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| Title of Report | 3 year Local Implementation Plan (LIP) delivery plan 22/23 - 24/25 | |
| Key Decision No | CHE S152 | |
| For Consideration By | Cabinet | |
| Meeting Date | 23 January 2023 | |
| Cabinet Member | Cllr Mete Coban (Cleared) | |
| Classification | Open | |
| Ward(s) Affected | All | |
| Key Decision & Reason | Please select and delete the answer not required Yes | Significant in terms of its effects on communities living or working in an area comprising two or more wards |
| Implementation Date if Not Called In | 28 January 2023 | |
| Group Director | Rickardo Hyatt - Group Director, Climate, Homes and Economy | |

1. Cabinet Member's introduction

- 1.1. Hackney continues to lead London through in its approach to becoming “an exemplar for sustainable urban living in London”. What was once developing new approaches to protecting children from the negative effects of traffic in residential areas by pioneering School Streets that allow children to walk or cycle to school safely, Hackney has now demonstrated that this approach can be achieved at scale, with 48 school streets now permanent.
- 1.2. Having successfully pushed for the expansion of the ULEZ to cover the whole of the borough, Hackney has also gone further in rolling out 19 LTNs

covering most of the borough, making significant impacts towards a clean air city.

- 1.3. Staying ahead of the curve remains the trajectory for Hackney, with current plans to expand the School Streets programme, create more LTNs where people want them and help decarbonise transport within the borough by installing 3000 EV charge points. Further innovative schemes include expanding shared mobility through cargo bikes, dockless bikes and electrifying car clubs to ensure a just transition to the low carbon and electrified transport network.
- 1.4. However, the rapid pace of change in Hackney; ever more pressure on finances, the climate crisis, the economic and population growth, the shifting demographic, its booming popularity as a visitor destination and rising pressure on local transport infrastructure and services mean that we need to plan ahead, carefully making the best of new technologies in order to continue to be the borough that leads London in sustainable transport.

2. Group Director's introduction

- 2.1. The Local Implementation Plan (LIP) is a statutory document prepared under Section 145 of the GLA Act and sets out how the borough proposes to deliver the 2018 Mayor's Transport Strategy (MTS) in its area, transport elements of the draft London Plan, and other relevant Mayoral and local policies. The LIP 3, established to meet the 2018 MTS, sets out long term goals and transport objectives for the London Borough of Hackney for a 20 year period, in line with the MTS, and included delivery proposals for the period 19/20 - 21/22. This report sets out the delivery plan for a subsequent three year period 22/23 - 24/25 which also aligns with the Hackney Transport Strategy and the MTS. Through the rest of the document we will refer to this delivery plan as LIP delivery plan 22/23 - 24/25.
- 2.2. The unreliable nature of TfL funding over the past year has meant that funding was secured at very short notice and for much reduced time periods. TfL published guidance in September 2022 with the first long term secured funding package for boroughs to submit updated delivery plans.
- 2.3. The Hackney Transport Strategy was approved by Cabinet in October 2015, following full public consultation in 2014. The Hackney Transport Strategy document covers the period between 2015 and 2025 and therefore has been drawn from for the development of LIP delivery plan 22/23 - 24/25. Policies stated in Hackney Transport Strategy are evident in this document. It is proposed that the final LIP delivery plan 22/23 - 24/25 will be submitted to TfL by February 2023.

3. **Recommendations**

It is recommended that Cabinet:

- 3.1. **Approves the 22/23 - 24/25 Local Implementation Plan Delivery Plan (LIP delivery plan 22/23 - 24/25) and the projects contained within, as set out in Form A (Appendix 1), to meet the requirements set out by the GLA for LIP funding.**
- 3.2. **Delegates authority to the Head of Streetscene, having consulted the Cabinet member for environment and transport (and subject to certification of the Director, Financial Management, if appropriate), to approve minor amendments to the LIP delivery plan 22/23 - 24/25 following TfL feedback, and prior to final submission by the London Borough of Hackney to TfL (February 2023).**
- 3.3. **Approves the overall programme of investment for 22/23 - 24/25 as set out in the list of schemes (Appendix 2). The projects are summarised below in the list of schemes section as a live document that establishes programmes both funded and unfunded where they aim to deliver existing Hackney policy.**

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

- 4.1. In addition to being a legal requirement to prepare the Local Implementation Plan, the LIP is a key means by which TfL allocates funding to the Council to deliver transport projects and programmes. The LIP delivery plan 22/23 - 24/25 in Form A outlines the programmes and projects the Council proposes to deliver between 22/23 and 24/25. The Annual Spending Submission for 22/23 details the first year's programmes and projects. This was submitted to TfL in November 2021. TfL allocated partial funding up to June 2022 for Corridors and Neighbourhoods.
- 4.2. TfL issued guidance for boroughs to assist them in preparing their LIP delivery plans 22/23 - 24/25 in September 2022. As part of this TfL indicated the timescale for preparing the LIP delivery plan 22/23 - 24/25 as follows:
- 4.3. TfL submission timeline

| | |
|---|---------------------|
| Borough deadline for draft submissions | 28th October |
| Submit Form A for cabinet approval | 12th January |
| TfL provide informal feedback on draft submissions | 9th January |
| Re-draft LIP and Form A submission | 18th January |
| Internal review | 20th January |

| | |
|---|----------------------|
| Lead member approval | 1st February |
| Borough deadline for final submissions | 13th February |
| TfL funding letters to boroughs | 13th March |

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

- 5.1. Preparing a LIP delivery plan 22/23 - 24/25 is a requirement set out by TfL to apply for LIP funding.
- 5.2. Other sources of funding are bid for when they become available and are used to supplement the LIP or deliver additional schemes that meet the same outcomes as set out in the list of schemes in this document.

6. **Background**

Policy Context

- 6.1. The Pandemic has changed when, why and where we move around on a day to day basis. The Climate Change emergency means that we need to ensure that how we move around is sustainable and low carbon - that means prioritising walking, cycling, and public transport. This is not a new policy direction for Hackney, but now there is a new urgency.
- 6.2. This report details the Council's short-term transport plans to help deliver Hackney's commitment to tackling the climate crisis and build a borough with cleaner air, healthier lives and better neighbourhoods for all of our residents and businesses.
- 6.3. Meanwhile, the current funding landscape is fragmented and uncertain. In the past, London Boroughs would receive significant transport funding through the Transport for London Local Implementation Plan (TfL LIP) grant mechanism, which involved a consistent three-year funding cycle. Since the pandemic, and with TfL's own uncertain financial position, the funding mechanism for boroughs has also been uncertain, with funding allocated for less than 12 month periods.
- 6.4. Following TfL's recent settlement with the DfT, some funding to boroughs has been reinstated, while other funding is to be confirmed. This report attempts to bring together a programme of works that are funded, awaiting funding outcomes, as well as unfunded aspirations, to provide a more coherent picture.
- 6.5. Streetscene, alongside other Council Services, is currently working on aligning its strategic aims with the Hackney Transport Strategy. This section

of the report outlines how existing and future schemes fit in with the wider goals relating to climate change mitigation and maintain the outcomes originally set out in the Hackney Transport Strategy.

- 6.6. The vision that guides transport policy in the borough was set in the Hackney Transport Strategy 2015 that:
- 6.7. *“By 2025, Hackney’s transport system will be an exemplar for sustainable urban living in London. It will be fair, safe, accessible, equitable, sustainable and responsive to the needs of its residents, visitors and businesses, facilitating the highest quality of life standards for a borough in the Capital and leading London in its approach to tackling its urban transport challenges of the 21st Century.”*
- 6.8. In 2018, TfL published Local Implementation Plan (LIP) guidance alongside the Mayor’s Transport Strategy (MTS). Following this, boroughs produced LIPs including three-year delivery plans, covering the period 2019/20 – 2021/22. As set out in the 2018 guidance and subsequently Guidance on developing LIP three-year delivery plans for 2022/23-2024/25 (October 2021), boroughs were asked to prepare a second three-year delivery plan, covering the period 2022/23 – 2024/25. Due to funding uncertainties and the challenges of planning in the emerging recovery context, TfL agreed with boroughs that this plan should be developed in two stages.
- 6.9. In 2021 boroughs submitted an initial one-year plan for 2022/23. In August 2022 there was a new funding settlement between TfL and the DfT which affected London borough funding. Boroughs were asked to update their LIPs for the remainder of 2022/23 and given further guidance by TfL on developing the LIP with the issuing of ‘Guidance on developing borough Healthy Streets delivery plans 2023/24-24/25’.
- 6.10. This report forms Hackney’s response to TfL’s request for a Healthy Street delivery plan.

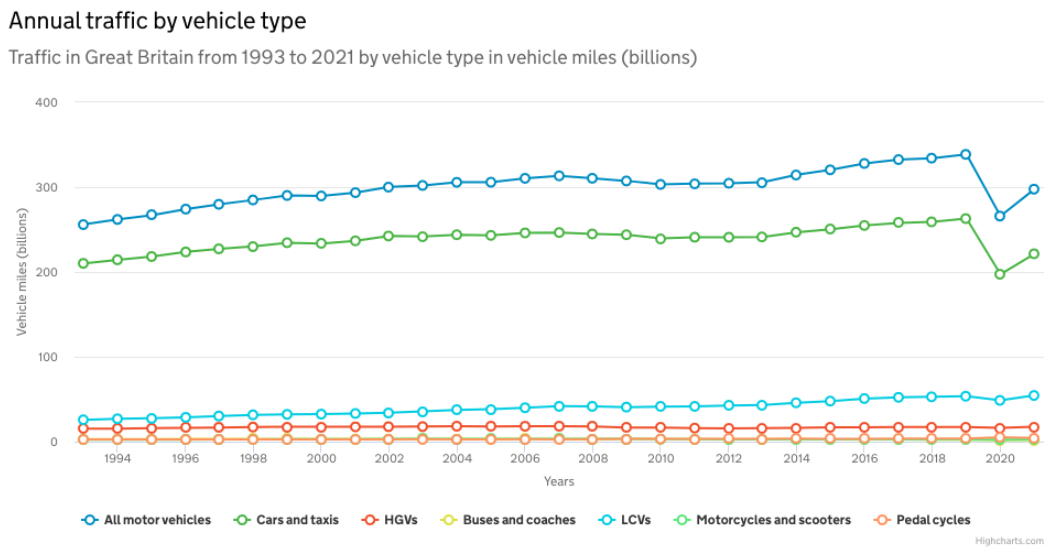
Traffic context

- 6.11. People have changed the way they move around for work and leisure following the pandemic, and the impacts of these changes are still being evaluated. We are also facing an economy that is rapidly electrifying and seeing the beginnings of societal impacts of climate change.
- 6.12. The UK has seen a long term upward trend in motor vehicle use as seen in Figure 1 below. It is clear that the Covid 19 pandemic had a significant impact on overall traffic volumes, but as the DfT report summarises:

“Whilst historically significant, the long term trends can be misleading in most cases due to the extraordinary circumstances observed as a result of the coronavirus pandemic. Vehicle miles travelled in Great Britain have had year-on-year growth in each year between 2011 and 2019. Following a sharp

decline in 2020, traffic levels for 2021 have increased on the previous year but still remain lower than the 2011 levels. Therefore, to say traffic has fallen over the last decade would misconstrue, as the overall decrease is entirely due to the decline in traffic levels observed in the 2020-2021 estimates.”

