

# Hackney Transport Strategy 2014-2024

Liveable Neighbourhoods Plan  
Summer 2014

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# 1. Introduction

## 1.1 Background

This Liveable Neighbourhoods Plan outlines Hackney Council's commitment towards improving quality of life for our residents. It sets out a programme of actions for the period 2014 to 2024 to ensure Hackney remains the most liveable and sustainable borough in London.

The Plan aims to build upon the borough's success in creating liveable and sustainable neighbourhoods reflected by the fact that Hackney has both the lowest levels of car ownership in England in addition to having the highest levels of cycling and bus usage in London.

The Plan presents a vision for neighbourhoods in Hackney in 2024 encompassing health, carbon reduction and improved air quality, cohesive communities, economic prosperity, quality of life and equality of opportunity. It supports the objectives set out by the Mayor of London's Transport Strategy as well as local priorities set out by the Hackney's Sustainable Community Strategy, its emerging Local Plan and the Mayor of Hackney's 2010 Manifesto transport pledges. The strategy identifies the reasons for the Council's commitment to ensuring Hackney remains London's most liveable neighbourhoods and the actions and levels of investment required to achieving this vision.

## 1.2 Hackney's Transport Strategy Vision

The vision for Hackney's Transport Strategy is as follows:

*"By 2024, Hackney transport system will be an exemplar for sustainable urban living in London. Hackney Council will be fair, equitable, safe and responsive to the needs of its residents, 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 21<sup>st</sup> century."*

The Liveable Neighbourhoods Plan sets out how Hackney Council will achieve this aim and result in a higher quality of life for residents in the borough.

### **1.3 Liveable Neighbourhoods Objectives**

The objectives of the Liveable Neighbourhoods Plan are to ensure that by 2024:

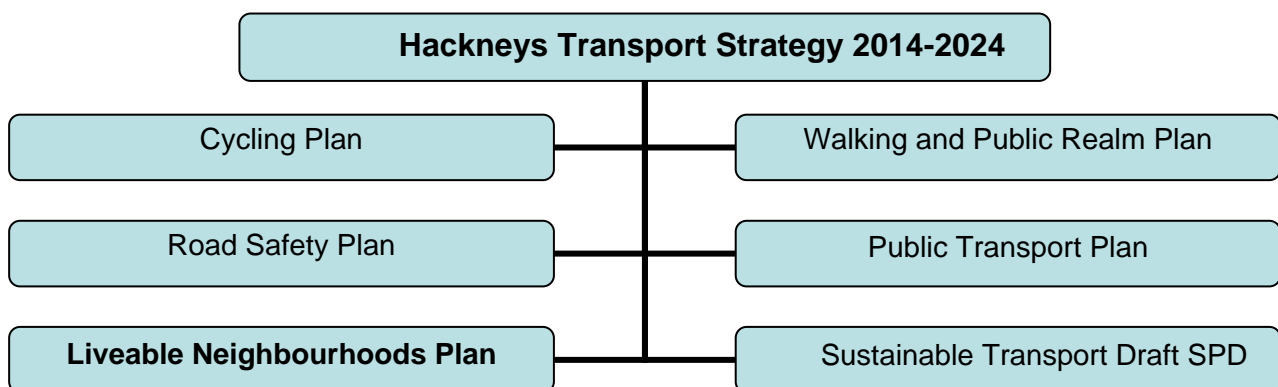
- Hackney has the most liveable and sustainable neighbourhoods and streets in London.
- Hackney's neighbourhoods and streets are healthy, safe and attractive places to enjoy and spend time in for residents from every age and background, and places which support community cohesion.
- Hackney's neighbourhoods and streets will be prepared for the implications of climate change.
- Hackney's neighbourhoods and streets will have been retrofitted to facilitate the transition to electric vehicle technology, and traffic based air pollution is no longer affecting the health of residents.
- Hackney residents will not need to own a private car because of the easy availability of car club and car sharing vehicles.

## 2. Daughter Documents

### 2.1 Introduction

This Liveable Neighbourhoods Plan is part of a portfolio of transport topic documents that will eventually form Hackney's Transport Strategy suite of documents. This suite of documents will include strategies or plans covering a range of transport themes and also detailed geographic strategies or plans for the borough's main growth areas and important transport corridors.

