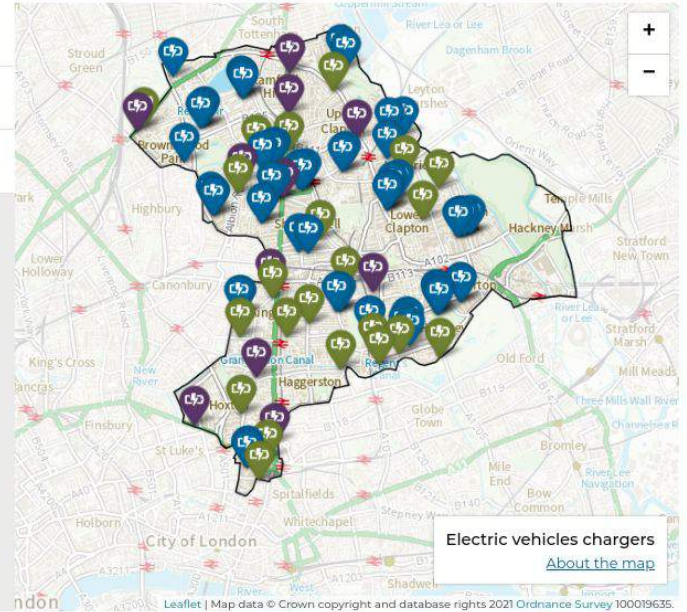
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Hide list of categories

-  Free standing Fast  
22 items shown
-  Free standing Rapid  
11 items shown
-  Lamp columns  
64 items shown

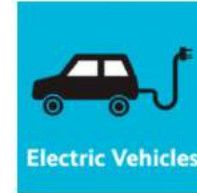
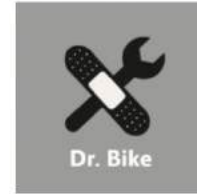
Clear map



# Zero Emissions Network

- Free to join network of over 2000 businesses and residents
- Reducing emissions from transport and building use
- Tackling pollution from fuel burning stoves and businesses using charcoal
- Funded by Mayor of London and DEFRA

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## Ready to cargo, any time.

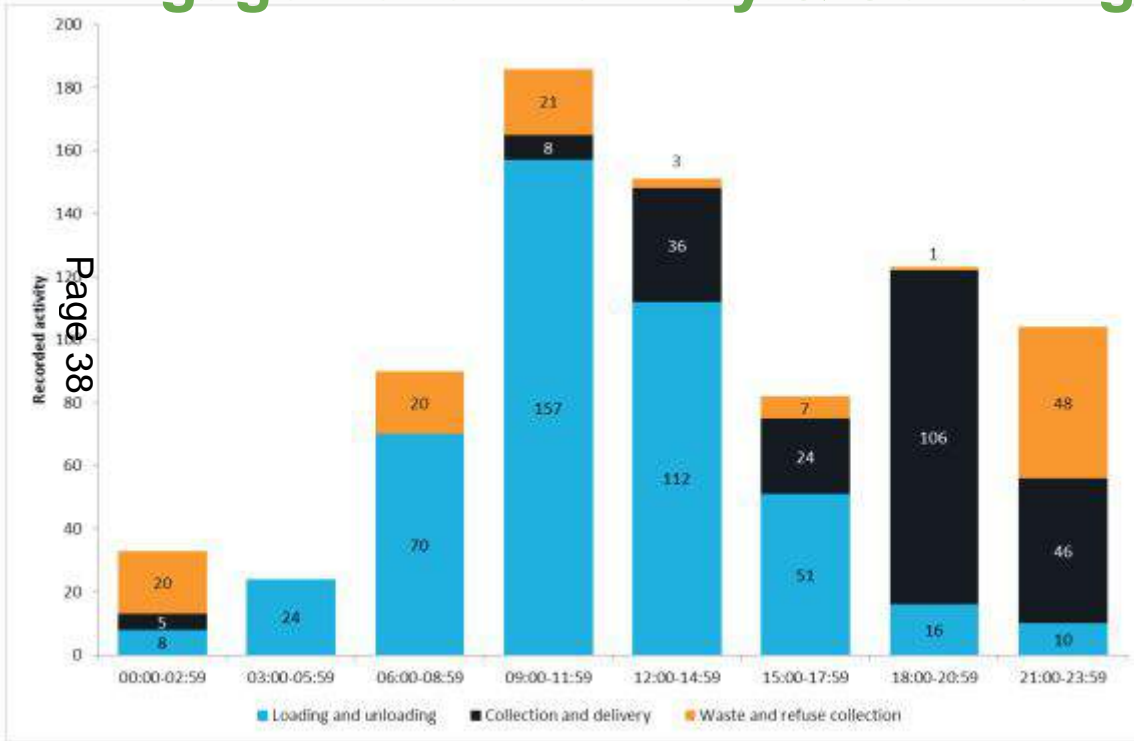
Welcome to London's first cargo bike share pilot. Ride our bikes to transport items around Hackney, Islington and Tower Hamlets in a fun and sustainable way.