- 6.13. Figure 1: Annual traffic by vehicle type, Great Britain 1993 to 2021 in vehicle miles (billions)

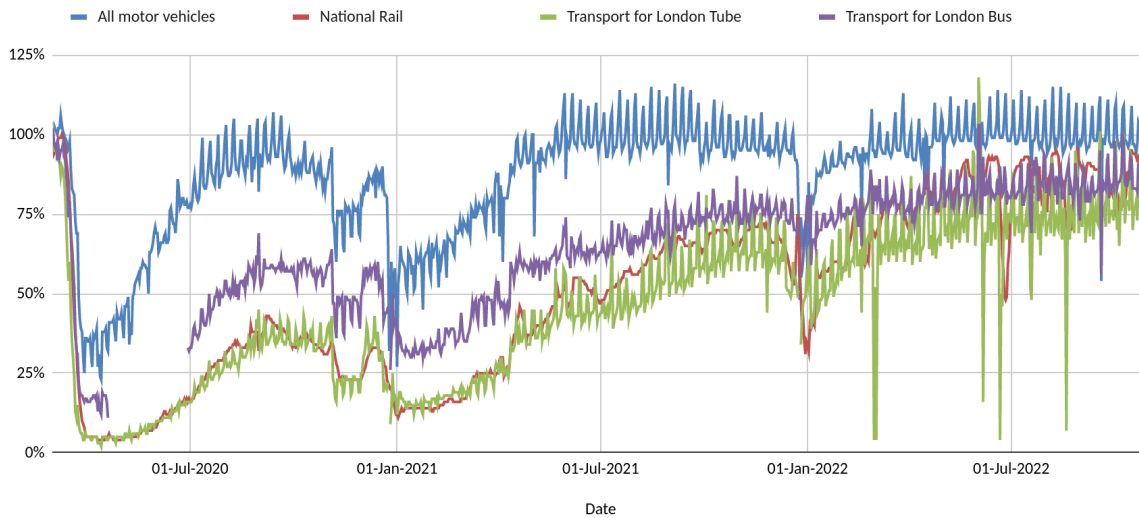


- 6.14. More recent data on the National traffic trends from the DfT Figure 2 since March 2020 shows that general motor traffic has broadly returned to pre pandemic levels. However, public transport has only returned to around 80% of pre-pandemic levels.

- 6.15. Figure 2: Daily usage of transport by mode: Great Britain, since 1 March 2020 as a percentage of the baseline equivalent day or week

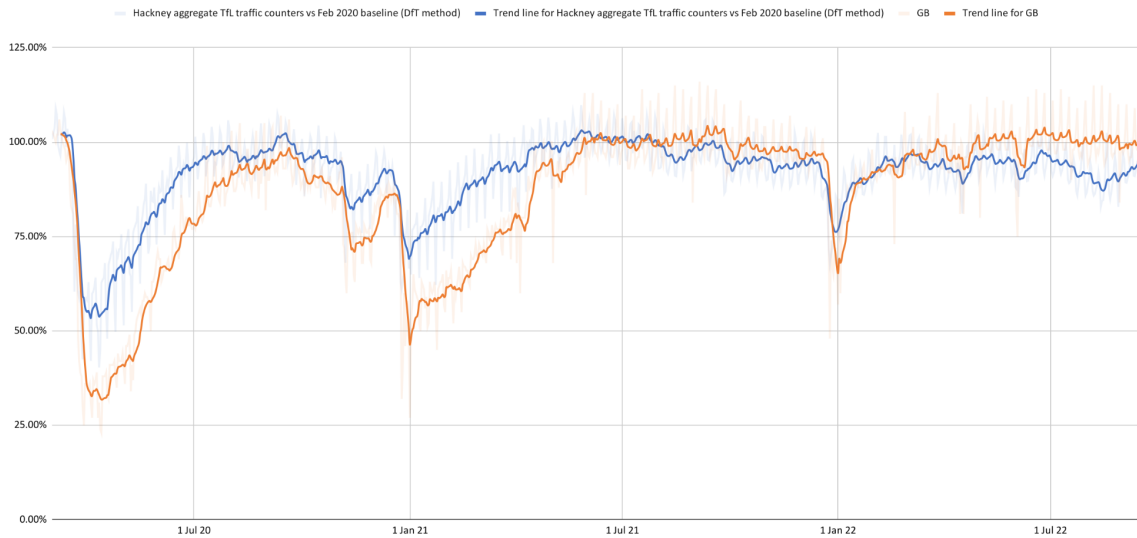
¹ <https://roadtraffic.dft.gov.uk/summary>

Daily usage of transport by mode: Great Britain, since 1 March 2020 as a percentage of the baseline equivalent day or week.



- 6.16. People have changed the way they move around for work and leisure following the pandemic, and the impacts of these changes are still being evaluated. We are also facing an economy that is rapidly electrifying and seeing the beginnings of societal impacts of climate change.
- 6.17. Figure 3 below shows traffic volumes across both Great Britain and locally in Hackney since the beginning of the first lock down period in March 2020. National traffic trends suggest that road traffic has broadly returned to pre pandemic levels by 2022. Data for Hackney main roads suggests that in 2021 Hackney traffic levels had returned to pre pandemic levels, and then proceeded to drop to about 10% below pre pandemic levels in 2022. Other notable observations are that Hackney did not see as significant a reduction in traffic as a result of the first and second down lockdowns (March 2020 & December 2020) as compared to the rest of Great Britain.
- 6.18. Figure 3: GB vs Hackney aggregate TfL counters percentage of February 2020 baseline March 2020 to September 2022.

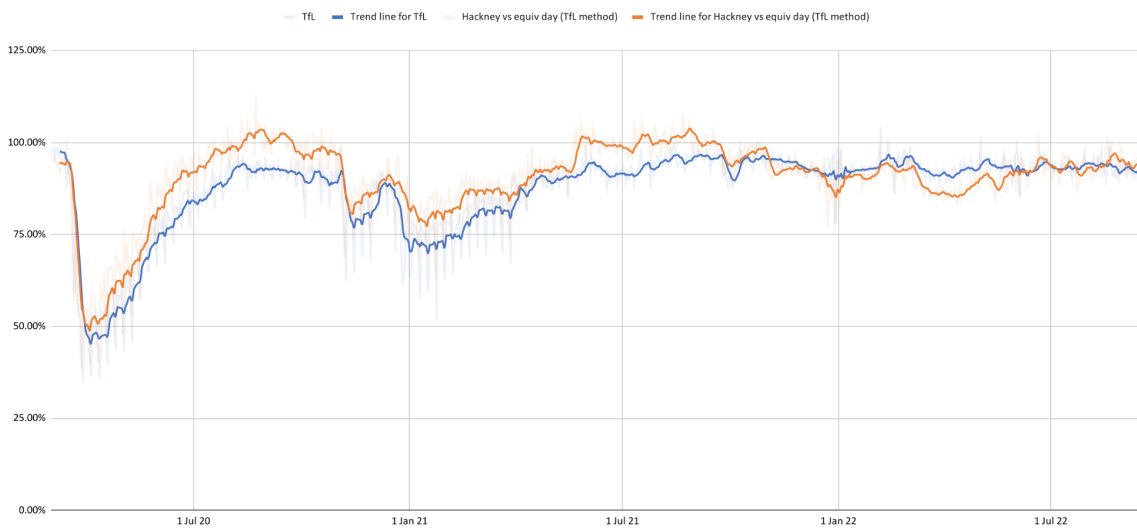
GB vs Hackney aggregate TfL counters percentage of February 2020 base line March 2020 to September 2022



6.19. Figure 4 below shows Hackney traffic levels broadly in line with London trends - a little above it in early 2021 and a little below it in 2022. This is to be expected because at least 40% of the traffic in Hackney is through traffic.

6.20. Figure 4: TfL all London vs Hackney aggregate TfL counters percentage of equivalent day in 19/20 (March 2020 to September 2022)

TfL all London vs Hackney aggregate TfL counters percentage of equivalent day in 19/20 (March 2020 to September 2022)



6.21. Hackney was already concerned by the increase in traffic in the borough, and in 2018 had commissioned a traffic study showing that 44% of the traffic in the borough (by vehicle km) was travelling through the borough. This

information, both the trend of increased traffic on minor roads and a significant proportion being ‘through-traffic’, was consistent with reports from residents of observed increase in minor roads being used as ‘rat runs’ for through traffic, at least partly due to increased availability of advanced routing software on mobile phones and sat navs.

- 6.22. Streetscene will be commissioning an updated traffic study in 2023 to understand any changes in traffic movements and help prioritise future traffic management schemes.
- 6.23. We will also be implementing a program of improvements for walking and wheeling on main roads by installing more continuous junction crossings, increased greenery, seating and mitigating pavement parking.

Public transport

- 6.24. Bus patronage has been recovering predominantly off-peak and at weekends due mainly to an increase in leisure trips. Weekday AM peak journeys have shown the slowest increase as some workers have been unable or have chosen not to return to their offices. In addition many key workers and those in low paid jobs are travelling before 0700 and on Night Buses, so this would explain why the AM peak figure is depressed.
- 6.25. Table below shows bus demand recovery rates for Hackney in September 2022. (last week of September 2022 compared to November 2019)

| Time period | Recovery rate % (September 2022 vs November 2019) |
|--------------------|--|
| Weekday AM peak | 72% |
| Weekday Interpeak | 85% |
| Weekday PM peak | 84% |
| Weekday Evening | 85% |
| Weekday All Day | 82% |
| Saturday All Day | 91% |
| Sunday All Day | 90% |
| 7 Day Total | 84% |

Delivery Plan

- 6.26. Access to funding remains one of the main risks to the successful delivery of the Council's climate and transport goals. Although Streetscene has been successful in progressing key schemes through external funding, recent reductions in funding for sustainable travel and limited Council funding mean that flagship projects are at risk.
- 6.27. On the 27th September TfL announced the first long term funding agreement for the Local Implementation Plan (LIP). Hackney received a cut in funding from £1.7m to £1m for 22/23 and a cut from £1.7m to £910k for 23/24. This cut in funding has significantly reduced the scope of works that were initially planned when the LIP funding bid was submitted in November 2021.
- 6.28. The programme of investment for the remainder of 22/23 and the following two financial years (23/24 and 24/25) is set out in the list of schemes section at the end of this report. The list of schemes is the aspirational delivery plan for the Council. Form A (appendix 1) is the format in which the Council must submit its programme of investment to TfL.
- 6.29. Streetscene and Parking have successfully secured capital funding to expand the cycle hangar program. However, funds for on street, cargo bike and adapted cycle parking are minimal for both FY 22/23 (£34k) and FY23/24 (£36k)
- 6.30. Streetscene have secured private investment to roll out the borough wide network of EV charge points. Internal project management resource funding has been agreed to deliver this project. The revenue generated from the scheme is intended to repay the capital cost of the project management resource.
- 6.31. Streetscene has secured partner funding to expand the dockless cycle hire bays through a 2 year contract with Lime. This model is potentially at risk with changes to legislation. The Council expects to expand the dockless bike bays to increase the visibility and compliance of the scheme.