Thematic strategies are being developed as daughter documents to the overall Hackney Transport Strategy, of which this Liveable Neighbourhoods Plan document is one. Other daughter documents cover the following areas:



## 3. Why do we need a Liveable Neighbourhoods Plan?

### 3.1 Introduction

The roads and streets in our neighbourhoods are not just places to park vehicles or drive, walk and cycle on; they make up the largest element of the public realm of the city and the places where we socialise and live our lives. An aspiration of the Transport Strategy is to reclaim Hackney's neighbourhoods from parked vehicles and traffic congestion and transform them into the most attractive and liveable neighbourhoods in London.

This aspiration can only be achieved by reducing the dominance of the private vehicle primarily through the management of on street parking and facilitating a reduction in traffic flows, more people using sustainable transport and using our streets to build social cohesion. The reality is that until parking is properly managed there is very little the Council can do to improve the public realm in the neighbourhood streets. Once parking demand is managed and road space is freed up, only then can we look at improving the look and feel of the street.

Reducing the amount of parking and reducing traffic flows will also help to improve air quality, reduce traffic accidents and make our neighbourhoods more pleasant places to walk, play and cycle in. Poor air quality resulting from vehicle emissions is finally being recognised for the damage it is doing to the health of the city with up to 4,300 Londoners dying early every year as a result (Greater London Authority (GLA), 2008). Even more disturbing is the direct impact it is having on our children's health with evidence proving it is directly responsible for alarming rates of asthma and other respiratory illnesses in our schools (GLA, 2008).

In addition to reclaiming our neighbourhoods from private motor vehicles we also urgently need to start considering how our neighbourhoods will cope with the climatic changes that the planet is undergoing. We have to begin to adapt and prepare for these climatic changes in a number of ways, such as retrofitting the public realm to accommodate wetter weather and heavier downpours or creating greater tree cover to provide shade during hotter summers.

## 4. Policy Frameworks

### 4.1 Introduction

There are a number of relevant background policy documents and independent initiatives concerned with the importance of improving the liveability of our neighbourhoods. Many of these documents are detailed in the background document of Hackney's Transport Strategy. The following list contains some of the more relevant which have proved useful in the preparation of this document.

#### International Influences and useful websites

Complete Streets [www.completestreets.org](http://www.completestreets.org)

De-pave [www.depave.org](http://www.depave.org)

Edible Bus Stops in London <http://www.theediblebusstop.org>

Neighbourhoods Green- initiative that works with improving open spaces with social landlords and residents of social housing <http://www.neighbourhoodsgreen.org.uk/home>

Susdrain – case studies in LB Lambeth, Islington and Olympic Park

<http://www.susdrain.org/case-studies/>

#### National Guidance

Department for Communities and Local Government (DCLG) (2012) *National Planning Policy Framework*

Department for Transport (DfT) (2011) *'Making the connection, the Plug-In Vehicle Infrastructure Strategy'*

DfT (2011) *Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen*

DfT (2010) *Manual for Streets 2*

DfT (2009) *Low Carbon Transport: A Greener Future*

DfT (2007) *Manual for Streets*

DfT (2004) *Walking and Cycling – An Action Plan*

DfT (2000) *Framework for a local walking strategy*

DfT (2002) *Traffic Advisory Leaflet 06/02 – Inclusive Mobility*

#### Regional Guidance and Policy

Greater London Authority (2011) *'Securing London's Water Future'*

Greater London Authority (2009) *'Turning London Electric- London's Electric Vehicle Infrastructure Strategy'*

Greater London Authority (2010) *Mayors Transport Strategy*

#### Local Influences

Disability BackUp in Hackney (2012) *'Getting there'*

London Borough of Hackney (2012) *Hackney's Sustainable Community Strategy 2008-2018*

London Borough of Hackney (2011) *Second Local Implementation Plan 2011-14 (LIP2)*

London Borough of Hackney (2012) *Public Realm Supplementary Planning Document*

London Borough of Hackney (2013), *Draft Air Quality Strategy 2014-2018*

## 5. Evolution of the neighbourhood street

### 5.1 Introduction

The neighbourhood street is a shared resource and space that should be enjoyed and used by all residents but to do this it needs to be attractive, clean, inviting and safe.

Over the past fifty years, streets have primarily been thought about as a place to park your car, drive along and use it to get from A to B. It is now increasingly recognised that our streets are a huge underutilised resource that has been for too long dominated by the requirements of the motor vehicle. As car ownership levels continue to fall and parking is better managed there is an increasing amount of space in our streets that is no longer required for car parking and can instead be opened up and considered for other alternative more communal and sustainable uses.

The following pages set out how we propose to better utilise our streets and public realm and the reasons for doing so.

