

DELEGATED POWERS DECISION

STREETSCENE SERVICE

PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING

SCHEME: Ultra Low Emission Vehicle Streets

AGREE TO

1. Approve the creation two pedestrian and cycle zones that permit Ultra Low Emission Vehicles (ULEV) and local permit holders (map of proposed zones appended as Appendix 1).
2. Approve the hours of operation to be 0700-1000 and 1600-1900, Monday to Friday
3. Approve enforcement using Automatic Number plate Cameras (ANPR) of any contravening vehicles.
4. Work with LB Islington to agree the necessary traffic orders and enforcement of the zones

REASONS

1. Improve air quality and reduce emissions within the local neighbourhood.
2. Contribute to the Council's Liveable Neighbourhood aspirations by reducing vehicle dominance in the local area, hence create a more attractive neighbourhood for shopping and socialising in the local area and travelling to and from the numerous workplaces in the two zones.
3. Reducing rat-running traffic through Rivington St, Charlotte Road and Paul St.
4. Improving safety for vulnerable road users.

1. BACKGROUND

The Council is committed to making Hackney's roads safer and more accessible for everyone living, working or visiting the borough. This can only be achieved by reducing the dominance of the private vehicle. Poor air quality resulting from vehicle emissions is finally being recognised for the damage it inflicts upon the health of the city with nearly 10,000 Londoners dying early every year as a result (Kings College London, 2015). Even more disturbing is the direct impact it is having on our children's health with evidence proving it is directly responsible for alarming rates of asthma and other respiratory illnesses in our schools (GLA, 2008).

This has led to the three Councils (Hackney, Islington and Tower Hamlets) joining forces to create a 'Low Emission Neighbourhood' (LEN) in the City Fringe, made possible through funding from the Mayor of London's Air Quality Fund.

During the planning of the City Fringe LEN, research (and traffic counts) indicated that a lot of the polluting traffic on local roads around the City Fringe was from delivery vehicles (approximately 50%). The Council therefore developed these proposals to deal with this issue and support a shift to low emission deliveries.

The ULEV streets scheme proposes to close two 'zones' to all but the cleanest vehicles during set hours of operation. As well as reducing pollution, this will also reduce conflict between motor vehicles and vulnerable users (pedestrians and cyclists) by reducing the number of motor vehicles accessing these zones during hours of operation.

The zones were chosen because they feature:

- Areas of high pollution
- Important commuter routes for pedestrians and cyclists
- Existing conflicts between vehicles on these routes
- Concerns from local businesses and residents on the number of vehicles accessing these areas.

The hours of operation were chosen based on:

- The main commuting hours - reducing conflict between polluting vehicles and pedestrians and cyclists.
- Minimising the impact on residents and businesses from the outset by permitting vehicular movement for 18 hours of the day.

2. PROPOSALS

It is proposed to create two timed pedestrian and cycle zones will be created. These zones will also permit ULEV and local permit holders.

- The zones will operate 07:00 – 10:00 and 16:00 – 19:00 Monday – Friday.

- Signage erected at each of the six entrances to the two zones, at Rivington St, Charlotte Rd, Great Eastern St, Singer St, Tabernacle St and Ravey St.
- Camera enforcement (ANPR) will be used to enforce the restrictions on unauthorised vehicles entering the zones during the times of operation
- Unauthorised vehicles contravening the traffic order will be automatically issued a penalty charge notice

If approved, it is expected that all aspects of the scheme would be implemented by the end of July 2018.

3. CONSULTATION

A pre-consultation letter was sent out to 1,500 addresses of properties within the two ULEV zones informing them of the scheme and of the forthcoming consultation.

A total of three thousand, five hundred (3,500) copies of the consultation pack were delivered to local residents and businesses in and around the Shoreditch area.

An additional reminder letter was sent to 2,000 addresses of properties within the two ULEV zones, reminding them that the scheme was open to consultation and to have their say on the proposals.

A pop-up event was held on the 28th November in Tabernacle Square to inform the public of the forthcoming proposals and consultation.

An evening drop in session took place on the 1st February (whilst the consultation was open) at the Hackney Opportunity Hub on Bowling Green Walk. This afforded another opportunity to answer the consultation and ask questions on the proposals.

A consultant visited over 200 addresses within the zones to inform residents and businesses of the proposals and ask them to complete the consultation.

The consultation was also available online through Citizen Space and is appended to this document as Appendix 2.

The public consultation period started on 19th January 2018 and finished on 14th February 2018 (4 weeks). There were a total of seven hundred and six (706) responses to the consultation, which equates to a response rate of 20%. See Table 5.1.

As a whole, the majority of respondents supported the ULEV streets proposals (54%) with 40% opposing and 4% neither supporting nor opposing as shown in Table 5.3.