Clean Fuels

- 6.32. Transport accounts for 21% of the Carbon emissions from Hackney. In the cases where a sustainable mode of transport is not an option, we would like to see all motorised traffic transition to low emission vehicles or electric vehicles (EVs). Electrifying transport will have one of the largest impacts on carbon emissions generated within the borough.
- 6.33. Council to date has 303 charging points, meeting a previous target for everyone in the borough to be 500m from an EV charge point.
- 6.34. Hackney has one of the most ambitious plans to encourage residents and businesses to switch to EVs through a borough wide network of EV

chargers, which will reach 3000 charge points by 2030 with a near term goal to install 1500 by 2026.

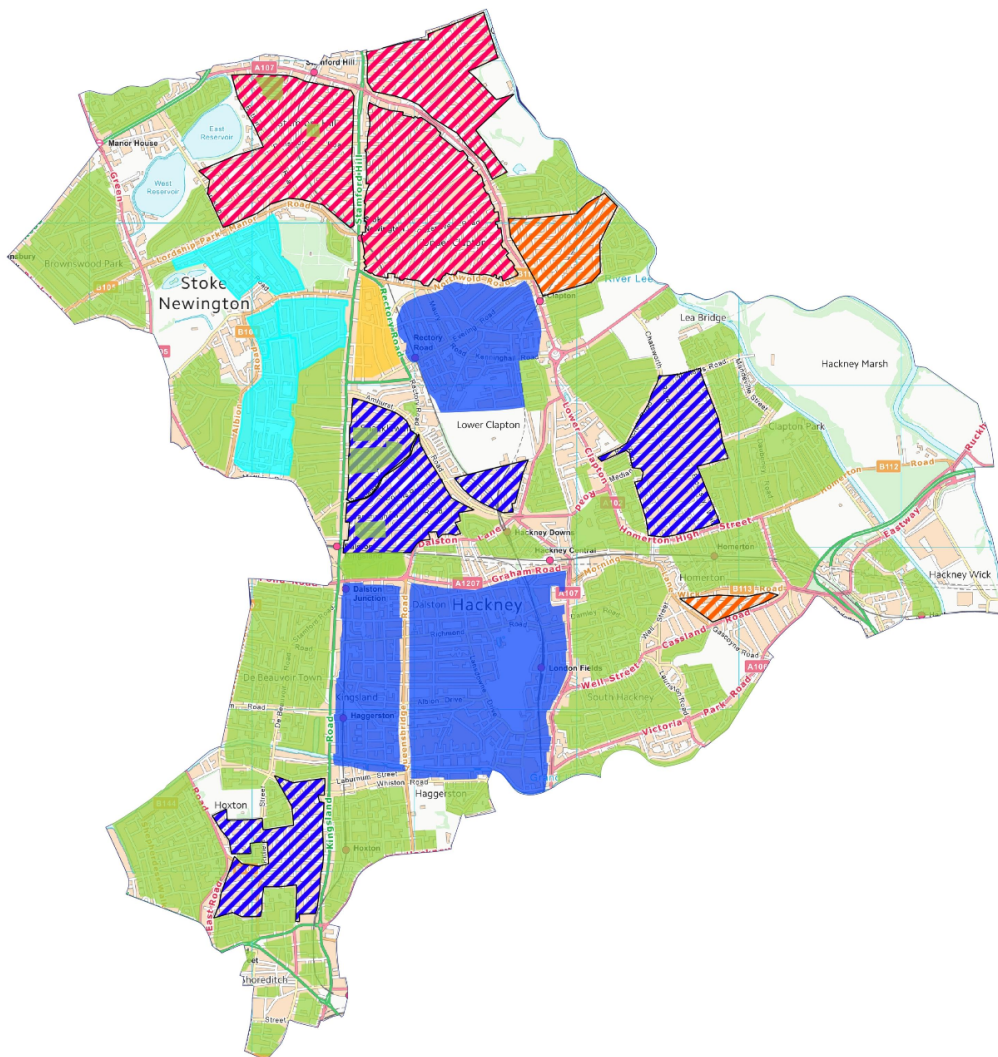
- 6.35. In July 2022, the Council's Cabinet Procurement and Insourcing Committee agreed to award contracts to two suppliers for the implementation and operation of 3000 rapid, fast and slow EV chargers on a concession basis with minimal capital budget requirements from the Council.

Walking and cycling



- 6.36. The Hackney Transport Strategy sets out to create an environment whereby people actively choose to walk and cycle as part of everyday life, which can have a significant impact on public health and may also reduce inequalities in health. Increasing physical activity through active travel (walking and cycling) is also a key strand of the Mayors Transport Strategy, with a long-term target for 2041 of 70% of people reporting two periods of ten minutes spent walking or cycling on the previous day. Only 33% of Hackney residents were meeting this level of active travel exercise in the three years to 2019/20 - the second lowest in Inner London
- 6.37. According to the 2019/20 London Travel Demand Survey (LTDS) with all trips, seven-day walking mode share, some 42.8% of trips ending or beginning in Hackney were by walking which, together with Camden, is the highest level of walking trips in London and well above the Inner London average of 38.2%. This puts Hackney in a strong position to meet its local 40% walking share target by 2025.
- 6.38. Hackney has by far the highest levels of residents cycling to work in London, at 15.4% of all commuter journeys (based on the 2011 Census and taking into account those who do not work or work from home), the second highest borough is Islington at 10.1%, and is almost four times greater than the London average of 4.3%. Nationally, only Cambridge (31.9%), Oxford (18.7%), and the Isles of Scilly (18.4%) have higher rates of cycling to work.
- 6.39. Hackney in 2020, following national and London guidance, responded with a greatly enhanced programme to reduce motor traffic in residential areas and around schools at opening and closing times to encourage walking and cycling in residential areas. This resulted in an acceleration of Hackney's School Streets and Low Traffic Neighbourhoods programmes, with the introduction of 19 new Low Traffic Neighbourhoods and over 40 School Streets around most of the borough's Primary Schools, as well as the creation of two new protected cycle routes.
- 6.40. Since the global pandemic national travel patterns have changed, with people commuting less and travelling for leisure more. Private vehicle use is now broadly at or exceeding pre pandemic levels whilst public transport has remained below pre pandemic levels.

LTNs update and forward plan

- 6.41. The Council's ambition is to ensure that motor traffic is managed at appropriate levels across the entire borough and to continue to improve Hackney for walking and cycling, encourage people to spend time in their local area and create quieter, greener, safer and more pleasant neighbourhoods.
- 6.42. Low traffic neighbourhoods are a proven effective traffic management tool to reduce through traffic on residential streets. The most recent LTNs have focussed on areas with the greater population densities, social distancing and air quality challenges. Some were introduced due to proximity to the South of the borough and the traffic changes planned for the City of London, and a more general need to develop a contiguous network of neighbourhoods without too many gaps.
- 6.43. Summary of results from traffic counts of recent LTNs shows traffic decrease of 38% inside LTNs can be achieved.
- 6.44. The next phase will continue the implementation of LTNs, prioritising schemes that were part of the original Emergency Transport Plan and have the highest need based on the original criteria for planning LTNs.
- 6.45. While the broad ambition for each future LTN remains as given in paragraph 6.42, the priority outcomes and vision for each future LTN will vary between neighbourhoods, and will be identified through data gathering and community engagement. Examples of outcomes prioritised for a neighbourhood might include:
- Improved bus journey times with reduced traffic volumes on a local bus route
 - Low traffic walking and cycling routes created to nearby green spaces
 - Low traffic walking and cycling routes for secondary school students to travel independently along
 - New public spaces created for the community to use for instance pocket parks or parklets
 - Pedestrians are able to cross the road in a town centre or residential area safely and with ease
- 6.46. Future years will see all feasible neighbourhoods having traffic management schemes to reduce through traffic.
- 6.47. Map below shows the current status of the LTN programme.