### 5.2 Green infrastructure

Hackney is fortunate to have a large number of green spaces and parks but there are still areas of the borough that are lacking in green space and tree cover, particularly in the south of the borough. The Council has introduced thousands of new street trees and green infrastructure to our streets and public realm over the past ten years (with over 1,000 alone in the past four years) but we still want to do more, particularly in the context of air quality problems and the implications of climate change.

Hackney Council are therefore committing to increase tree canopy coverage in the borough from the current ratio of 18.5% to 25% coverage by 2024 to bring Hackney in line with the Mayor of London's commitment on trees for London.

**LN1: Hackney Council will look to increase the overall tree canopy coverage in the borough from the current 18.5% to the Mayor of London's target of 25% by 2024.**



**Why increase tree coverage?**

Trees are an integral part of the urban environment, improving local communities ecologically, socially, economically and physically and most importantly benefiting human health.

Trees are known to improve the urban environment by:

- benefiting human health
- affecting air quality
- providing shade and humidity
- having aesthetic qualities
- increasing biodiversity
- creating a sense of community
- increasing property prices

Trees can remove pollutants (especially ozone, nitrogen dioxide, and particles) from the air which makes the atmosphere cleaner. Trees also remove carbon dioxide from the atmosphere to help mitigate against the impacts of climatic change.

Trees and other green vegetation such as shrubs are biodiversity havens in the urban environment and when positioned appropriately can link up to create a network of biodiversity corridors linking green spaces. The canopies of trees also create shade opportunities in the urban realm which will become ever more important as our summers progressively get warmer as a result of climate change.

The type of trees chosen for the urban environment is very important though because although most people assume that trees only benefit air quality, in fact, some tree species can have a negative effect and actually help to form pollutants in the atmosphere. Trees can emit gases known as volatile organic compounds (VOCs). VOCs, in combination with the man-made oxides of nitrogen (NO<sub>2</sub>), can contribute to the production of other pollutants, especially ozone and particles, which damage human health when in the lower atmosphere.



**Figure 1 - Trees planted in new public space**

Trees that have the greatest capacity to improve air quality include:

- Ash;
- Common Alder;
- Field Maple;
- Larch;
- Norway Maple;
- Scots Pine;
- Silver Birch.

**Actions:**

1. Trees and green infrastructure will be considered an integral part of any scheme that is designed and proposed for the public realm and street and we will look to introduce as many as is practical with every scheme;
2. We will produce a map of priority locations and streets for trees and green infrastructure based on the existing provision; the potential to create biodiversity corridors; levels of urban heat island effect; air quality; and number of vulnerable residents in an area;
3. We will choose the appropriate type of tree for each location, recognising that certain trees are not suitable for urban locations;

4. We will identify funding from various sources including LIP and transport schemes, developer contributions, Community Infrastructure Levy, capital funds and air quality funds.

### **5.3 Climate change adaptation and preparation**

Climate Change is recognised as the greatest environmental challenge facing the planet. Climate change will mean that London and Hackney will experience progressively warmer, wetter winters, and hotter, drier summers (The UK Climate Impacts Programme, 2013). On top of these changes to our average climate will be an increase in the frequency and intensity of extreme weather events, such as heatwaves, tidal surges, storms and heavy rainfall.

Being partially located on a floodplain and within the centre of a huge urban conurbation Hackney needs to be at the forefront of preparations to adapt to the impacts of climate change because our residents are likely to be disproportionately impacted. We therefore need to start adapting our streets and public realm to the impacts of climate change and ensuring that new developments in the borough do not put any additional strain on the drainage network in the borough. This adaptation process will occur through the introduction of interventions such as sustainable urban drainage schemes (SUDS) and additional green infrastructure both on new and existing developments and public realm.

**LN2: Hackney will take a proactive role as the Flood Management Authority mapping all areas at risk of surface water flooding and producing a flooding mitigation programme.**

**LN3: The Council will ensure that all new development in the borough incorporates SUDS into their design.**

**LN4: The Council will ensure that all public realm and highway schemes consider the implications of climate change and flooding at the design stage.**

**Why?**

The London Borough of Hackney is a signatory of the Nottingham Declaration and is committed to reducing the borough's impact on climate change. As carbon dioxide (CO<sub>2</sub>) is the biggest contributor to man-made greenhouse gas emissions the Council has adopted a borough wide CO<sub>2</sub> reduction target of 80% by 2050 against a 2005 baseline and is addressing climate change issues through this initial borough-wide Climate Change Strategy.

