

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

1. CABINET MEMBER’S INTRODUCTION

- 1.1 The coronavirus pandemic has had a significant impact on the lives and health of many Hackney citizens, and continues to present a significant public health threat, both directly and indirectly, through its secondary effects on the transport network.
- 1.2 While the early ‘lockdown’ period demonstrated the potential to deliver major air quality improvements through fewer motor vehicle movements, serious

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

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

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

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

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

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

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

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

⁴ Department for Transport, *Traffic Management Act 2004: network management in response to COVID-19*, 23.05.20

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

- 1.6 There can be no question of a return to 'business as usual'. Hackney was the first local authority in the country to announce that it would rapidly accelerate both its planned transport schemes and seek opportunities to radically reimagine the streets of the borough in response to the coronavirus pandemic⁷. These measures, which are consistent with both the Hackney Transport Strategy and the 2018 Hackney Labour Manifesto's commitment to tackle air pollution, support public transport and create more liveable neighbourhoods. To this end, the Emergency Transport Plan (ETP) represents an ambitious leap forward in our plans to tackle the problems associated with motor vehicle use and in particular, the through-traffic that represents around half the vehicles on our roads at any given time.
- 1.7 This ETP outlines the creation of an entirely new network of liveable Low Traffic Neighbourhoods (LTNs) right across the borough through the reallocation of road space; new permeable filters that eliminate through-traffic and rat-runs while maintaining full access to residential areas; further investment in green infrastructure and tree planting; new bus prioritisation and a full review of bus lane hours of operation; and the provision of new cycle parking. This ETP also details plans for the fast-tracking of two new cycle routes on Green Lanes and Queensbridge Road. It brings forward elements of the Cycle Future Route 3 between Dalston and Clapton despite suspension of the CFR programme by TfL. Finally, this Plan also provides further details on plans to rapidly deliver School Streets at a further 39 primary schools in September, the largest commitment of its kind in the U.K, covering almost every primary age child attending a state school in the borough.
- 1.8 In our town centres we will take emergency measures to allow businesses to thrive by widening pavements to allow for improved social distancing at bus stops, train station entrances, parks entrances, and in areas of high footfall; due to demand for socially distanced shops and services. This will allow people to move safely around while minimising the potential for coronavirus transmission. On Stoke Newington Church Street, Broadway Market and in Hackney Central we are also undertaking further work aimed at delivering additional point closures and the implementation of bus gates.

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

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

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

- 1.9 As per Government statutory guidance on transport network management, at this time larger-scale projects that require traffic orders for their delivery will be delivered under Experimental Traffic Orders (ETOs). The benefits of ETOs is that they allow for the rapid implementation of a transport scheme concurrently with a public engagement process, and also provide a mechanism for the permanent implementation, amendment, or reversal of a scheme depending on their operational performance.
- 1.10 Many of the transport projects contained within the ETP are very much part of the vision of the existing Transport Strategy. Some of the planned projects have been supported by local residents for many years. The key difference between the two is the significant acceleration in ambition as a direct response to the present coronavirus crisis and its potential to magnify a number of major challenges for the borough in terms of air quality, road safety, and rapid global warming. The decisions we make today will determine our success in tackling those urgent challenges. The prize at stake is a cleaner, safer, and more secure future for our residents and their children. Now is the time to be bold, face the future, and deliver the positive, transformational change that the people of Hackney deserve.