Simply download the [Beryl app](#), find your nearest hub, unlock and go!



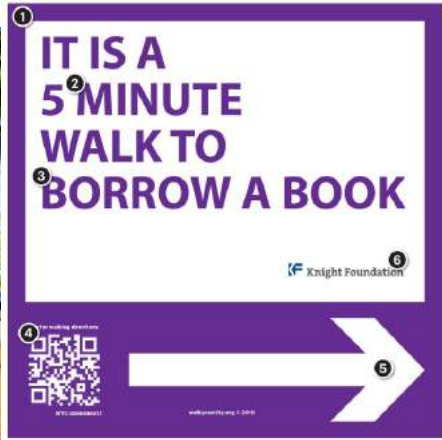
**UK first Cargo Bike rental scheme introduced Sept 21**

# Stoke Newington Church Street Business Engagement - Delivery & Servicing Strategy



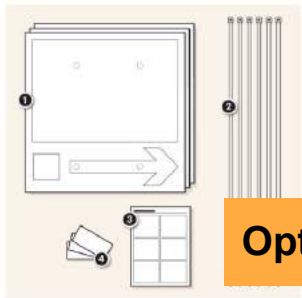
- Study indicates mornings are busiest period for deliveries and are typically completed by vans
- 51 businesses participated in engagement survey, with 40% open to shared procurement and 69% interested in using an electric van for deliveries

Number of deliveries and servicing activities, by time period and type of activity (all recorded activities)



### What's included with your order

With each order, you'll get everything you need for a successful install.



- 1. Your signs
- 2. Zip ties
- 3. Install guide
- 4. Campaign stickers

- Intro
- Prep
- Plan
- Build**
  - Set Up Campaign
  - Build Signs
  - Order Campaign
  - What's Included
- Implement
- Follow-up

Options being considered to help local businesses

Option: Copy a great US idea

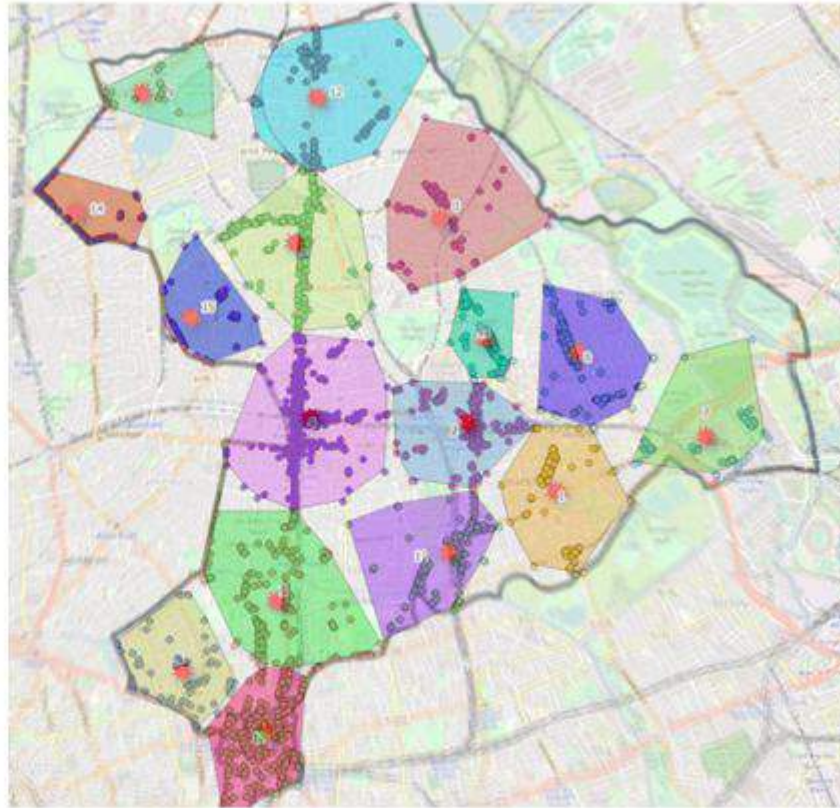
...Or use a diluted UK version



# Exploratory Work

Plot of all commercial premises, their centroids and a 12 minute walking distance catchment area