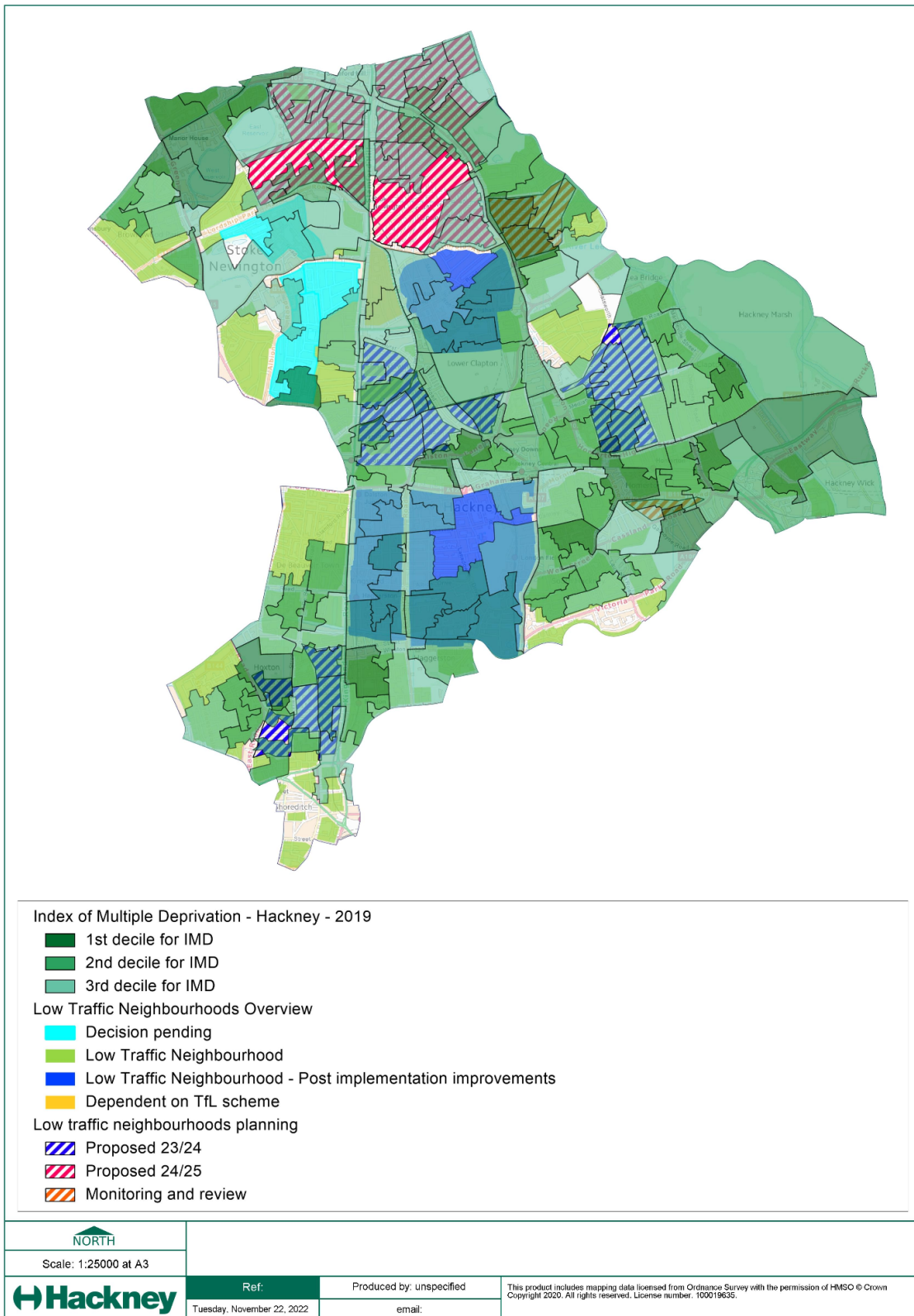
- Low Traffic Neighbourhoods Overview - COPY
- Decision pending
 - Low Traffic Neighbourhood
 - Low Traffic Neighbourhood - Post implementation improvements
 - Dependent on TfL scheme
- Low traffic neighbourhoods planning
- Proposed 23/24
 - Proposed 24/25
 - Monitoring and review

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|  Scale: 1:25000 at A3 | Low traffic neighbourhoods: Existing, under review and proposed | | |
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6.48. Table below shows a profile of the planned or monitored LTNs

| Name | Notes | Existing programme pre pandemic | Proposed in ETP | Highest 3 deciles for Index of Multiple Deprivation | Population density over 25,000 p/sqm | Bus route through neighbourhood | Borders existing LTN |
|--------------------|-----------------------|---------------------------------|-----------------|---|--------------------------------------|---------------------------------|----------------------|
| Craven Walk | Proposed 24/25 | No | No | Yes | No | Yes | Yes |
| Southwold Road | Proposed 24/25 | No | No | Yes | No | Yes | Yes |
| Dalston LTN | Proposed 23/24 | Yes | No | Yes | No | No | Yes |
| Shacklewell LTN | Proposed 23/24 | No | Yes | Yes | No | Yes | Yes |
| Chatsworth Road | Proposed 23/24 | No | Yes | Yes | No | Yes | Yes |
| Hoxton East | Proposed 23/24 | Yes | No | Yes | Yes | Yes | Yes |
| Stamford Hill West | Proposed 24/25 | No | No | Yes | No | No | Yes |
| Cassland Road | Monitoring and review | Yes | No | Yes | Yes | No | Yes |
| Cazenove Road LTN | Proposed 24/25 | No | No | Yes | No | Yes | Yes |

6.49. Map below shows areas that are in the highest 3 deciles for the Index of Multiple Deprivation.

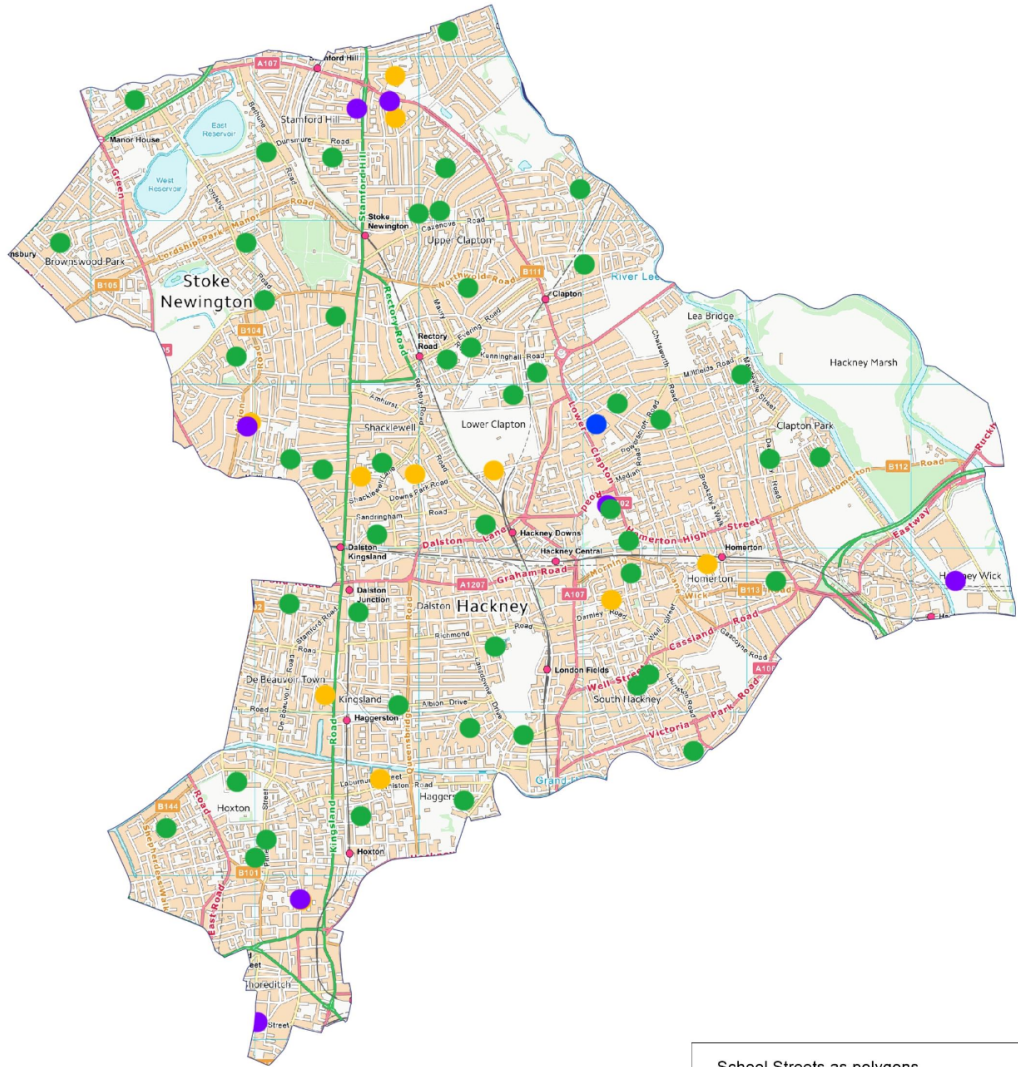


School streets

- 6.50. Hackney already has 48 School Streets, which is the highest number in the UK. The priority now is to manage the existing schemes whilst continuing to introduce new School Streets where these are possible and would benefit the area.
- 6.51. A list of the next proposed School Streets to be implemented as part of the programme as been developed in line with the Mayor’s Manifesto commitment to ‘complete the successful School Streets programme at Hackney’s primary and secondary schools’ and ‘expand the School Streets offer to at least six independent schools in the borough’.
- 6.52. Preliminary scheme proposals have been identified at 6 primary and 6 secondary schools as shown below. Subject to feasibility and funding, these 12 School Streets will be implemented before the end of FY 2025/26.
- 6.53. NOTE: this list is a preliminary intention list and is subject to detailed design review and consultation with the schools and stakeholders.
- 6.54. Independent schools should not miss out on the benefits of School Streets. A programme is therefore being developed to engage with the large number of independent schools, with a view to introducing 6 School Streets to serve them before the end of 2025.
- 6.55. The cost estimates for each scheme are likely to range from £15K to £80K per site (depending on enforcement cameras). Allowing for the maintenance of the existing schemes then an allowance of £20k per year will be needed.
- 6.56. The table below shows the proposed list of School Streets to be taken through to feasibility assessment. Implementation of a School Street at these locations will therefore be dependent on feasibility and funding.
- 6.57. The location of the proposed primary and secondary School Streets are also shown in the map below.

| Scheme | Target implementation | Notes |
|--|-----------------------|--|
| FY 2022/23 | | |
| Mossbourne Riverside Academy | February 2023 | A School Street is due to be implemented on East Bay Lane in early 2023, pending legal agreement with LLDC |
| Olive School Street expansion | February 2023 | Olive School Street expansion to Clapton Square, Halidon Close and Sutton Place |
| FY 2023/24 | | |
| Hackney New School | Spring 2023 | Implementation of a School Street on Enfield Road / Hertford Road |
| Mossbourne Community Academy & Stormont | Spring/Summer 2023 | School Street and traffic filter on Downs Park Road |

| Scheme | Target implementation | Notes |
|--|------------------------------|---|
| FY 2022/23 | | |
| House Special School (Secondary 1) | | |
| Grasmere Primary School | Spring/Summer 2023 | School Street on Church Walk |
| Independent School Feasibility Study and School Selection | Spring/Summer 2023 | Feasibility, scoping and initial engagement with Independent Schools in Hackney |
| Clapton Girls Academy (Secondary 2) | Autumn/Winter 2023 | School Street on Laura Place and possibly Mayola Road / Almack Road and Linscott Road |
| St Monica's Roman Catholic Primary School | Autumn/Winter 2023 | School Street on Hoxton Street (may require changes to existing traffic conditions) |
| 2 x Independent School implementation (1&2) | Autumn/Winter 2023 | Implementation of the first two School Streets at independent schools |
| FY 2024/25 | | |
| Halley House School (Primary) | Spring/Summer 2024 | School Street on Arcola Street (small School Street) due to access to Hindle House Community Hall |
| The Urswick School (Secondary 3) | Spring/Summer 2024 | School Street at Urswick School on Paragon Road and Darnley Road (unconfirmed) |
| The Petchey Academy (Secondary 4) | Spring/Summer 2024 | School Street on Cecilia Road |
| Lubavitch Boys' Primary | Autumn/Winter 2023 | School Street on Darenth Street |
| 2 x Independent School implementation (3&4) | Autumn/Winter 2024 | Implementation of two further independent schools (subject to support from schools) |
| FY 2025/26 | | |
| Berger Primary | Spring 2025 | School Street on multiple roads with pupil entrances (undefined) |
| The Bridge Academy (Secondary 5) | Spring 2025 | School Street on Haggerston Road and Laburnum Street |
| Yesodey Hatorah School (Secondary 6) | Spring 2025 | School Street on Egerton Road |
| 2 x Independent School implementation (5&6) | Autumn/Winter 2025 | Implementation of two further independent schools (subject to support from schools) |