2. GROUP DIRECTOR'S INTRODUCTION

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

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

3. RECOMMENDATION(S)

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

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

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

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

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

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

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

4. REASONS FOR DECISION

- 4.1 This plan does not replace the [Hackney Transport Strategy 2015-2025](#); the [Local Implementation Plan 2019-2022](#) (LIP) or the [Local Plan 2033](#) and is consistent with the aims and objectives of those strategies. This ETP is consistent with, and subservient to, the Local Transport Plan, also known as the Hackney Transport Strategy 2015-2022 which was approved by full Council in 2015.
- 4.2 In March 2020 Government asked local authorities to take measures to reallocate road space to people walking and cycling, both to encourage active travel and to enable social distancing during restart while public transport capacity remains constrained. TfL's response to this was to create a "London Streetspace Plan".
- 4.3 This ETP represents our response to Transport for London's "London Streetspace Plan", which sets out TfL's emergency spending plan in regard to the pandemic. In this regard, and for the purpose of the scheme of delegation, the ETP serves as a short term supplement to Hackney's response to the

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

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

Stoke Newington Town Centre

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

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

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

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

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

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

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

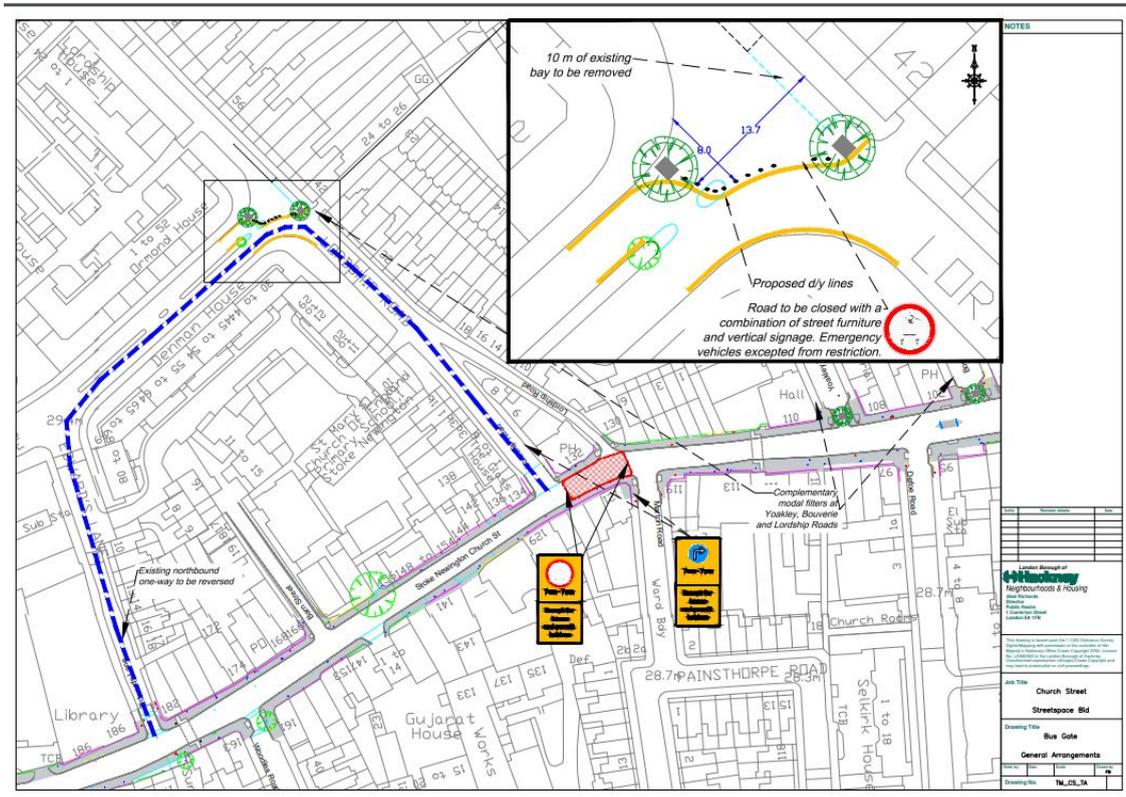
4.12 The Council was successful in a £500,000 MAQF round 3 bid for a Low Emission Neighbourhood on Church Street and the surrounding streets. The project, named **LEN16**, has four main themes:

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

- 4.13 The original plan was for these projects to be delivered over a 3 year period. We have already undertaken a Delivery and Serving study to understand local freight patterns and to engage with businesses. We conducted initial public engagement in January/February 2020 through a workshop and on-line comments which identified the volume and speed of traffic, air pollution and the lack of pavement width as issues. Ideas proposed by residents included pedestrianisation or a bus gate.
- 4.14 In June 2020 we were able to apply to the DfT Emergency Active Travel fund and have proposed a scheme that seeks to deliver many of the L^{EN}16 proposals within a shorter timescale.
- 4.15 It should be noted that as of 16/09/20 the outcome of the application for funding for the current proposals is unknown.
- 4.16 The design minimises the number of neighbourhood closures needed in order to remove any potential rat-runs that would try to avoid the bus gate. Considerations were placed to distribute the traffic evenly across the wider area, e.g. ensuring that not all delivery and servicing traffic would have to take the A10 or Albion Road.
- 4.17 The recommended location of the bus gate is east of the main junction with Lordship Road, west of the junction with Marton Road with operational hours of 7am to 7pm, as shown below in **Figure 1**. This location best meets the considerations listed above, and these times would benefit the main commuting and shopping hours whilst giving delivery & servicing traffic sufficient operational flexibility. The map below shows the detail of the proposed bus gate and the proposed closure on Lordship Road. The 'bus gate' and road closures would also reduce traffic on Albion Road, as Lordship Road is not accessible for north-south through traffic anymore.

Figure 1: Proposed 'bus gate' location

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



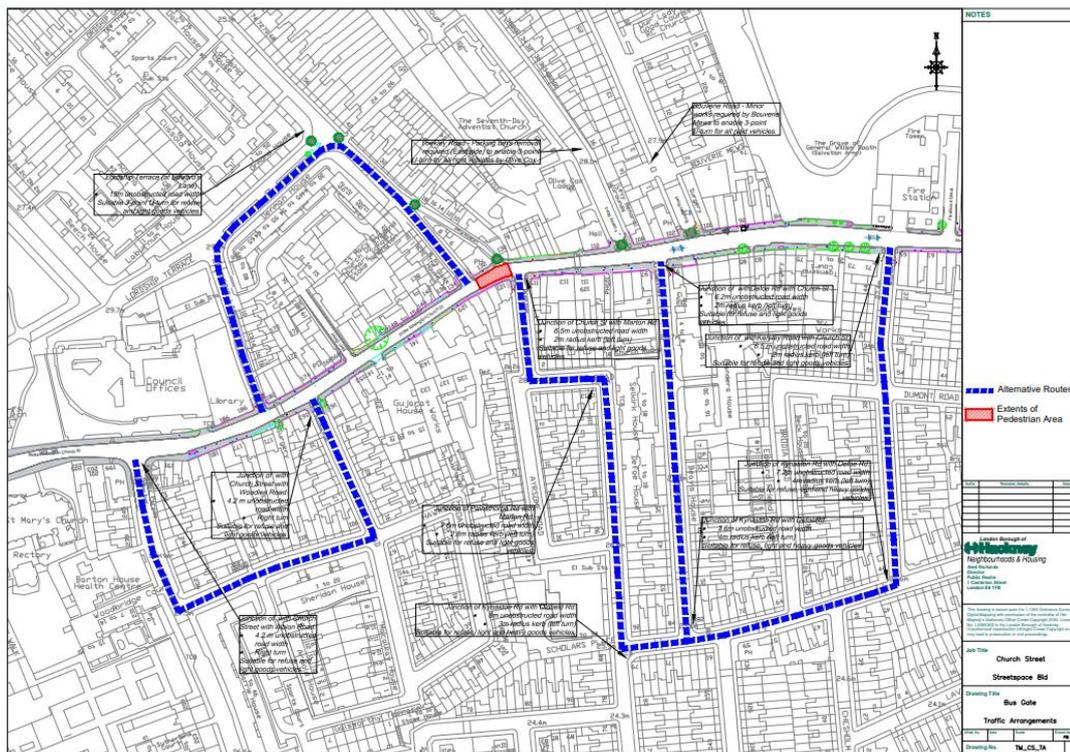
4.18 The placement of the bus gate at the junction with Lordship Road is the only location that would remove all major traffic flows whilst minimising any potential impact on access for deliveries and servicing to the shops and local businesses on Church Street. To complement this bus gate and to mitigate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