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# Funding Overview

- £1.2m - Streetspace and TfL Funding
- £200k - Council Capital
- £100k - DfT Emergency Active Travel (tranche 1)
- £440k - Other match funding
- £660K DfT Emergency Active Travel Fund tranche 2

BUT - TfL funding uncertainty is ongoing .....

For more info: <https://rebuildingagreenerhackney.commonplace.is/>

Tyler.Linton@hackney.gov.uk



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London Borough of Hackney  
Skills Economy & Growth Scrutiny  
Commission Municipal Year: 2021/22  
Date of Meeting: Monday 15<sup>th</sup>  
December 2021

Minutes of the proceedings of  
the Skills Economy and growth  
Scrutiny Commission held  
from Hackney Town Hall, Mare  
Street, London E8 1EA

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Chair	Cllr Polly Billington
Councillors in Attendance	Cllr Steve Race, Cllr Richard Lufkin, Cllr Patrick Spence, Cllr Vincent Stops, Cllr Nick Sharman, Cllr Mete Coban (Cabinet Member for Energy, Waste, Transport and Public Realm)
Officers in Attendance	Andy Cunningham, Head of Streetscene;
Other People in Attendance	None
Members of the Public	None
YouTube link	The meeting can be viewed at <a href="https://www.youtube.com/watch?v=H44OImEzACA_43y2trGmk">https://www.youtube.com/watch?v=H44OImEzACA_43y2trGmk</a>
Officer Contact:	Timothy Upton 020 8356 1872 <a href="mailto:timothy.upton@hackney.gov.uk">timothy.upton@hackney.gov.uk</a>

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**Councillor Polly Billington in the Chair**

**1 Apologies for Absence**

1.1 Note: Cllr Sam Pallis & Cllr Gilbert Smyth attended the meeting virtually.

1.2 Cllr Potter sent apologies.

## **2 Urgent Items / Order of Business**

2.1 There were no urgent items of business.

## **3 Declarations of Interest**

3.1 There were no declarations of interest.

## **4 Skills Economy & Growth Work Programme 2021/2022**

4.1 The work programme was noted.

## **5 Transport for a Cleaner Greener Hackney**

5.1 The chair introduced the item, stating that the coronavirus pandemic has had a significant impact on traffic levels in the borough. A car-dominated environment to minimise the potential for coronavirus transmission has the potential to vastly increase the number of motor vehicles on our roads, exacerbating air pollution in a borough that already has sixth highest mortality rate out of 418 UK local authorities.

5.2 It was also noted that the Secretary of State for Transport and the Department for Transport have been clear that local authorities are expected to undertake emergency structural measures to encourage active travel and discourage non-essential motor-vehicle use.

5.3 It was stated that as the borough rebuilds and moves toward achieving its net-zero targets, ensuring that clean, green transport policy is in place, and in a way that is attractive and accessible to residents, will be crucial.

5.4 Chair invited the Head of Streetscene to present.

5.5 The Head of Streetscene advised that 70% of residents do not own a car. About 40% of through-trips in the borough do not stop in Hackney, and 30% of the residents cycle at least once a month.

5.6 It was noted that there are some key equality considerations that the borough needs to rely on. Whilst most people don't own a car, it is very clearly that others rely on them for a range of different purposes. Walking and public transport is available to almost everybody. while cycling is a valuable mode of transport, it isn't available to everybody, and we need to

keep on monitoring who does use cycling, particularly those other groups apart from young men.