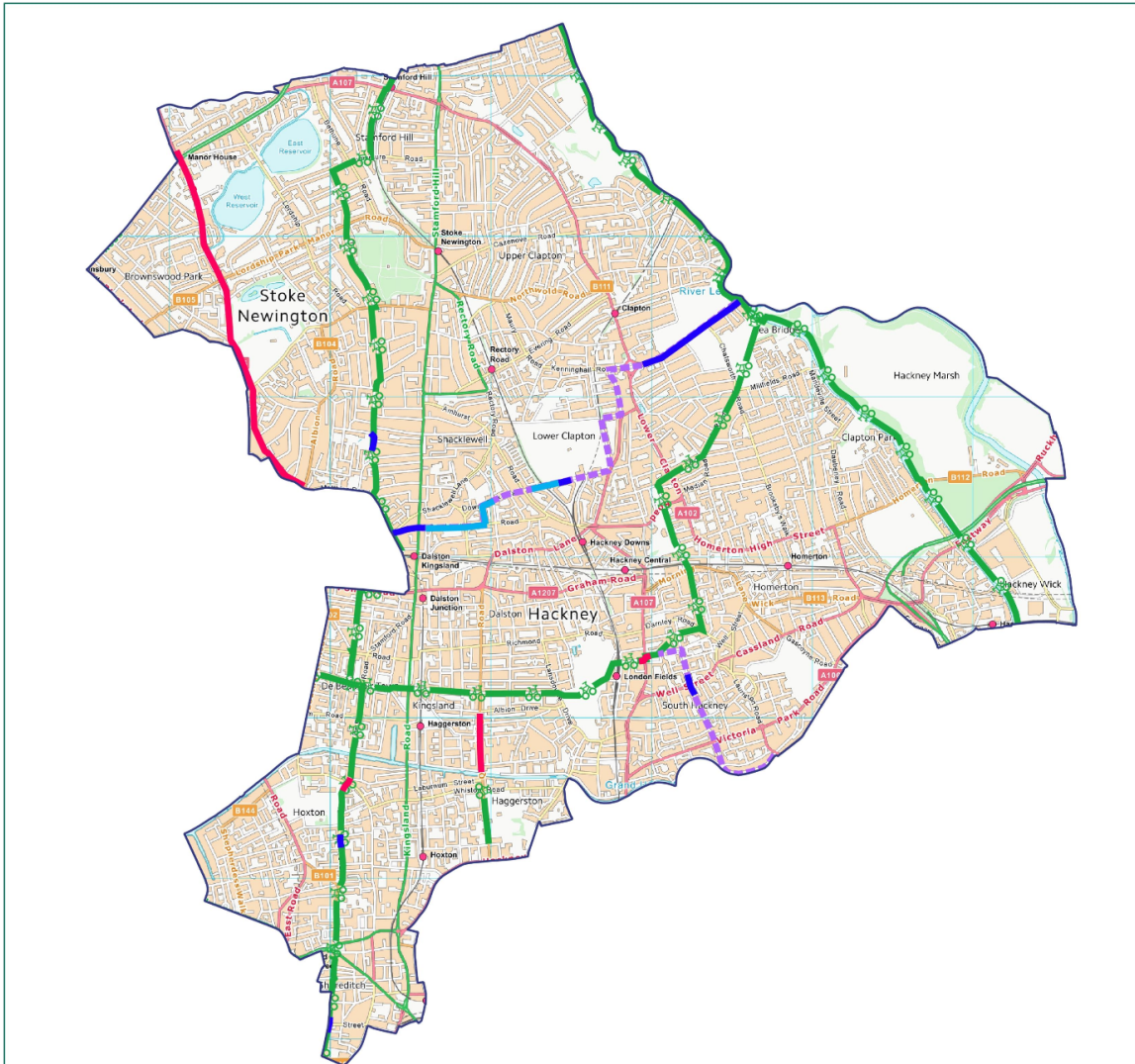
School Streets as polygons

- Active
- Future
- Programmed
- Proposed

| | | | |
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|  NORTH | School streets: Active, future, programmed and proposed | | |
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|  Hackney | Ref: | Produced by: unspecified | This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright 2020. All rights reserved. License number. 100019635. |
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Cycling and walking future schemes

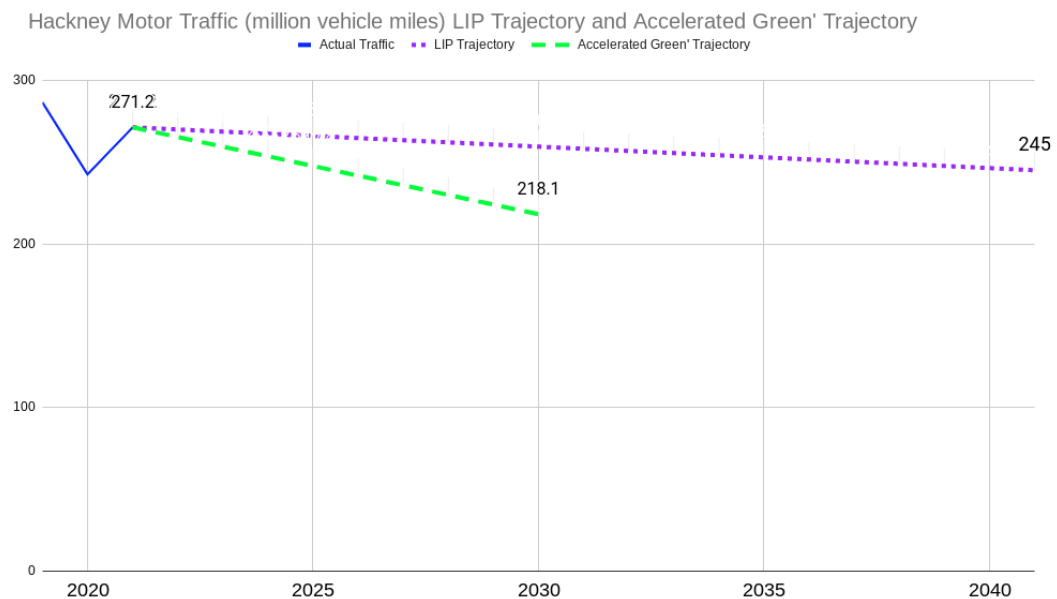
- 6.58. There are a number of strategic cycle routes that are being progressed by TfL, such as the Lea Bridge roundabout. Further improvements are being funded by TfL through the LIP. These are shown in the map below and detailed in the list of schemes.



- | | | |
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| <p>22/23 Hackney Strategic Cycle Routes</p> <ul style="list-style-type: none"> — Abersham Road/Down Park Road junction treatment (C23) — Andre Street/Downs Park Road improvements (C23) — Sandringham Road <p>23/24 Hackney Strategic Cycle Routes</p> <ul style="list-style-type: none"> — Butterfield Green (CS1) pedestrian improvements — Downs park Road parallel crossing (OS Mossbourne School), C23) — Paul Street/Worship Street/Wilson Street junction (C1) — Well Street/Frampton Park Road signalisation | <ul style="list-style-type: none"> — Pitfield Street/Buckland Street (C1) — C23 Westbound Lea Bridge Road — Crossway/Boleyn Road (C23) <p>24/25 Hackney Strategic Cycle Routes</p> <ul style="list-style-type: none"> — Queensbridge Road (Phase III, C13) — Green lanes cycle way — Toucan crossing London Lane/Mare Street/St Thomas's Way — Hyde Road/Pitfield Street modal filters(C1) <p>Hackney Strategic Cycle Routes Heading</p> | <ul style="list-style-type: none"> — CS1 — Hackney to Victoria park — Lea Bridge to Dalston — Q2 Bloomsbury to Walthamstow — Lea Valley Greenway — Queensbridge Road |
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Car and Motorbike Traffic

- 6.59. Road traffic in Hackney peaked in 2002 at 350 million vehicle miles just before the implementation of the Central London Congestion Charge. This was followed by 15 years up to 2013 of almost unbroken decline when traffic fell to 287 million vehicle miles. From 2013 until 2019 traffic plateaued before falling by 15% in covid period of 2020.
- 6.60. DfT figures show traffic increasing to 271.2 million vehicle miles in 2021 (95% of pre Covid levels). This is still below Hackney's interim 2021 LIP target for traffic in the borough of 289 million vehicle miles. The long term LIP target for traffic is for it to be further reduced to 245 million vehicle miles by 2041. However the 'Accelerated Green' scenario in the Pathways to Net Zero Carbon published in 2021 and supported by the Mayor of London would mean Hackney's traffic reducing much faster to 218 million vehicle miles by 2030.
- 6.61. Hackney Motor Traffic (million vehicle miles) LIP trajectory and accelerated green trajectory



- 6.62. Separately to these Londonwide trajectories, the Mayor of Hackney has committed in his 2022 manifesto to cut road traffic by 30.6m vehicle miles (9%) by 2026 through road user charging. This is slightly more ambitious than the 'Accelerated Green' target shown above.
- 6.63. Other manifesto commitments include reducing the amount of private car travel on the school run from 540,000 miles to 270,000 miles (0.2% to 0.15% by 2026). Improved public transport is thought to be able to contribute a

2.5% reduction in private car use, with a further 0.25% reduction enabled by a stronger local car club offer.

Freight & Delivery Traffic

- 6.64. The efficient freight movement of goods and services are essential for a successful prospering city. Freight demand continues to increase and nationally it is predicted to rise by as much as 115% by 2040 for LGVs with HGV traffic increasing up to 58%. On London's crowded streets, however, the negative impacts of freight in terms of congestion, road user casualties and air pollution have influenced the Mayor's Transport Strategy (MTS) to set ambitious targets to control this growth.
- 6.65. On current trends LGV vehicle km which currently make up 16% of all vehicle km in London, are forecast to grow by up to 43% by 2041. HGVs, which make up 3% of London's traffic, are forecast to decline by up to 6% on 2015 levels.
- 6.66. Reduce freight traffic from LGVs by 2.5% through implementing a Freight Action Plan that includes a Zero Emissions Network, Cargo Bike Sharing hubs and micro PUDO hubs targeted at both retail and wholesale distribution channels and Virtual kerbside management. Ultra Low Emission Streets and road user charging will also be used to promote low emission last mile delivery solutions.
- 6.67. Actions will also be targeted at freight associated with specific sectors such as fast food deliveries and commercial waste collection services. Freight traffic from construction is a particular concern and road danger from lorries associated with this sector is being addressed through the borough's promotion of the Construction Logistics and Community Safety standard (CLOCS) for developers and fleet operators. The Council will map construction developments to inform an area-wide Construction and Logistics Plan.
- 6.68. Hackney will also look to reduce emissions from its own vehicle by investigating the purchase of additional electric and low-emission vehicles for the Hackney Fleet, including cargo bikes and electric HGV vehicles. It will install more Council depot-based electric vehicle charging points suitable for different types of freight vehicles. Hackney will also explore opportunities for consolidation in its goods procurement policies and conduct surveys to prepare the ground for a Council Wide Delivery and Servicing Plan.