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

4.19 In addition the existing northbound one way on Edward's Lane would be reversed. This would enable eastbound traffic to divert away from the bus gate via Lordship Road and Lordship Terrace. Westbound traffic on the approach to the bus gate could divert via Marton Road/Oldfield Road/Defoe Road. A map of 'escape routes' is shown below in **Figure 2**.

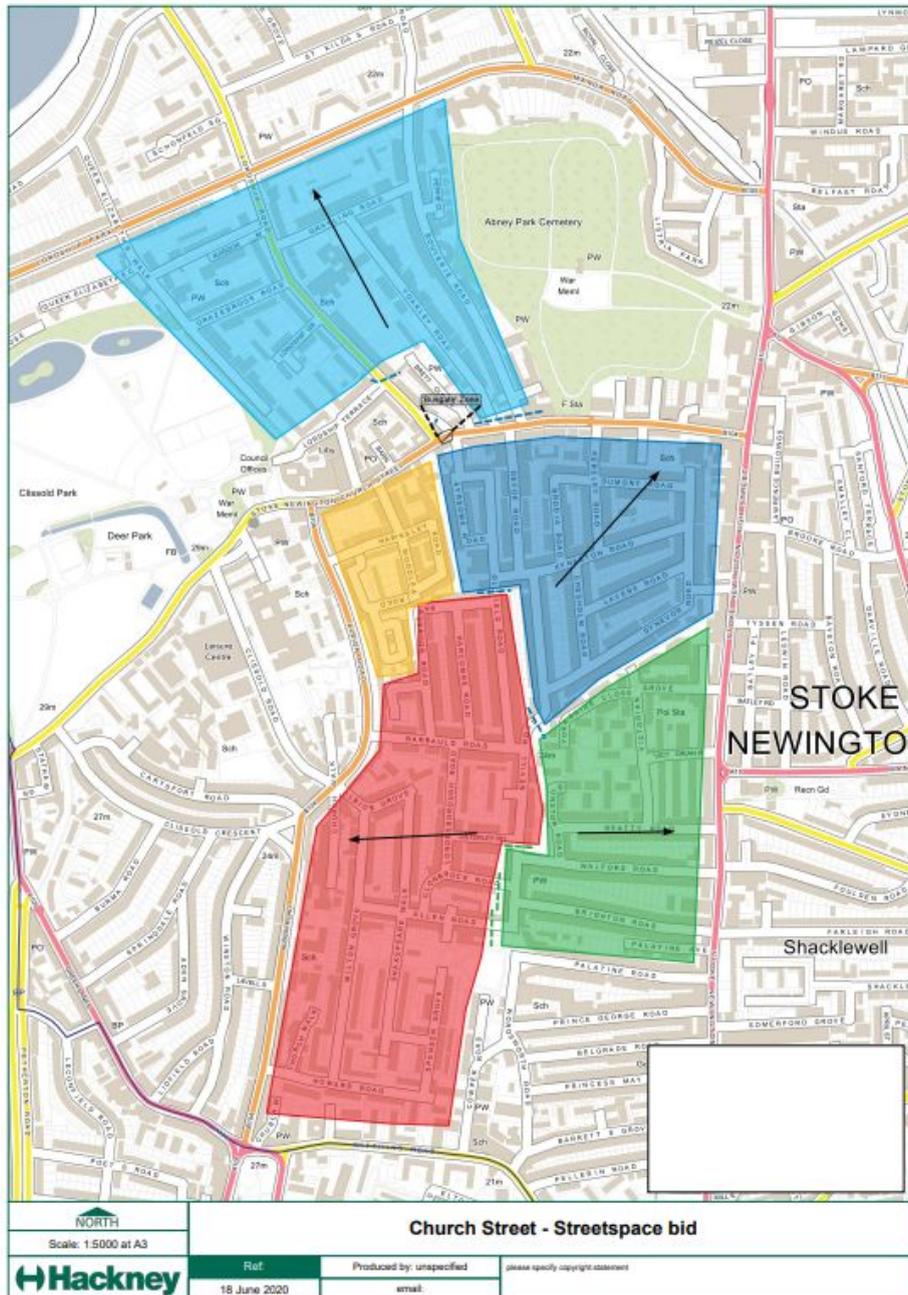
Figure 2: 'Escape routes' for traffic to avoid the bus gate