Risks from climate change will come from many sources and the effects can be quite complex. Approximately 10% of Hackney (mainly in the east of the borough around the River Lee) is within a flood zone. In this area, flooding may occur due to excessive rainfall and rises in the water table, and areas around the canals and river networks may be affected (Hackney Climate Change Strategy, 2009). Most of this area is in and around the river networks which are uninhabited and hence not a direct threat to people. However, the mitigation of flood risk is also important because flooding has a direct risk to human health through water-borne diseases and contamination particularly in low-lying areas.

A predicted increase in the frequency and intensity of storms is likely to lead to damage to infrastructure and the built environment and pose a greater threat to personal injury for example from flying debris and falling trees. Risks also include increased risk of water shortages in hot weather, but also infrastructure failure such as through roads melting and railways buckling. Other risks to human health could arise from increased levels of UV radiation from warmer summers creating additional cases of skin cancer, and ozone pollution causing difficulties for those with respiratory problems.



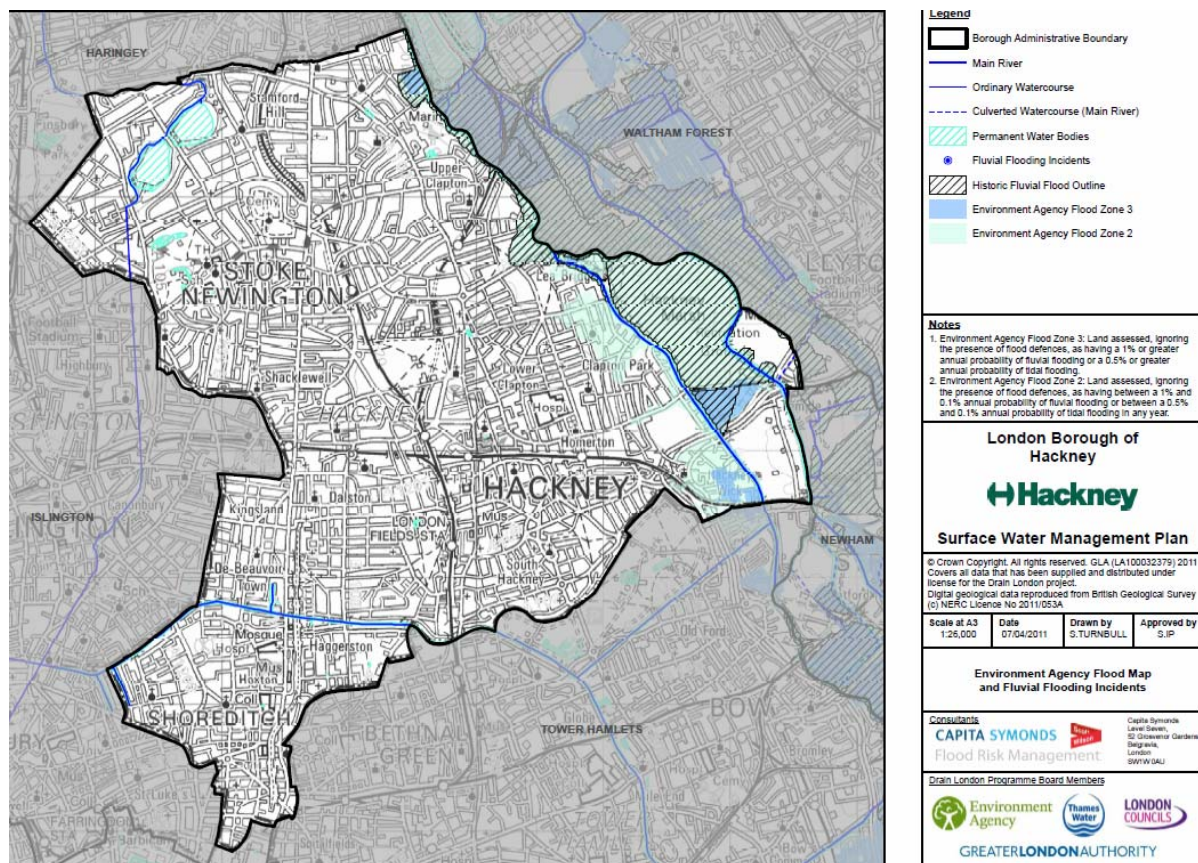


Figure 2 – Flood Zone map

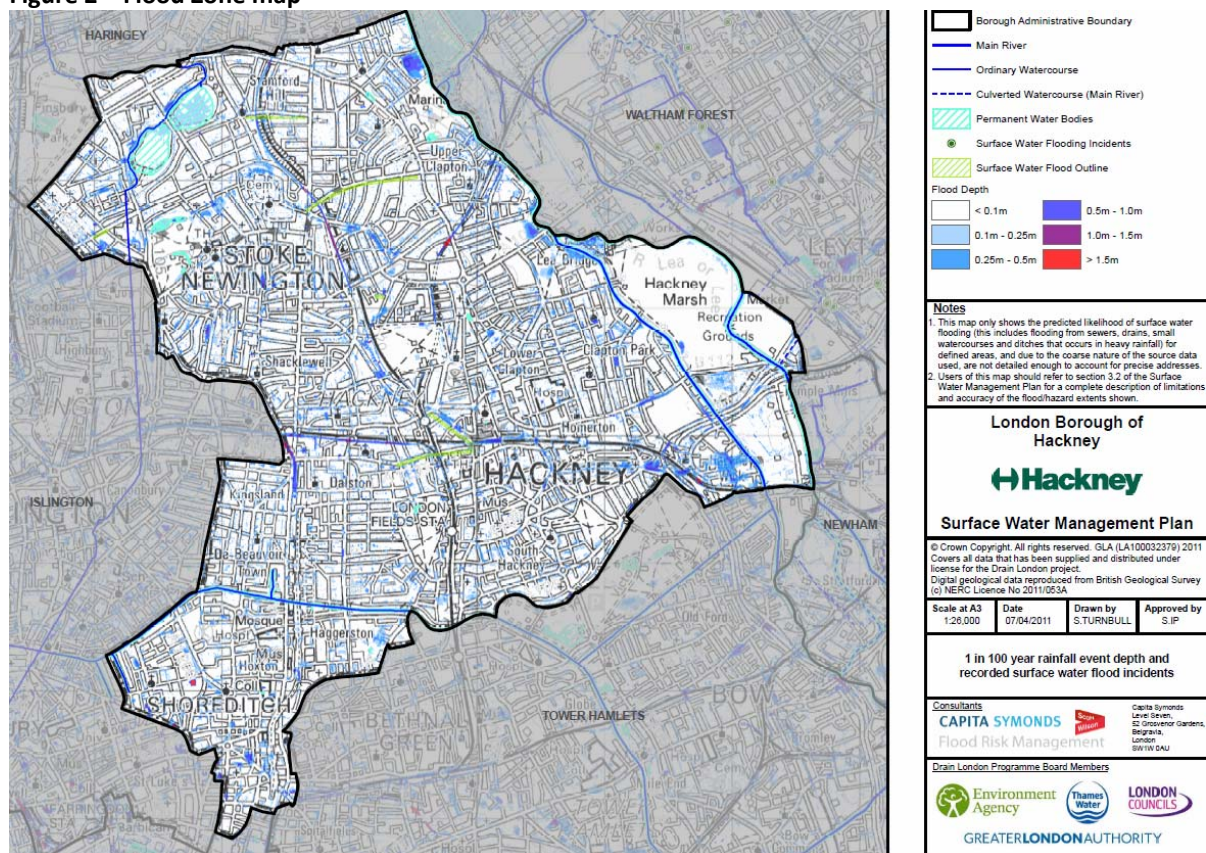


Figure 3 – Historic surface water flooding map

**Actions:**

The Council will undertake the following:

1. Identify options for including sustainable urban drainage and bio retention as part of every public realm improvement scheme we undertake in the borough.
2. Ensure all new developments incorporate sustainable urban drainage proposals and do not add to pressure on the drainage network.
3. Encourage and assist landowners and residents to retrofit their property to reduce the risk of flooding and take action to prepare for the consequences of climate change.
4. Take a proactive role as the Flood Management Authority mapping all areas at risk of surface water flooding and producing a flooding mitigation programme of works.

## **5.4 Edible Streets**

Streets make up the majority of the public realm in London and rather than just being a conduit for getting from A to B there are many other ways of using the street. One alternative use that has been tried elsewhere in London and the UK is to grow food and vegetables, coining the phrase 'Edible Streets'.

This is a proposal we wish to consider implementing in Hackney and we want to work with residents and local communities to provide for communal food growing opportunities in the public realm and neighbourhood streets.

The majority of residents in Hackney have no access to their own private garden and access to an allotment is extremely limited with an almost ten year waiting list to get one. Now, more than ever, we need to grow more food, closer to where people live, so that it enhances rather than destroys the environment, and starts to address the need for a secure and trusted food supply in the local urban area.