Green & Resilient Streets

- 6.69. Healthy Streets plays a central role in addressing the challenges that London faces, including rebuilding from the pandemic, addressing deep-rooted health inequalities and tackling the climate emergency. Borough delivery is

key to the success of the Healthy Streets Approach, as boroughs are responsible for around 95 per cent of London's streets including 70 per cent of the most strategic streets for buses, as well as crucial for delivering a high quality, connected London-wide cycle network.

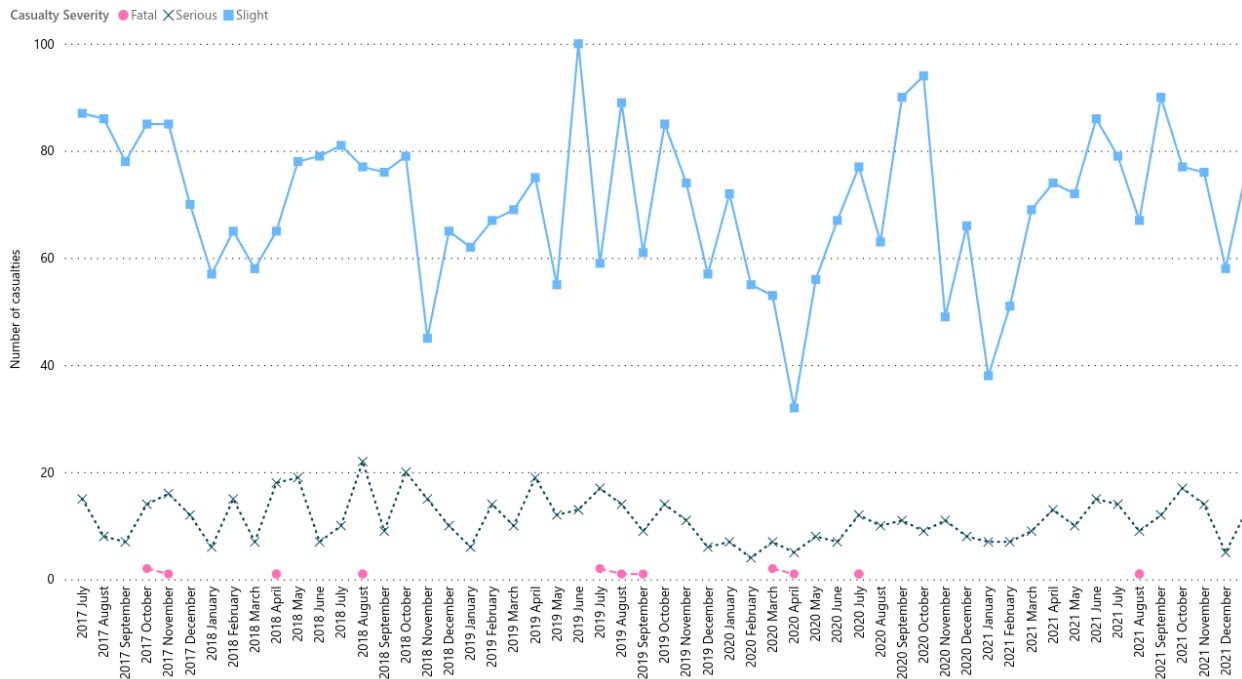
- 6.70. We are currently resurfacing a list of roads, which have been endorsed by cabinet and members. However, there has been little progress in terms of using low carbon asphalt. We are looking at trialling low carbon asphalt at some point in 23/24, but this will come with a cost increase as low carbon asphalt is not included within the current contract and as such would require a variation to the current agreement.

Vision Zero

- 6.71. Making Hackney's roads safer for all road users is one of the key priorities set out in the Council's Sustainable Community Strategy , and this continued priority is to also be reflected in the Transport Strategy, which covers the period between 2015 and 2025.
- 6.72. A Vision Zero approach to road safety management is based on the belief that no death or serious injury is acceptable on roads and follows the principles of the Safe System, where the five pillars of the road environment work together to minimise risk.
- 6.73. 5 pillars to consider
- Safe speeds - encouraging speeds appropriate to the street.
 - Safe streets - designing an environment forgiving of mistakes.
 - Safe vehicles - reducing risks posed by the most dangerous vehicles.
 - Safe behaviours - improving the behaviours of people using our roads.
 - Post -collision response - learning from collisions and improving justice and care for victims.
- 6.74. While 2020 will undoubtedly go down in history as the year of the coronavirus, it will be interesting to assess exactly what the arrival of COVID 19 had overall on the road network and drivers, riders and pedestrians behaviour and attitudes. It was inevitable that with lockdown in place, there would be a radical change to how the roads were used, how public transport was affected and whether the initial changes, either good or bad, would persist going forward. This year may also be remembered as a milestone in the availability of battery electric vehicles, micro mobility, increase in deliveries due to higher online purchases, zero-emission cars with far more models coming onto the market than before, LTNs as well as the first new Clean Air Zones outside of London finally getting the green light.
- 6.75. With the reduction of traffic due to compulsory home working and with the fewer number of private vehicles utilising the roads, it was noted how most drivers' tendency was to speed. Inevitably roads were free from the usual

traffic jams and slower moving traffic, so again focus will be on contributory factors and whether this was indeed the issue it had been perceived to be.

- 6.76. During the pandemic Police units were being assigned to other tasks, therefore road users' behaviour, inconsiderate drivers & riders and associated non-compliance of speed and highway code, slipped further down on their list of enforcement duties. It should also be noted that due to lockdown there was a significant use of online purchasing which resulted in an increase in van deliveries and subsequent increase within the gig economy.
- 6.77. The pandemic also resulted in changes in our lifestyles where more people paid and continue to pay for deliveries of hot food to their home either from restaurants who employ their own fleet of workers or via digital platforms which connect restaurants to consumers via independent workers who get paid per delivery or 'gig' via the app.
- 6.78. The 2020 Casualty Monitoring Report (Appendix 3) provides the dataset for the 2020 casualty figures and shows how Hackney is performing against the revised road casualty reduction targets. Whilst 2020 may not be used as a comparable year in terms of road users and consequent statistics, it is important a consistent record is maintained.
- 6.79. The table below shows casualties by year and month in the borough from July 2017 to December 2021. The graph represents the trends in the slight, serious and fatal casualties across all modes of travel, gender and ages in the borough.
- 6.80. Overall trends are difficult to establish throughout this period, but the effects of the Covid-19 restrictions in April 2020 are shown as a sharp drop in the number of casualties during this month.
- 6.81. Hackney casualties by year and month between July 2017 and December 2021:



ZEN and resident and business engagement

- 6.82. The innovative Zero Emissions Network team provides support to businesses and residents to reduce transport emissions and shift to active, shared and electric mobility. The network has 775 business members and over 600 resident members in Hackney.
- 6.83. To encourage modal shift the network includes cargo, e-bike and EV (electric vehicle) trials and loans to enable businesses and residents to experience and try different modes, before making a longer term switch. The cargo bike share hire provides an alternative for moving larger loads. On-street locations provide remote booking via an app to the public. It gives a good option for travel behaviour change, with 50% of users saying they would have used a car or van if they had not had access to the cargo bike share. Options to improve and possibly expand the cargo bike share locations are currently being considered and assessed.
- 6.84. Through ZEN there is engagement with key stakeholders including local businesses, business associations, community groups, cycling clubs and local EV providers to encourage use of bikes and EVs. The ZEN team will be engaging with businesses and residents around Chatsworth Road to carry out a freight audit and provide advice on how to reduce transport emissions and change behaviour as part of the development of a scheme for this area.

Equality impact assessment

- 6.85. For the LIP 3 and associated delivery plan (2019-2022) an EQIA was carried out and can be found on the [Council's website](#).
- 6.86. To meet the Council's obligations in relation to the Equality Act 2010 and to continue to foster good relations between groups with protected characteristics, officers have updated the EQIA in relation to the LIP 3 delivery plan 22/23 - 24/25. This EQIA report can be found in [appendix 4](#).
- 6.87. Equality impact assessments will also be carried out for each scheme separately to ensure that the impacts of each scheme are updated as we work through the proposed delivery plan.
- 6.88. Hackney Council and its delegated authority decision-makers must comply in the performance of their functions with the Council's obligations under the Equality Act 2010 and other relevant provisions including Article 14 of the European Convention on Human Rights, where that applies. The Public Sector Equality Duty set out in section 149 of the Equality Act requires the Council to have due regard in the performance of its functions to the need to eliminate, amongst other things, discrimination, to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it, and to foster good relations between such groups.
- 6.89. As part of the guidance for boroughs preparing their LIPs, TfL recommended an Equalities Impact Assessment (EQIA) was undertaken which would address the Borough's Public Sector Equality Duty. The purpose of the EQIA is to assess the impact of the LIP on the eight protected characteristics identified in this Duty. The Equality Duty requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations by reference to people with protected characteristics.
- 6.90. A consideration of each of these groups may require the Council to have due regard to other factors set out in section 149. As part of our decision-making process on the proposal for the LIP delivery plan 22/23 - 24/25, the impacts of it have been investigated and measured so far as circumstances reasonably allow, with particular consideration being given to the likely impact on those with a relevant protected characteristic. These characteristics include age, disability, gender reassignment, marriage and civil partnership, race, religion or belief, sex and sexual orientation.

Consideration has also been given in this section to children, pregnancy, maternity and persons on very low incomes.

- 6.91. In undertaking the EQIA a thorough assessment of past, previous and predicted transport trends was made, such as analysis of Census data and a review of national, regional and sub-regional policy and guidance that were in themselves, subject to EQIA for example, the Mayor of London’s Transport Strategy (MTS) and the Council’s Transport Strategy [2015-2025]. The Council has also published a [Hackney EqIA Evidence Base](#) to aid the process of undertaking an EQIA.
- 6.92. The vast majority of the 44 LIP objectives and schemes arising from these objectives offer a positive impact on the eight protected characteristics. The overall impact of the LIP should result in a more accessible borough for all groups to move around easily through a choice of transport modes. The LIP 3 and the LIP delivery plan 22/23 - 24/25 will build on the progress that the Transport Strategy [2015-2025] and LIPs 1 and 2 made in the borough, through supporting the growth of Hackney by prioritising sustainable transport. The LIP has a strong emphasis on walking, cycling, improved public transport and road safety (which differentially affects various ethnic groups) alongside new initiatives to reduce the environmental impact of motor traffic.