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



- 4.20 The modal filters at Yoakley Road and Bouverie Road would complement the School Streets scheme for Grazebrook Primary School for which we have been successful in being allocated LSP funding.
- 4.21 The proposed modal filters will create Low Traffic Neighbourhoods to the north and south of Church Street, which will encourage local people to walk and cycle to Church Street and beyond such as by using CS1 cycle superhighway. The new LTNs are shown below in **Figure 3**.

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

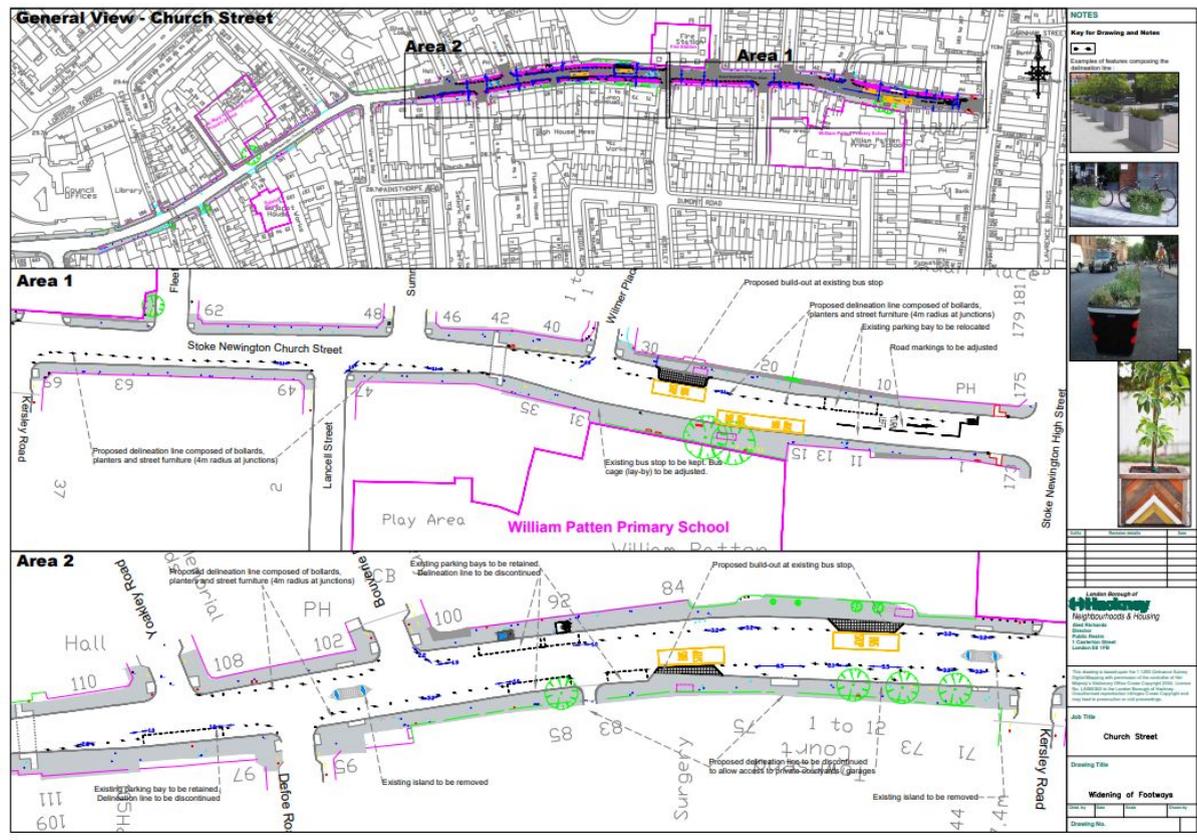


Pavement Widening and Bus Stop Boards

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

- 4.23 Wider pavements will make it easier to cross as the distance is lessened. It will also allow people to 'step out' into the road to adhere to social distancing without interacting with traffic. Whilst for this first phase the majority of the converted space will be demarcated by bollards, it is envisioned that in the future when more funding is released the pavements themselves could be extended and continuous crossings at side streets could be created. A map of the proposed bus boarders and pavement widening is in **Figure 4** below.

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



Stoke Newington Cycle Parking

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

Stoke Newington Church Street Summary

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

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

The Hackney School Streets Programme

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

Strategic Cycle Routes

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

Supporting Measures

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

5. DETAILS OF ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

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

6. BACKGROUND

Policy Context

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

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

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

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

Central Government Policy

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

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

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

Mayor of London's Streetspace Plan

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

7. Equality Impact Assessment

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

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

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

- 7.2 At each stage of the design process designers will ensure that all opportunities have been taken to provide facilities to, or above the current design best practice. Detailed scheme-specific EQIA's will be undertaken for each scheme.
- 7.3 The Hackney Emergency Transport Plan includes measures which provide safe space for walking and cycling and enables social distancing on public transport for those who need to use it most. It is therefore an essential part of protecting vulnerable residents. Providing additional space for walking and cycling will help support those who are less mobile and those who may be new to cycling.