- 5.7 The council has a fundamental choice in the allocation of street space, and as a council we have moved away from streets for cars to streets for people. This is a key theme of our own transport strategy. A lot of the mayor of London's transport strategy is about traffic reduction through reallocation and road user charging.
- 5.8 In Hackney, we have 84% of trips that are sustainable with a target when we head towards 2041 of this rising to 91%. We also have a range of different targets that come through the strategy and they are in the paper.
- 5.9 It was advised that the mayor's transport strategy has a range of outcomes and among them is more efficient use of streets with less traffic, and we are delivering this for through a range of schemes.
- 5.10 It was advised that the borough is doing a lot in terms of electric vehicle charging, promoting cycle routes, and Hackney also looking at how price is impacted and allowing that to happen, but to try and to ensure it doesn't cause traffic congestion.
- 5.11 It was advised that outcome nine of the mayor's transport strategy talks about the investment of transport investment and how it will unlock the delivery of new homes and jobs. Our transport strategy recognises that, and we are still supporting access to and supporting access to jobs and workers is a key part of our local implementation plan.
- 5.12 It was advised that TFL's research strongly supports the benefits of active travel and shows that investment in walking cycling helps to encourage more London's to travel in a greener and healthier way; it brings significant benefits to the economy.
- 5.13 It was noted that some businesses will overestimate how their customers use the cars and vehicles, but the importance of cars should not be over emphasised.

- 5.14 It was acknowledged that people need to get around the borough with larger loads, but the council needs to make sure that we're going forward in a balanced way. In contrast, the importance of walking is often overlooked.
- 5.15 The Head of Streetscene advised that a lot of people will talk loudly about the use of a car, but not so many people talk as loudly about public transport and walking. Even developers recognise the importance of walking in their catchment area in order to provide customers to businesses and jobs to residents. They will usually include something within their planning application as part of their traffic assessment to show and illustrate this. THE HEAD OF STREETSCENE advised that the council's tools to aid this is implementing low traffic neighbourhoods.
- 5.16 The Head of Streetscene advised that the council has been implementing LTN's on experimental traffic orders so the council can study the impacts of them for up to 18 months. The council is looking for evidence about how they work about their impact on traffic, and their impact on air quality, but also looking to see if we can identify things like traffic evaporation. That data is coming out of the council's current studies.
- 5.17 The Head of Streetscene stressed that it is important that we listen to what residents are saying about these schemes, and the council is consulting through listening to people's comments through our commonplace websites.
- 5.18 It was noted that Hackney is also undertaking independent polling to actually find out and make sure that we're getting a true reflection of what people think and are saying about our schemes.
- 5.19 It was noted that Hackney has the largest programme of school streets in the country with 49 schools in operation with the last 11 that were implemented over the summer. Collectively now, that means that over 14,000, children can walk and cycle to school more safely.
- 5.20 The funding for the school streets comes from a number of different budgets. It was advised that unlike some other measures, they are a very popular measure among residents.

- 5.21 Hackney has a very ambitious programme for electric vehicle charging points. By the end of this financial year, the borough ought to have about 315 points, but the council is currently tendering for a significant increase.
- 5.22 The Head of Streetscene advised that the tender process is ongoing and should be complete by the summer of next year. We are already engaging businesses through our zero emissions network. This is a free to join network, and Hackney has already got over 2,000 businesses and residents that have joined. It was noted that this is something that gives us direct contact with businesses. It allows the council to talk to them and to listen to their needs.
- 5.23 It was noted that cargo bikes are growing in popularity, and the council is endeavoring to help them. The council has a programme of providing incentives for residents & businesses to purchase them. But the council now has also got a programme for rental schemes. In September of this year, we had the UK-first cargo bike rental scheme introduced with a number of different locations in the borough. Hackney continues to recognise that liaison with businesses is important.
- 5.24 The Head of Streetscene gave evidence of one example of this work the council did with the businesses in Stoke Newington Church Street, where the council undertook a delivery and servicing strategy. The council very clearly needs to keep doing more and keep thinking about new ways of promoting local business centres.
- 5.25 Looking ahead, the council needs to start thinking about the next transport strategy; the current transport strategy runs until 2025, and it will take a while to write consult and get the next transport strategy agreed.
- 5.26 The Head of Streetscene advised that it is likely that the overarching vision will encompass climate change, but the council also needs to focus on supporting local communities, businesses, and also about living & home sustainability.

- 5.27 It was advised that one of the issues that we are going to face is around

TFL's uncertainty of their funding going forward and that this can make a big difference to the funding budgets that the council can access.