Sustainability and climate change

- 6.93. TfL required boroughs to undertake a Strategic Environmental Assessment [SEA] of the draft LIP 3. Consultants Temple Group/Steer were commissioned to undertake the SEA Scoping Report and the subsequent Environmental Report following public consultation on the draft LIP 3. The Scoping Report identified the topics to be assessed by the SEA. The inclusion of a topic was on the basis of whether the LIP 3 would have significant effects on a specific topic. The assessed topics are detailed below:

| Topic | Specific issues identified |
|--|--|
| Air Quality | Air |
| Attractive neighbourhoods | Population; human health; landscape; cultural heritage including architectural and archaeological heritage |
| Climate change mitigation and adaptation | Climatic factors |
| Energy use and supply | Material assets |

| | |
|---|---|
| Fairness and inclusivity | Population; human health |
| Historic environment | Cultural heritage including architectural and archaeological heritage |
| Mental and physical well-being | Population; human health |
| Natural Capital and Natural Environment | Biodiversity; fauna; flora |
| Noise and vibration | Population; human health |
| Safety and security | Population; human health |

- 6.94. As part of the SEA regulations, reasonable alternatives to the LIP 3 proposals would need to be assessed. The consultants considered the only alternative would be a “Do-nothing” scenario. However, as part of the SEA the consultants examined the approach the Council used to develop the LIP 3 proposals and the evidence used to derive these. The Environment Report describes this process and the extent to which environmental considerations have been taken into account in developing the LIP 3 proposals.
- 6.95. As the LIP 3 included Hackney Transport Strategy objectives, the SEA Environmental Report considered the combined LIP 3 and HTS objectives and targets.
- 6.96. The SEA Environmental Report concludes that no significant adverse environmental effects will result from the implementation of the LIP 3 and Transport Strategy in Hackney. As such, no specific recommendations for the mitigation of effects are required. All the effects identified are either considered to have no impact or will be positive. For a few cases, the LIP 3 and Transport Strategy may have positive or negative effects but the level of information available to the consultants at the time of the assessment did not allow them to make a clear judgement.

Consultations

- 6.97. The policy and outcomes that have guided the creation of the delivery plan set out for approval in this report are a continuation of the of the policy and outcomes set out in the LIP 3, the MTS, the Hackney Transport Strategy, the more recent Emergency Transport Plan.
- 6.98. Public consultations were carried out for the LIP 3 and the Hackney Transport Strategy.
- 6.99. A full public consultation was carried out in 2018 for Local Implementation Plan three (LIP 3) which demonstrates how we will contribute to achieving the London Mayor’s Transport Strategy goals for up to 2041. Consultation on the draft LIP 3 was initially between 12 November and 16 December but was extended to 6 January to allow greater public participation.

6.100. Consultation with statutory consultees was carried out for the LIP delivery plan 22/23 - 24/25 in line with s145(2) below:

- Police commissioner
- TfL

6.101. Individual statutory consultations will also be carried out at scheme level and consult with the relevant consultees set out in s145(2) as well as any stakeholder viewed as appropriate in relation to the impact of the scheme.

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

7.1. Each London Borough is required to prepare a Local Implementation Plan (LIP) containing its proposals for implementing the Mayor's Transport Strategy (MTS) under the Greater London Authority Act (1999).

7.2. The LIP is a statutory document setting out the council's transport strategy and objectives for the borough and how it intends to implement them through transport measures. The strategy and objectives need to relate to the Mayor's Transport Strategy and the LIP has to be approved by Transport for London on behalf of the Mayor.

7.3. The LIP 3 guides transport priorities and projects and details a three-year programme of investment (2022/23 to 2024/25) to implement the Mayor of London's Transport Strategy (MTS). The key overarching framework for the new MTS is the 'Healthy Streets Approach'. This policy puts people and their health at the centre of our decision making, helping everyone to use cars less and to walk, cycle and use public transport more.

7.4. This report outlines the structure and content of the LIP 3 and the Council's proposed local transport objectives, indicators and targets, and how these will be addressed through investment in transport measures for the period 2022/23 - 2024/25 and beyond. Appendix 1 of this report gives an indicative breakdown of the proposed LIP delivery plan 22/23 - 24/25 and spending on specific scheme areas.

7.5. One of the primary sources of funding for schemes and initiatives to improve transport infrastructure and travel choices in Hackney is Local Implementation Plan (LIP) funding, allocated through Transport for London (TfL). Following approval by TfL, the schemes and initiatives within the approved LIP delivery plan 22/23 - 24/25 programme will be implemented subject to receiving the full funding allocation.

7.6. TfL has allocated the Council a provisional sum of £1.058m for 2022/23 and £946k for 2023/24 against Corridors Neighbourhoods. The Council ensures that the proposed LIP programme for 2022/23 fully commits to the provisional spend allocation. The Head of Streetscene proposes to implement the programme within available resources. Technical staff time

(fees) will be charged to the schemes within the LIP allocations. There should be no additional cost to the Council in implementing these schemes.

- 7.7. The 3 year Local Implementation Delivery Plan (LIP) 22/23 - 24/25 includes schemes identified through a number of sources, including requests from Members and residents; strategic schemes that support the Council's objectives; schemes that have been committed in previous years for multi-year funding; and schemes that have the potential to improve road safety.
- 7.8. Streetscene has introduced a number of innovative schemes over the course of the last decade. These programmes required a considerable initial capital investment due to their innovative nature. These programmes may eventually be integrated into the Council's services and may even be able to support itself through fees and other forms of revenue.
- 7.9. Some active projects at the moment are either still in the early stages of pilot testing or lack a distinct revenue option. To maintain the high standards and efficacy of the schemes, revenue is needed for these projects and must be controlled at the scheme level. These projects currently consist of parklets, SuDs, and School Streets.

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

- 8.1. Insert text here or delete this section if the report does not concern a land / property transaction.
- 8.2. Insert text here. Delete if not required and scroll to the next section
- 8.3. Insert text here. Delete if not required and scroll to the next section. Hit return to add further sections, which will automatically be numbered.

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

- 9.1. The Council's Local Implementation Plan (LIP) 22/23-24/25 sets out how the Council proposes to implement the Mayor's Transport Strategy in its area (as is required under s.145 LGA Act 1999).
- 9.2. The recommendations set out in part 3 of this report fall within the definition of a Key decision under the Council's Constitution.
- 9.3. Cabinet is authorised to approve the recommendations set out in Section 3 of this report pursuant to the Council's constitution Article 13.5 which states:

- 9.4. A key decision is a Cabinet decision which is likely to:
- i) Result in the Council incurring expenditure which is, or the making of savings which are, significant having regard to the Council's budget for the service or function to which the decisions relates, or
 - ii) Be significant in terms of its effects on communities living or working in an area comprising two or more wards in the area of the Council.
- 9.5. Recommendation 3.1 of this report recommends that Cabinet approves the 22/23 - 24/25 Local Implementation Plan Delivery Plan (LIP delivery plan 22/23 - 24/25) and the projects contained within, as set out in Form A (Appendix 1), to meet the requirements set out by the GLA for LIP funding. Recommendation in 3.3 recommends that cabinet approves the overall programme of investment for 22/23 - 24/25 as set out in the list of schemes (Appendix 2).
- 9.6. Currently the Mayor's scheme of delegation reserves to the Mayor and Cabinet approval of: all corporate policies and strategies, all formal service strategies, and the London Mayor's Transport Spending Plan and Borough spending plan for transportation. The Mayor and Cabinet are permitted to approve the recommendations set out in Paragraph 3.1 and 3.3 of this report.
- 9.7. The recommendation set out in 3.2 of this report recommends that Cabinet Delegates authority to the Head of Streetscene, having consulted the Cabinet member for environment and transport (and subject to certification of the Director, Financial Management, if appropriate), to approve minor amendments to the LIP delivery plan 22/23 - 24/25 following TfL feedback, and prior to final submission by the London Borough of Hackney to TfL (February 2023). In order to ensure the deadline of February 2023 is met, delegation of authority to approve minor amendments to the LIP delivery plan 22/23 - 24/25 following TfL feedback (and prior to final submission by the London Borough of Hackney to TfL) to the Head of Street Scene is required. Paragraph 2.2 (Sub-delegation of Cabinet Functions) i) of the Cabinet Procedure Rules states that "*If the Elected Mayor delegates functions to the Cabinet, unless they direct otherwise, then the Cabinet may delegate further to a Committee of the Cabinet, to an officer, to any joint arrangements, to another authority or to area committees*". Cabinet is therefore permitted to delegate to the Head of Street Scene, the approval of minor amendments to the LIP delivery plan 22/23 - 24/25 following TfL feedback, and prior to final submission by the London Borough of Hackney to TfL (February 2023).