It is recognised that fresh fruit and vegetables can be much more expensive than unhealthy convenience food. This means that many financially pressed families have limited access to healthier food options due to high costs. By being part of a local food growing movement there is the opportunity for all families on a street to have better access to fresh fruit and vegetables.

Our food system is also a very significant contributor to greenhouse gas emissions:

- The United Nations Food and Agriculture Organisation (FAO, 2003) has calculated that, globally, agriculture generates 30% of total man-made emissions of greenhouse gases, including half of methane emissions and more than half of the emissions of nitrous oxide.
- In the EU, over 30% of the greenhouse gases from consumer purchases come from the food and drink sector (EIPRO, 2005).

The emissions come not just from the transport of food, but from every stage of the chain from the conversion of land to agricultural use to the energy used to make fertilisers and the transportation of the food to urban areas.

Locally grown and prepared food can cut down on fuel use in ‘food miles’ and buying local produce also means that the food is less likely to be associated with the carbon emissions generated by deforestation. Seasonal food does not have to be imported, does not require energy-intensive conditions such as heated greenhouses, can be produced organically, and reduces the likelihood of energy-intensive methods of storage and transport such as refrigeration and air-freighting.

**LN5: Hackney Council will assess and facilitate options for providing communal food growing opportunities in the public realm and neighbourhood streets.**

#### **Actions:**

1. Where residents request it as part of larger public realm and street improvement schemes we will look at options for introducing community food gardens, green walls and planters;
2. Where requested we will look at trialling the introduction of community food planters to the carriageway in neighbourhood streets;
3. We will identify new sources of funding such as sponsorship for such schemes;
4. We will learn the lessons of other edible streets initiatives such as the one in Todmorton, Devon or the Lambeth Edible Bus Stop scheme.





**Figure 4 – The Edible Bus Stop in Lambeth**



**Figure 5 – Apple trees planted as part of a new public realm scheme in N16**

## **5.5 On-street residential cycle parking**

Hackney has some of the lowest levels of car ownership in the UK, the highest levels of cycling in London and the fourth highest number of residents cycling to work in the country after Cambridge, Oxford and the Isles of Scilly. The 2011 Census showed that more



commuters now cycle to work (15.4%) as opposed to drive (12.8%). A direct consequence of the rise in popularity of cycling has been the demand from our residents for secure cycle parking particularly in Estates or in terraced housing where internal storage space is limited and on-street spaces has traditionally been reserved for motorised vehicles. The Council intends to begin to address this issue by responding to resident requests for secure on-street cycle parking where practical and our resources permit us to do so.

**LN6: Hackney will expand the installation of secure on-street cycle parking provision to cater for cycle parking demand in residential streets where requested and appropriate.**

### **Why?**

Hundreds of bikes are stolen across London each week and Hackney now has the highest levels of cycle theft in London reflecting our high rates of cycling. One of the biggest barriers to cycling in the borough is a lack of suitable cycle parking for residents and many residents in flats are put off owning a bike because they worry about it being stolen and don't have the room to store it safely inside at night.

Previously the Council has focused on installing cycle parking in town centres and commercial areas. However there is also significant demand for residential cycle parking particularly in Estates and those areas of Victorian and Georgian terraced housing where internal storage space for cycles may be limited- in particular where these have been converted to flats. The Council has recently initiated a new project using on-street cycle hangars as a way of meeting this demand. This will help provide residents who have limited space indoors to store their bikes safely on-street without fear of them being stolen.



**Figure 6 – Cycle hangar installed in a parking bay on-street**



**Figure 7 – Secure hangar placed in parking space on an estate**

## **Actions**

The Council will invite groups of residents to express an interest in participating in the scheme so ensuring that there is a substantial demand for cycle parking in the sites chosen. In some areas community or resident's organisations may be willing to become involved in helping manage the facility.

The Council will undertake the following:

1. Where requested and where resources are available, we will look introduce secure cycle parking facilities in areas of high demand;
2. Priority will be given to residents who:

- Live in terraced housing with no suitable alternative cycle parking area;
  - Live in high density housing with no suitable on-site cycle parking locations;
  - Have to navigate stairs in order to store their bicycles;
  - Are willing to participate in the management of units, if necessary;
  - Cycle frequently;
  - Potentially willing to give up a parking permit
3. The Council will look to identify additional sources of funding to support the cycle hangars scheme such as sponsorship.

## 5.6 Play Streets

Hackney has been the first London borough to introduce Play Streets to London and has been leading in developing best practice for this scheme within the Capital. The concept, which was initially revived by parents living in Bristol, is to restrict traffic from selected residential roads in order to give their children a taste of freedom and the joys of safe playing areas. Schemes are monitored and supervised by parents and volunteers in the community.