- 5.28 Cllr Coban asked to speak and stated that it remains a very big priority for the council that pedestrians, cyclists and public transport users are able to travel around the borough.
- 5.29 It was noted that this is the driving force behind low traffic neighborhood schemes, and what we have seen is that within low traffic neighbourhoods, traffic within both the LTN's and on the boundary roads has been reducing, and this is consistent with what we see across most of the low traffic neighborhood schemes.
- 5.30 Cllr Coban stated that the council is rigorously monitoring air quality data, and what's consistent so far from the from the data that air quality has improved.
- 5.31 It was noted that the council has to continue to monitor all of the other low traffic enabling schemes too. This air quality improvement is also true for Stoke Newington Church Street where we've seen already traffic dissipate, on average, across the whole Stonington area, including the budget roads, by about a third.
- 5.32 It was noted that, looking at school streets, the borough has seen that tailpipe emissions are down by 74% On average, outside of school gates, and 30% more children are walking to school, and 51% more children are cycling or scooting to school as well.
- 5.33 It was noted that there's lots of support for that from residents and also from parents and children, and that's part of the long-term behavioral change that needs to happen if we are to move towards more sustainable methods of transport.
- 5.34 Chair advised that the commission is really interested to know what kind of assessments the council has ~~Page 48~~ about the transport decisions, the transport policy decisions it is making, and the impact they're having on the



economy of the borough, adding that the commission knows that the Department of Transport often makes decisions about whether there should be new because they were the basis of traffic movement being an indication of economic growth.

5.35 The chair asked if we are reducing traffic movements in Hackney, how are we sure that we have managed to decouple traffic movement from economic growth so that you can continue to grow economically, even if you've got fewer vehicle movements, particularly private car movements?

5.36 Cllr Coban advised that there's nothing to suggest that more motor vehicles equals more good for our economy, and there's no evidence to suggest that any new transport schemes have had any hinderance or has affected business in any way.

5.37 The Head of Streetscene added that TFL has done studies about the importance of active travel and that there's other statistics about the investment and benefits of cycling, and the rate of returns for that.

5.38 It was noted that if you look at the studies which show the amount of people who actually drive to some of these businesses is actually quite low, and a lot of people will go on its local trips by walking, cycling, public transport; there are a lot of other options for a lot of trips, because it's quite a local economy.

5.39 Cllr Race asked whether the council is monitoring investments and the business perceptions of these investments, and whether we are asking businesses overall whether they think Hackney is a good place to invest, and a good place to create jobs.

5.40 Cllr Coban responded by saying that it's incredibly important that we do measure this perception, but added that it's difficult to quantify in relation to the success to LTN's.

5.41 Cllr Billington observed that the commission will probably factor this into its recommendations that the council needs to be assessing its own attractiveness in terms of investment and how transport schemes impact

that.

- 5.42 Cllr Coban added One of the things the council is doing is promoting the cargo bike sharing scheme; providing that alternative for businesses to be able to transport goods while reducing their emissions is a really important piece of work.
- 5.43 It was also noted, however, that if residents need to drive, the council does want to encourage them to drive electric vehicles, which is why the council has just announced a rollout of 3000 electric charging points across the borough, which is the biggest rollout of the country.
- 5.44 The Head of Streetscene advised that in terms of measuring business perceptions, that work would be delivered by the regeneration team, and it'd be up to his team to actually speak to them, just to make sure that they are collecting information as to how businesses feel about the transport issues. That is something that he can pick up but it's not something that is being monitored directly at the moment.
- 5.45 Cllr Sharman asked about the relationship between transport and economic development, noting that the council seems to have two policies. One is concerned with job development and regeneration, the other is transport, asking how we are effectively bringing those together, and whether there are conflicts between them?
- 5.46 Cllr Coban responded saying one of the things the council is doing is developing an action Plan which basically looks to bring together a strategic framework across the council's different responsibilities across sustainability. That's including transport and regeneration as well. This should be presented to cabinet by Summer.
- 5.47 It was noted that the council is currently in consultation with the public around the Climate Action Plan. A green recovery event was held, and the team is gearing up to the climate summit that's taking place in February. This is an opportunity to speak with different communities, including the business community about the climate crisis. Also what impact the measures will have on these communities.