Appendices

Appendix 1 - [Form A](#)

Appendix 2 - List of schemes (appended in report)

Appendix 3 - [2020 Casualty Report](#)

Appendix 4 - [EQIA 22/23 - 24/25](#)

Exempt

There are no exempt appendices

Background documents

[Hackney LIP3 FINAL \(March 2019\)](#)

| | |
|--|--|
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GROUP DIRECTOR: Rickardo Hyatt



SIGNED:

DATED: 11 January 2023

Appendix 1

[Form A](#)

Appendix 2

List of schemes

| | Measure | 22/23 | 23/24 | 24/25 | Status |
|--------------|--|---|---|---|---|
| T.1 | Clean Fuels | | | | |
| T.1.1 | Expand the EV charging network | | | | |
| T.1.1 | Expand the EV charging network | Planning & Consultation | Delivery | Delivery | Funded Supplier Capital |
| T.1.1 | Retro fit existing EV chargers with dedicated bays where appropriate 80 per year | Delivery | Delivery | Delivery | Unfunded |
| T.1.1 | Work with car club operators to electrify their fleets | Planning & Consultation | Delivery | Delivery | Funding dependent on Car club contributions |
| T.1.2 | Reduce the Council's transport greenhouse gas emissions | | | | |
| T.1.2 | Replace the council's diesel fleet with electric vehicles, bikes and e-bikes | Sustainable transport team supporting internal services | Sustainable transport team supporting internal services | Sustainable transport team supporting internal services | |
| T.1.2 | Update HR policies to require low carbon and active travel options for business travel | Sustainable transport team supporting internal services | Sustainable transport team supporting internal services | Sustainable transport team supporting internal services | |

| | | | | | |
|--------------|--|---------------------------------|------------------------|--|------------------------|
| T.2 | Walking and cycling | | | | |
| T.2.1 | Increase rates of walking and cycling | | | | |
| T.2.1 | Expand the dockless bike scheme | Planning & Consultation | Delivery | | Partner & S106 funded |
| T.2.1 | Cycle training to be offered to 6,000 children primary & secondary school level.- over a 2 year period | Delivery (part funded) | Delivery (part funded) | | Part LIP funded |
| T.2.1 | Road safety programmes offered to all schools. | Delivery | Delivery | | Part LIP funded |
| T.2.1 | Staff cycle training & route planning offered to Hackney staff together | Delivery | Delivery | | Unfunded |
| T.2.1 | ZEN business engagement programme | Planning & Consultation | Delivery | | Part LIP funded |
| T.2.2 | London Fields Low Traffic Neighbourhoods - post scheme review and amendment | Consultation and design | Delivery | | Committed funding LIP |
| T.2.2 | Hackney Downs Low Traffic Neighbourhoods - post scheme review and amendment | Consultation and design | Delivery | | Committed funding LIP |
| T.2.2 | Waterson Street | Consultation, design & delivery | | | Subject to LIP funding |
| T.2.2 | Chatsworth Road LTN | Consultation and design | Delivery | | Partially LIP funded |
| T.2.2 | Dalston LTN | Consultation and design | Delivery | | Subject to LIP funding |
| T.2.2 | Hoxton East LTN | Consultation and design | Delivery | | Subject to LIP funding |

| T.2.2 Expand cycling infrastructure | | | | | |
|-------------------------------------|---|-------------------------|-------------------------|----------|--------------------------------------|
| T.2.2 | Cycle parking | Delivery | Delivery | | Partially LIP funded (£34k) |
| T.2.2 | Cycle hangars | Planning & Consultation | Delivery | Delivery | Funded (Council Capital) |
| T.2.2 | C23 Boleyn Road/Crossway junction (Lea Bridge and Dalston Cycleway) | Design | Delivery | | Subject to LIP funding |
| T.2.2 | C23 Abersham Road (Lea Bridge and Dalston Cycleway) | Delivery | | | Committed funding LIP |
| T.2.2 | Queensbridge Road (Phase II, C13) | Consultation and design | Delivery | Delivery | Subject to LIP funding |
| T.2.2 | Cricketfield | Consultation and design | Delivery | | Funded (Council Capital road safety) |
| T.2.2 | Ufton Road | Delivery | | | Funded |
| T.2.2 | Nile Street | Consultation and design | Delivery | | Funded (S106) |
| T.2.2 | Flanders way | Delivery | | | Funded (Council Capital) |
| T.2.2 | Wayland Avenue | | Consultation and design | Delivery | Funded (GLA) |
| T.2.2 | Pembury Road | Consultation and design | Delivery | | Funded (Council Capital road safety) |
| T.2.2 | Olive School | Consultation and design | Delivery | | Funded (Developer Contribution) |
| T.2.2 | Downham road Road safety | Consultation and design | Delivery | | Funded (Council Capital road safety) |

| | | | | | |
|--------------|--|-------------------------|---------------------------------|----------|--------------------------------------|
| | Albion Road | Consultation and design | Delivery | | Funded (Council Capital road safety) |
| T.2.2 | Leonard Street (west) | Delivery | | | Funded (S106) |
| T.2.2 | Charles Square | Delivery | | | Funded (S106) |
| T.2.2 | Rufus Street Pedestrianisation (south of Hoxton Square) | | Delivery | | Funded (S106) |
| T.2.2 | Phipp Street | | Delivery | | Funded (S106) |
| T.2.2 | Spring Hill | | Delivery | | Funded (Council Capital) |
| T.2.2 | Green Lanes cycleway | | Planning & Consultation | Delivery | Subject to LIP funding |
| T.3 | Car and Motorbike Traffic | | | | |
| T.3.1 | Improve the accessibility of public transport | | | | |
| T.3.1 | Mare Street | Delivery | | | Funded (Council Capital) |
| T.3.1 | Amhurst Park | Design | Consultation and Design | | Subject to LIP funding |
| T.3.1 | Kenton Road | Delivery | | | Funded (LIP funding) |
| T.3.1 | Graham Road bus lane extension | | Consultation, design & delivery | | Subject to LIP funding |
| T.3.1 | Review bus stop locations to ensure that they work well in the transport network and their impact as trip generators | | Delivery | | Unfunded |
| T.3.2 | Explore the introduction of Road User Charging | | | | |
| T.3.2 | Continue to deliver prerequisite traffic management schemes (LTNs, road closures, traffic | Delivery | | | Subject to LIP funding |

| | | | | | |
|--------------|---|-------------------------|-------------------------|----------|---|
| | filters) subject to investigation/engagement | | | | |
| T.3.2 | Complete early documentation: feasibility study, options appraisals, impacts assessment, and business case. This will include defining possible exemptions and charging mechanisms. | | Planning & Consultation | | Unfunded |
| T.3.2 | Define exemptions and charging mechanism for Road User Charging | | Delivery | | Unfunded |
| T.3.2 | Initial engagement programme for Road User Charging | | | Delivery | Unfunded |
| T.3.3 | Accelerate car sharing and other types of shared mobility | | | | |
| T.3.3 | Deliver additional 100 car club vehicles | Planning & Consultation | Delivery | Delivery | Funding dependent on Car club contributions |
| T.3.3 | Coordinate installation of dockless bike bays, TfL docking stations, cargo bike hire, cycle hangars, car clubs, parklets and greening/SUDs | Planning & Consultation | Delivery | Delivery | Funded (supplier contributions and LIP) |
| T.4 | Freight & Delivery Traffic | | | | |
| T.4.1 | Reduce freight traffic | | | | |
| T.4.1 | Publish a Freight Action Plan | Consultation and design | Delivery | | Unfunded |
| T.4.1 | ZEN business and resident engagement | Consultation and design | Delivery | | Subject to LIP funding |
| T.4.2 | Accelerate the use of alternative delivery systems | | | | |
| T.4.2 | Extend Cargo bike and ebike switch grants scheme through ZEN | Consultation and design | Delivery | | Subject to LIP funding |

| | | | | | |
|--------------|---|-------------------------|-------------------------|----------|--|
| T.4.2 | Promote and enable freight consolidation hubs with multiple logistic suppliers, this could include micro-distribution hubs thorough ZEN | Consultation and design | Delivery | | Unfunded |
| T.4.2 | 12 cargo bike hubs | Consultation and design | Delivery | | Subject to LIP funding |
| T.5 | Green & Resilient Streets | | | | |
| T.5.1 | Convert roadspace to public realm, SuDs and other uses | | | | |
| T.5.1 | Community Parklet programme | Delivery | Delivery | Delivery | Subject to LIP funding |
| T.5.1 | Pocket Park programme | Consultation and design | Delivery | | Subject to LIP funding |
| T.5.1 | Graham Road Healthy streets programme | | Consultation and design | Delivery | Subject to LIP funding |
| T.5.1 | Northwold Road Healthy streets programme | | Consultation and design | Delivery | Unfunded/additional LIP funding required |
| T.5.1 | Dalston Lane Healthy streets programme | | Consultation and design | Delivery | Unfunded/additional LIP funding required |
| T.5.1 | Lordship Park/Manor Road/Lordship Terrace Healthy streets programme | Consultation and design | Delivery | | Subject to LIP funding |
| T.5.1 | Pembury Circus | Consultation and design | Delivery | | Part S106 funded/Awaiting outcome of LUF funding bid |
| T.5.1 | Hackney Central bus gate | | Consultation and design | Delivery | Unfunded/Awaiting outcome of LUF funding bid |

| | | | | | |
|--------------|--|-------------------------|-------------------------|----------|---|
| T.5.1 | Hackney Downs Station pedestrian access | | Consultation and design | Delivery | Unfunded/Awaiting outcome of LUF funding bid |
| T.5.1 | Cold Asphalt road resurfacing | Feasibility | Contract review | Delivery | Potentially funded through existing scheme budget (TBC) |
| T.5.2 | Expand the network of school and play streets | | | | |
| T.5.2 | Stamford Hill School Streets - Experimental to Permanent | Delivery | | | Funded |
| T.5.2 | Mossbourne Riverside Academy | Delivery | | | Funded |
| T.5.2 | Olive School Street expansion | Delivery | | | Funded |
| T.5.2 | Hackney New Primary School | | Delivery | | Funded |
| T.5.2 | Independent School Selection | Feasibility & Selection | Feasibility & Selection | | Funded |
| T.5.2 | Mossbourne Community Academy & Stormont House Special School (Secondary 1) | | Delivery | | Subject to council capital funding, CPRP form submitted November 2022 |
| T.5.2 | Grasmere Primary School | | Delivery | | As above |
| T.5.2 | Clapton Girls Academy (Secondary 2) | | Delivery | | As above |
| T.5.2 | St Monica's Roman Catholic Primary School | | Delivery | | As above |
| T.5.2 | 2 x Independent School implementation (1&2) | | Delivery | | As above |
| T.5.2 | Halley House School (Primary) | | | Delivery | As above |
| T.5.2 | The Urswick School (Secondary 3) | | | Delivery | As above |
| T.5.2 | The Petchey Academy (Secondary 4) | | | Delivery | As above |
| T.5.2 | Lubavitch Boys' Primary | | | Delivery | As above |
| T.5.2 | 2 x Independent School implementation (3&4) | | | Delivery | As above |

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| T.5.2 | Berger Primary | | | | As above |
| T.5.2 | The Bridge Academy (Secondary 5) | | | | As above |
| T.5.2 | Yesodey Hatorah School (Secondary 6) | | | | As above |
| T.5.2 | 2 x Independent School implementation (5&6) | | | | As above |
| T.5.2 | Green screens 20 to 25 | Feasibility & Selection | Delivery | Delivery | Funded |
| | | | | | |
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| T.5.3 Plan for further future changes | | | | | |
| T.5.3 | Cycle audit and development of aspirational cycle network to help optimise S106 spend | | Delivery | | Subject to LIP funding |
| T.5.3 | Investigate and explore the possibility of implementing segregated cycling on Well Street and possibly Cassland Rd | | Delivery | | Subject to LIP funding |
| T.5.3 | Through traffic survey 2022 | Delivery | | | Unfunded |
| T.5.3 | Complete a Main Roads Strategy to explore and plan new ways of reducing traffic and improving air quality on key routes | Delivery | Delivery | | |
| T.5.3 | Hackney Transport strategy 2025-2035 | | Consultation and design | Delivery | Unfunded |