- 7.4 Walking is one of the easiest forms of physical activity that is suitable for Londoners of all ages and abilities. The plans, which provides space for people to exercise in areas where there is less access to public or private outdoor space such as parks and gardens - are an important part of supporting the health and wellbeing of the most vulnerable.
- 7.5 It is however important that any interventions to support walking and cycling are designed holistically to ensure that all people can move around in safety. We have used existing guidance to ensure that the changes proposed do not detract from current accessibility levels for protected groups and enhance them wherever possible.
- 7.6 Section 149 of the Equality Act 2010 (the Public Sector Equality Duty) provides that, in the exercise of their functions, public authorities must have due regard to the need to:
- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
 - Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
 - Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

- 7.7 Part 3 of the Equality Act 2010 gives disabled people a right of access to goods, facilities, services and premises and makes it unlawful for service providers to treat disabled people less favourably than non-disabled people for a reason related to their disability.
- 7.8 Officers have ensured that all impacts on protected characteristics have been considered at every stage of the development of this programme. This has involved anticipating the consequences on these groups and making sure that, as far as possible, any negative consequences are eliminated or minimised and opportunities for promoting equality are maximised. The creation of an inclusive environment is one of the key design considerations of projects and it is expected that the overall effect on equality target groups will be positive.
- 7.9 The overarching inequalities impact of providing enhanced conditions for active travel has a positive effect on many groups - women, older people, BME, lower income groups, and those with existing health conditions are already much less active than average. Recent Sport England Survey suggests those who are already less active are doing less exercise as a result of the lockdown. A car-led recovery which this plan seeks to prevent, risks exacerbating these inequalities further.
- 7.10 In the ETP, attached as a background document, we have assessed the impact of the programmes on the nine protected characteristics in a programme-level EQIA.
- 7.11 In relation to the impact of segregated cycle lanes on mobility impaired, and blind and visually impaired people, we note the following potential equality impacts and suggested mitigations.
- (a) Potential increased difficulty for wheelchair users and mobility impaired people in boarding and alighting from vehicles where light segregation narrows the carriageway and prevents direct access to the kerb. Mitigation: The wands which we are installing to demarcate the cycle lane are 5m apart which should be sufficient for a vehicle to pull into the cycle lane for boarding or alighting passengers with mobility difficulties.
 - (b) Potential increased difficulty for blind and visually impaired people in using bus stop bypasses where the crossing of a cycle lane is required to access a bus stop. Mitigation: On the Seven Sisters Road scheme a temporary pedestrian crossing onto the bus stop island would be provided in the form of a zebra crossing and pedestrian tactile paving. The cycle lane would also be raised to footway level on the approach