Play Streets have become a regular event in many Hackney streets and in some cases roads are closed for a couple of hours once a week or once a month normally on a Saturday or Sunday. This allows children to play on scooters, skateboards, bicycles and enjoy such games as chalking up hopscotch on the road. As of July 2013, about 30 streets had applied for Play Street status and were planning regular events in Hackney.

**LN7: The Council will continue to enable residents to hold regular Play Streets in their neighbourhood streets and look to encourage greater adoption of the initiative in areas of high deprivation and childhood obesity. We will also investigate other options for incorporating active play into the street environment and public realm.**

### Why?

There are several benefits for carrying out this scheme which are outlined below:

- It encourages both children and adults to interact with each other within their neighbourhoods;
- It encourages a healthier more active lifestyle for children from a young age onwards;
- It allows children to play out close to their home;
- It promotes social cohesion for both children and adults through interaction with others in their community;
- It reduces for a limited time on-street vehicle emissions; and
- It enables children to cycle safely in the street.

**Figure 8 – Play Street in Hackney**



Source: Playing Out

### **Actions:**

The Council does not currently charge a Play Street fee for road closures for charities or local community organisations, however, it does charge up to £150 for commercial organisations. This policy will be kept under review on an annual basis. The Council will encourage Play Streets by:

1. Facilitating all traffic order administration associated with initiative;
2. Encouraging adoption in areas of high deprivation with a particular focus on wards and schools with the highest levels of childhood obesity;
3. Consulting on proposals to link up nearby Play Streets and identifying potential connections to local parks and green spaces;
4. Investigating options for incorporating active play into the street environment and public realm.

## 6. Healthier places to live

### 6.1 Reducing traffic levels on our residential roads

Significant traffic levels on our roads discourages residents from spending time in our streets and undertaking active modes of travel such as walking and cycling. High traffic flows and congestion also contribute to poor air quality and the consequences of that on the health of our residents.

**LN8: The Council will reduce traffic levels on our neighbourhood streets and roads by reducing the need to make local trips by car and making it easy and attractive to cycle or walk instead.**

**LN9: The Council will restrain the levels of external traffic cutting through the borough and look to reduce the number of trips made by commercial vehicles on our roads.**

#### Why?

To create truly liveable neighbourhoods we need to continue to reduce traffic levels on our roads – residents want environments that aren't dominated by traffic noise and where the air is not polluted by vehicle emissions.

Transport for London predicts that traffic volumes on the road network in the east and southeast sub-region will increase by 18% by 2031 (TfL, 2012). There is unprecedented growth in both housing and employment to the north, south, east and west of the borough and without addressing this problem we could be overwhelmed by external traffic.

#### Actions

The Council will:

- 1 Continue the expansion of parking zones (PZs) in areas of known parking stress to deter commuter parking and dissuade driving into the borough subject to consultation. (In this document 'PZ' is used generically to describe parking zones, controlled parking zones and restricted parking zones).

- 2 Continue to restrain external traffic rat-running through the borough through area-wide traffic reviews and the introduction of road closures (filtered permeability cells and modal filters) in residential areas.
- 3 Investigate options for a localised congestion or road user charging scheme to discourage external traffic routing through congested parts of the borough.
- 4 Investigate options for out-of-hours deliveries and servicing to enable commercial vehicles, LGVs and HGVs to use main roads during less congested periods thereby removing the need to use residential roads.
- 5 Investigate options for locating consolidation centres in the borough, particularly near town centres and Shoreditch to reduce delivery trips and encourage zero emission last mile deliveries.
- 6 Investigate options for locating delivery drop-off points at public buildings such as libraries, Hackney Service Centre, petrol stations, local shops and other public community buildings to discourage the need for multiple missed deliveries and the number of vehicle trips this generates.
- 7 Consider the need for a borough –specific Freight Action Plan.

### **Area Wide Traffic Reviews**

Area wide traffic reviews will examine options for reducing rat running through the possible expansion of filtered permeability cells and road closures in a number of different residential areas that are subject to high volumes of external traffic cutting through the borough. The exact areas and proposed measures will be determined through Member engagement and public consultation. More details of these reviews are found in the Walking Plan.