- 5.48 Cllr Sharman clarified his question, asking whether the council has got a methodology in terms of our planning and understanding of the economy and are there conflicts?
- 5.49 Cllr Coban answered, stating that works two ways. Partly the launch that has enabled schemes is a trial, and as part of that trial, you measure lots of the things. Noting that lots of different things that are happening across society right now that impact data, notably the pandemic and related lockdowns.
- 5.50 What we can do from the transport perspective is measure things such as number of cyclists, the car usage, and quality and all those different factors. It was noted again that there's nothing to suggest lower road usage has an adverse effect on our economy. It was noted that what you see around the world, or other parts of the UK, is where you do have more pedestrianization, or more improvements to road safety, us that this leads to more people shopping locally. It was noted what we don't want is people from Hackney leaving Hackney to do their shopping, we wanted to make it easier for them to go in and join the neighbourhoods.
- 5.51 The Head of Streetscene added there is an officer group, as part of a regeneration board, which is chaired by the chief executive which actually looks at all the schemes, the planning & policy work, and ensures that they're linked. There's also a strategic transport group but has the mayor and a number of Cabinet members on it.
- 5.52 Cllr Stops asked how the council will improve bus services in terms of connectivity to more areas and generally improve them.
- 5.53 Cllr Coban responded by saying that TFL is currently negotiating their deal with the government and that will have huge implications on the bus service, especially in Hackney; it is known that lots of residents in Hackney depend on the bus to get around the borough. It was noted that this is something that both Cllr Coban and the mayor have been raising quite for a number of weeks now to make sure that Hackney is protected, highlighting the decline of bus frequency over the past year or two.

- 5.54 The Head of Streetscene added that a number of bus priority schemes are looking to be delivered, acknowledging that the council needs to do more. The council is talking to senior people within TFL & the GLA about bus issues. It was noted that last week his team met with TTL to try and understand and get more information data from them about bus journey times where the delays are, and his team is trying to push them toward larger and improved schemes.
- 5.55 Cllr Stops stated that in the Labour Group paper counsellors received, it said bus schemes do not cost much money, and that he'd like to see a tangible programme rather than ideas about bus improvements.
- 5.56 Chair stated that, in terms of COVID recovery, the prioritising of bus routes and providing the support for buses will be something that the commission will want to see from the executive committee.
- 5.57 Cllr Spence asked how the council measures congestion. Well, I think one of the ways we should be doing that is through observational studies, asking whether officers accept congestion is going to have an economic impact on businesses.
- 5.58 Cllr Coban advised that this depends on the type of businesses being looked at, and that the situation is nuanced and that the monitoring is taking place on a scheme-by-scheme basis.
- 5.59 The Head of Streetscene advised that looking at the traffic levels and congestion on the main roads is really important. As part of this, the council has put in about 20 new continuous traffic counters so that we can actually understand the issue better. The council gets delay and congestion maps from Transport for London on a fairly regular basis.
- 5.60 Congestion and delays on the main road network reflect the fact that about 40% of the traffic in the borough is through-traffic, it doesn't stop in the borough. Going forward, if we're going to look after businesses in the borough, and allow people to move around more freely, we need to actually start looking at addressing that level of through-traffic.

- 5.61 Cllr Spence asked for something more specific about the measurements.
- 5.62 The Head of Streetscene responded by saying the council does look at ensuring that we've got access to some of the TFL data. The Head of Streetscene agreed that a lot of the data that we have put out into the public domain is 24-hour traffic flows, and with our traffic counts, we do need to continue to look at what is happening during the various peaks.
- 5.63 It was noted that the council needs to continue monitoring against our LTNs, but added that it's very difficult to isolate what is happening in one particular road.
- 5.64 Cllr Billington stated that when data comes back that doesn't reflect what residents experience, it feels like the council is not listening, adding that there's a value to finding some way of measuring something which at least chimes with people's experience and will therefore acknowledge the necessity to adjust things over time.
- 5.65 Cllr Coban advised that the reason why the council conducts consultation is to provide the opportunity for residents, businesses, and people who are in and out of the area to tell us live how the scheme has impacted them.
- 5.66 Cllr Pallis asked how other boroughs that have got LTN schemes measure the impact upon businesses, and whether they are looking at footfall, also asking what the council can do to incentivize businesses to invest in cargo bikes, or electric charging vehicles.
- 5.67 Cllr Coban responded by stating that it is very difficult to monitor footfall and impact on businesses as a result of the LTN schemes in a quantifiable way. Cllr Coban advised that he was happy to come back to the Commission at some point on this issue.
- 5.68 In relation to the incentivizing for electric vehicles it was noted that it's a difficult issue as electric vehicles aren't currently affordable for most Hackney residents, or for businesses, because they are quite expensive, and they're not available secondhand in significant numbers.