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

8. Sustainability

- 8.1 The experimental proposals will have minimal impact on the environment in terms of physical construction, and in return should produce large benefits in terms of environmental, health and social benefits. This will result from enabling social distancing of residents and tackling increasing vehicle speeds, while creating roads with low traffic use. Overall benefits are predicted to exceed the disbenefits to some residents on surrounding roads, and drivers using Hackney's road network. If approved for implementation, the schemes would be monitored to assess their impacts before any decision is taken as to whether to make them permanent or not.
- 8.2 In addition to the urgent public health and road safety necessity of avoiding a car-led post-lockdown era, the council is also faced with the even greater task of reducing transport emissions in-line with Hackney Council's decarbonisation target of a 45% per cent reduction against 2010 levels by 2030 and net zero emission by 2040.
- 8.3 As the U.K faces the increasing prospect of global warming-driven, deadly 40C summers, ensuring land transport emissions fall rapidly, let alone stabilise or increase, is a fundamental commitment of the climate emergency motion passed by Hackney Full Council in June 2019.

9. Consultations

- 9.1 Pre-implementation consultation is not a requirement for Experimental Traffic Orders (ETOs) in which the first 6 months of operation is considered to be the consultation period, where people can view the actual impacts of the measures and respond back to the Council with their views.
- 9.2 A communications strategy has been developed for all transport proposals relating to the Covid 19. Part of this includes writing to residents and businesses within the areas affected, so that they are aware of the measures and the reasons for taking the schemes forward. Neighbouring boroughs and other key stakeholders such as the emergency services would also receive

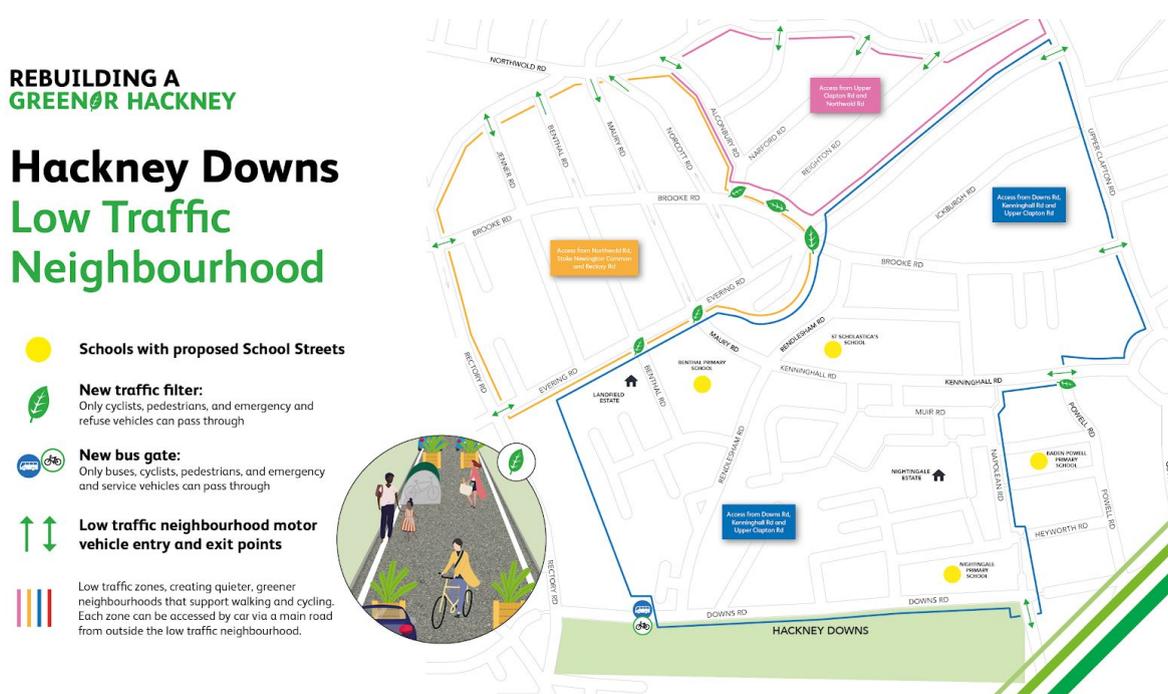
this information, which would include details of how the Council would assess the impacts of them whilst they are in.