A summary of the consultation results are shown on the tables below:

Table 5.1 Number of Responses

Consultation packs sent out	Total responses received
3,500	706 (20%)

Table 5.2 Types of Responses

Paper responses received	Web based responses received
91 (13%)	615 (87%)

Table 5.3 Do you support or oppose the proposals?

Support	Oppose	Neither	Total
396	284	26	706
56%	40%	4%	100%

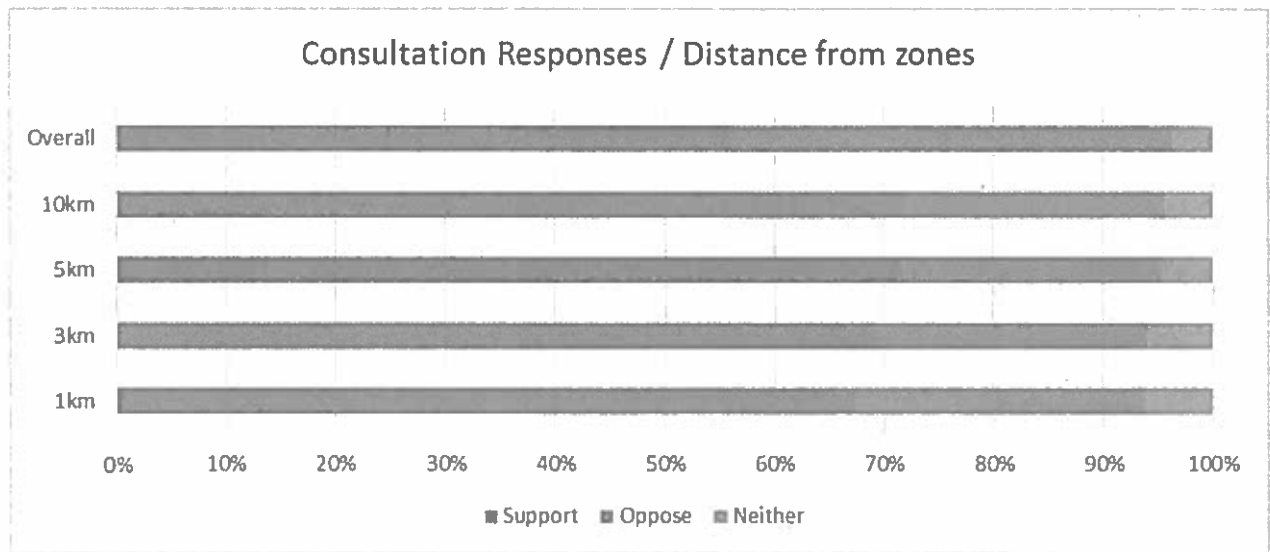
Additional analysis based on the respondents' home postcode was undertaken to assess the levels of support amongst those most affected by the proposals, those that live or work in or nearby the proposed restrictions. *Note: the first 224 responses did not contain postcode data and therefore were not able to be included in the following tables and graphs.*

Table 5.4 Do you support or oppose the proposals (by location)

	Support	Oppose	Neither	Total
1km	107	42	10	159
	67%	26%	6%	100%
3km	151	54	13	218
	69%	25%	6%	100%
5km	205	67	14	286
	72%	23%	5%	100%
10km	244	80	15	339
	72%	24%	4%	100%

As indicated by Table 5.4 above and Graph 5.1 below, the majority of the opposition to the scheme was by those that live over 10km from the proposed areas of operation.

Graph 5.1 Consultation responses analysed at distance from zones



The consultation proposed for the scheme to operate 7am - 10am and 4pm - 7pm Monday –Friday. Opinions however were also sought for other alternatives in terms of hours of operation, areas (geographical) covered by the zones and extent of the restrictions (e.g. should restrictions be tightened to only allow zero emission vehicles).

Table 5.5 Which of the operating periods do you support?

Not answered	41%
24hrs a day every day	31%
24hrs a day Mon-Fri	2%
7am - 7pm Mon-Sun	7%
7am - 7pm Mon-Fri	5%
7am - 10am and 4pm - 7pm Monday -Sunday	4%
7am - 10am and 4pm - 7pm Monday -Friday	10%

Table 5.6 Do you support the proposed boundaries of the zones?

Support	Oppose	Neither
48%	45%	7%

Table 5.7 Do you support a tightening of the restrictions?

Support	Oppose	Neither
43%	49%	8%

Although 31% of respondents answered that they would like the restrictions in place 24hrs a day 7 days a week, there was no option for "none of the above" for those that opposed the scheme. Therefore it could be assumed that 'not answered' (41%) could class as opposition to the time periods. Given that those that didn't answer this question, and therefore probably do not support the scheme, and those preferring Monday to Friday peak hours only equate to over half of the response it is recommended that in the initial implementation of the scheme that it operates peak hour only.