- 5.69 It was noted that by 2030, the manufacturing of any petrol diesel cars will be stopped, as per the UK Government, which means that by the end of the decade, we'll see an acceleration of electric vehicles being manufactured, which should see the reduction of the cost.
- 5.70 As we get more supply of EV's, and obviously more secondhand availability, the council can make sure the infrastructure is there ready for people to make that switch. It was explained that this is why the electric vehicle charging points target is an ambitious but important step to make sure that people can make that switch when they're ready.
- 5.71 Cllr Smyth asked in regards to the problem of safety with scooters on the streets on the pavements, is there anything that can do to help get scooters off the pavements.
- 5.72 Cllr Coban responded, stating that it's a difficult issue because enforcement encourages the police to pursue and stop scooters which can disproportionately affect some communities.
- 5.73 Cllr Coban added that he wanted the commission to be assured that the executive is pushing back against cuts, adding that it is his opinion that this government is playing politics with the future of London.
- 5.74 Chair asked whether the council is seeing new trends in the way that people are getting around the borough, particularly around people's retreat to car usage because of anxieties around COVID contact and the fall in use of public transport. It was asked what kind of analysis has taken place to ensure better decisions are made to support economic growth, and enable the council to achieve its social and environmental goals.
- 5.75 Cllr Coban responded saying it's something that's very difficult to a quantified assessment in terms of, but suggested that residents are starting to value their local communities more as spending more time in their local areas. There has been a marked increase of people in Hackney either walking, cycling or taking public transport, and only a third of households own a car.

- 5.76 Cllr Stops asked whether the council is making the case that improving bus service performance will be financially beneficial for TFL, and ultimately, everybody.
- 5.77 The Head of Streetscene advised that TFL is not looking at the issue from the perspective of how you can actually get more people on the buses, they're looking to actually reduce the overall cost to them for doing so. It was stated that there is a strand of work required around improving bus priority, improving bus times, and improving customer liability, so that people feel happier and more people will use them.
- 5.78 The Head of Streetscene noted that the numbers of people using buses at the moment suggest that the usage isn't sufficient to warrant maintaining all of those bus services. It is possible that in the longer term, improving the bus reliability and times will encourage more people to use them and set out a case for providing more busses, but at the moment, they are very separate.
- 5.79 Cllr Race asked what are the plans that the council has to encourage better uses of the street as opposed to mere reductions.
- 5.80 Cllr Coban responded saying that the green infrastructure strategy, which is going to be coming to full cabinet for in the new year, will help answer this, and that the council needs to look at the connectivity of low traffic neighborhood zones, especially in places like Church Street where there are that can provide alfresco dining for example.
- 5.81 Cllr Pallis asked whether we are committed to maintaining the current bus lanes that we have, and asked about the accessibility improvements intended for overground stations
- 5.82 The Head of Streetscene advised that We haven't got a date for when the stations will be fully accessible. The council is reliant on funding bids being made through TFL, and the council is regularly pushing for further improvements to the, notably at Regency Downs and at Stamford Hill, adding that its quite a long process.

- 5.83 He added, referring to the bus lanes, that there is no commitment as such to maintain them all. The team will continue to look at extending the hours of bus lanes.
- 5.84 Cllr Billington summarized, observing that the importance of combining the economic and social benefits of transport policy is crucial so that we can see how the transport decisions are being made to drive economic growth and for us to effectively monetize or financially assess the impact on benefits, social benefits of activity to the use of data.
- 5.85 A review of the support for busses post-pandemic recovery is something that the commission will probably be looking to make some recommendations on, and further to understand from the council the conversations it's having with TFL on the decisions that they make when it comes to supporting public transport in the borough, and its impact on the economy, congestion and how we measure it, and capturing the impact of congestion on businesses and the economy, assessing the impact via footfall and other data.

## **6 Any Other Business**

- 6.1 Cllr Smyth asked for an update on the gyrator, an action from a former meeting, the scrutiny officer advised they would pursue this with the relevant officer offline.