9.3 Website updates would be provided and newspaper pieces in Hackney Today and Hackney Life will continue to be published. The ETO process, including information on how to object or make other comments, would be made clear through the communications describing the schemes.

9.4 Residents and businesses will be able to provide feedback on the schemes via a dedicated Commonplace public engagement platform, through email and letters. Links to the online channels; an introductory press release and a map of the consultation map for Hackney Downs from the Commonplace platform (**Figure 5**) can be found below.

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

Figure 5 Example map from council’s Commonplace consultation platform
 (larger version A4 version is contained in Appendix A; Maps and Figures)



9.5 There are challenges associated with engagement under experimental traffic orders including the rapidly changing street environment (and its use by

residents) as lockdown measures change. However, direct guidance from the DfT is strongly supportive of the use of experimental traffic orders in the current situation, enabling changes to be made quickly to the road network using ongoing consultation.

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

School Streets

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

Stoke Newington Church Street

- 9.10 Previously, the Low Emissions Neighbourhood (coined LEN16) project on Church Street hosted a Commonplace engagement platform, which can be found here: <https://stokey.commonplace.is/about> This was paired with a local community stakeholder workshop.
- 9.11 The street also hosted Car Free Day 2019, which was a very popular and successful event. This event closed down the street to all traffic, and also

featured a special engagement stand for the LEN16.

- 9.12 As part of the LEN16 project, the Council also commissioned a Delivery and Servicing Study, which was paused due Covid-19. As shops reopen, we will be gathering data on their deliveries and communicate the changes to them.

Hackney Central

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

Broadway Market

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

Early Closures

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

Hoxton West

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

London Fields filters

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

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

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

Other Low Traffic Neighbourhoods

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

Queensbridge Road

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

Green Lanes

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

Cycle Future Route 3 (Dalston to Lea Bridge)

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

Seven Sisters Road

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

Cycle Parking

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

9.25 The knowledge, relationships and frameworks developed by these engagements will be available to support the implementation of the projects

set out in this project. The council will engage with schools through our existing channels to identify optimum locations and delivery schedules. Hackney Council will continue our close relationships with Zero Emission Network businesses to install new cycle parking on premise and communicate to the 2500 strong member base about the new cycling infrastructure to ensure maximum impact and usage.

Essential Cycling Support Package

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

10. Risk Assessment

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

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

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

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

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

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

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

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

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

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

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

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

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

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

12. VAT Implications on Land & Property Transactions

Not applicable

13. COMMENTS OF THE DIRECTOR, LEGAL & GOVERNANCE SERVICES

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

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

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

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

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

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

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

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

APPENDICES

[Appendix A: Maps and Figures](#)

EXEMPT

Not Applicable

BACKGROUND PAPERS

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

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