Therefore the Council views the peak time operating period as an appropriate initial operating period in terms of balancing various users' needs. This will also give businesses and delivery companies more options in terms of delivering to the area (e.g retiming of deliveries).

4. IMPACTS

The impact of the scheme will be the implementation of two pedestrian and cycle zones that permit ULEV (and local permit holders). Based upon the projected proportion of ULEV in the vehicle population the Council expects this scheme will reduce traffic in the zones by 90% during the operational periods. This will therefore improve local air quality by removing the tailpipe emissions associated with this traffic.

The reduction of traffic will also benefit more vulnerable road users in the area. Rivington St forms part of the 'cycle grid' whilst Paul St forms part of Cycle Superhighway 1 and Tabernacle St, Quietway 13. The area is also very busy with pedestrians during the operational periods proposed due to the high number of commuters working in these zones. Reducing the dominance of motor vehicles will benefit both these user groups.

5. Equalities Impact Assessment

In developing these proposals consideration has been given to the impact in terms of Equalities. 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.

The reduced dominance of motor vehicles will benefit those more vulnerable road users (including those with mobility impairments). Alongside this scheme we are also undertaking a number of public realm improvements across the zones, making them better for those with mobility impairments.

6. FINANCIAL IMPLICATIONS

The total expenditure has been calculated at £230,000. This budget has been assigned and will be paid using the funding the Councils (Hackney, Islington and Tower Hamlets) received as part of the 'Go Ultra Low Cities', City Fringe: Neighbourhood of the Future' scheme.

7. RECOMMENDATIONS

It is recommended that approval is given to implement two pedestrian and cycle zones that also permit ULEV (and local permit holders).

8. CONCLUSION

I have noted the contents of this summary and the associated documents and agree with the recommendation contained therein.

Signed: - *ASGh*

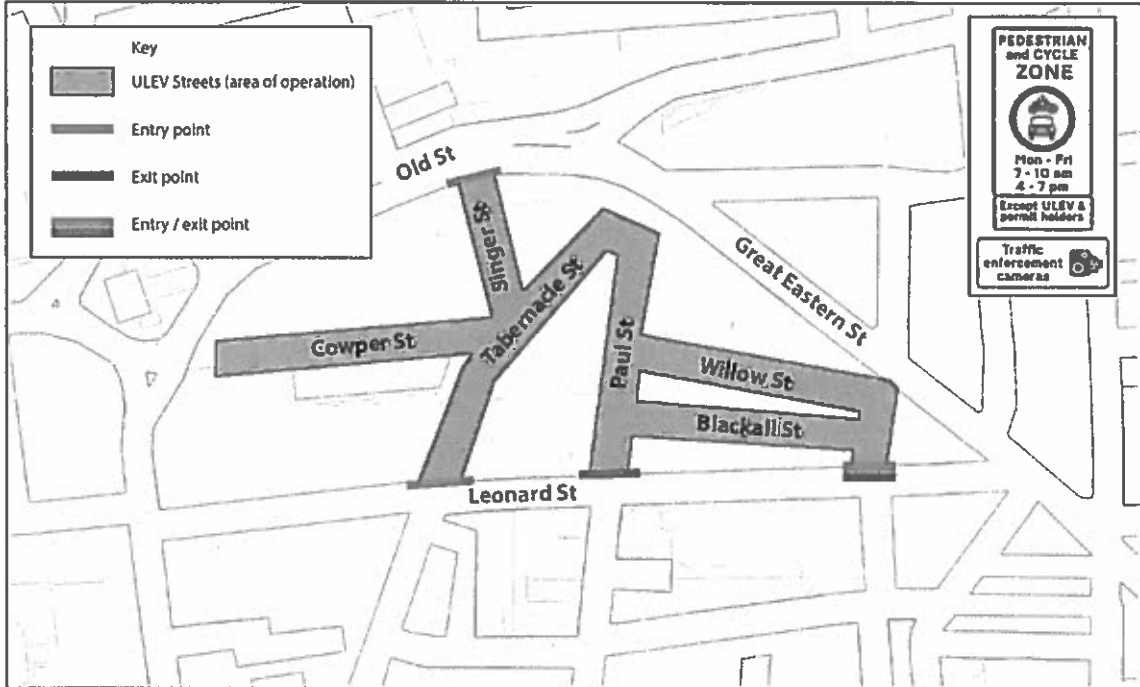
Dated: - *19 March 2018*

Andrew Cunningham – Head of Streetscene

- cc Councillor Demirci – Cabinet Member for Neighbourhoods, Transport & Parks
- cc Aled Richards – Director of Public Realm
- cc Kate Hart – Group Engineer, Design and Engineering

Appendix 1 ULEV streets zones

ZONE 1



ZONE 2