## 6.2 Air Quality

The whole of Hackney has been classified as an Air Quality Management Area because of the levels of air pollution generated by traffic, and there are a number of sites that exceed legal levels of NO<sub>2</sub> (Hackney Air Quality Action Plan 2013). In 2006, the Council published the first Air Quality Action Plan setting out actions to improve air quality in the Borough. This has been assessed every year since 2006 through update reports. The Action Plan set out various actions and objectives that were to be implemented across the Council to improve air quality in the Borough. As much of the air pollution within Hackney results from road traffic, both within the borough and from the rest of London, the Council's Air Quality Strategy must reflect and be interlinked with the Council's Transport Strategy. As such Streetscene are working with the Council's Air Pollution Team to tackle poor air from traffic and transport through a number of different initiatives.

**LN10: The Council will continue to tackle poor air quality resulting from traffic and transport through a multi-faceted approach and seek to reduce NO<sub>2</sub> emissions to achieve National Air Quality objective of 40mg/m<sup>3</sup> and maintain compliance with the national air quality objective for PM<sub>10</sub>.**

### Why?

Road based transport is responsible for a large proportion of nitrogen dioxide and particulate matter emissions in the borough and is the largest single contributor in areas where national air quality objectives have failed. It is therefore essential to implement actions that will result in reductions in air pollution on the borough's roads.

Air quality has significant implications for public health. Key information includes:

- Hackney is ranked 7th out of 33 London authorities within the Department of Health Public Health Outcomes Framework Tool (2013) for the fraction of all cause adult mortality attributable to the long term exposure to current levels of anthropogenic particulate air pollution.

- The Mayor of London's Air Quality Strategy (2010) identified that around 4,300 deaths per year in London are partly caused by long-term exposure to PM2.5 and suggested that the economic cost of poor air quality could be as high as £2 billion. Within Hackney, research by the Institute of Medicine (IoM) indicated that in 2008, 96 deaths were attributable to PM2.5. The Mayor also highlighted the need for research to fully understand the health impacts of nitrogen dioxide.
- World Health Organisation research has now confirmed that diesel fumes have carcinogenic properties (2012).
- Amongst the conclusions of research carried out by the Aphekom group (2012) of scientists is that living close to roads travelled by 10,000 or more vehicles per day could be responsible for some 15%-30% of all new cases of asthma in children.
- Air quality from traffic is directly responsible for causing asthma in children, with those living in more deprived areas disproportionately affected (WHO, 2010).

The Greater London Authority has identified strategic nitrogen dioxide focus areas across London where further action is needed to reduce air pollution levels. Eight areas identified in Hackney are set out within Table 1 below and shown in Figure 9.

**Table 1: GLA nitrogen dioxide action areas**

Focus area	Name	Description of location
1	South	Old Street, City Road, Greater Easter Street and Shoreditch High Street
2	Clapton	Junction between Clapton Road and Lea Bridge Road
3	Hackney Centre	Area including Amhurst Road, Dalston Lane and Mare Street
4	Dalston	Junction between Balls Pond Road and Kingsland Road
5	Stoke Newington	Area including Stoke Newington High Street, Stamford Hill and Rectory Road
6	Stamford Hill	Area including Amhurst Park Road and Stamford Hill Road
7	Manor House	Junction between Green Lanes and Seven Sisters Road
8	Hackney Wick	Area including Hommerton High Street, Wick Road, Cassland Road and Victoria Park Road

We will target nitrogen dioxide levels within these, and other, areas through Green Action Zones and business engagement initiatives.



## **Mayor of London Ultra Low Emission Zone**

In February 2013, the Mayor of London announced his intention to create the world's first Ultra Low Emission Zone (ULEZ) in central London. The Mayor has charged Transport for London with preparing plans to examine the case for introducing a scheme that would aim to ensure all vehicles driving in the centre of the capital during working hours would be zero or low emission, and the feasibility of introducing such a scheme from 2020.

Hackney strongly supports this proposed scheme but would like to see its introduction brought forward much earlier than 2020. In addition, the Council is presently in preliminary discussions with TfL and other inner London boroughs to examine the feasibility of extending the ULEZ boundary from the current congestion charge zone further northwards in order to deter high -polluting vehicles from using routes within Hackney.

### **Actions:**

Cost effective transport related actions that need to be developed within Hackney and across London include:

1. Cycling related actions including cycle-to-work schemes and the development of cycle infrastructure;
2. Measures for taxis such as eco-driving and idling controls;
3. Green infrastructure;
4. Traffic restraint and mode shift to more sustainable modes;
5. Zero emissions vehicle last mile deliveries;
6. Green Action Zones.
7. Potentially extend the ULEZ in Hackney to prevent non-compliant vehicles using local routes

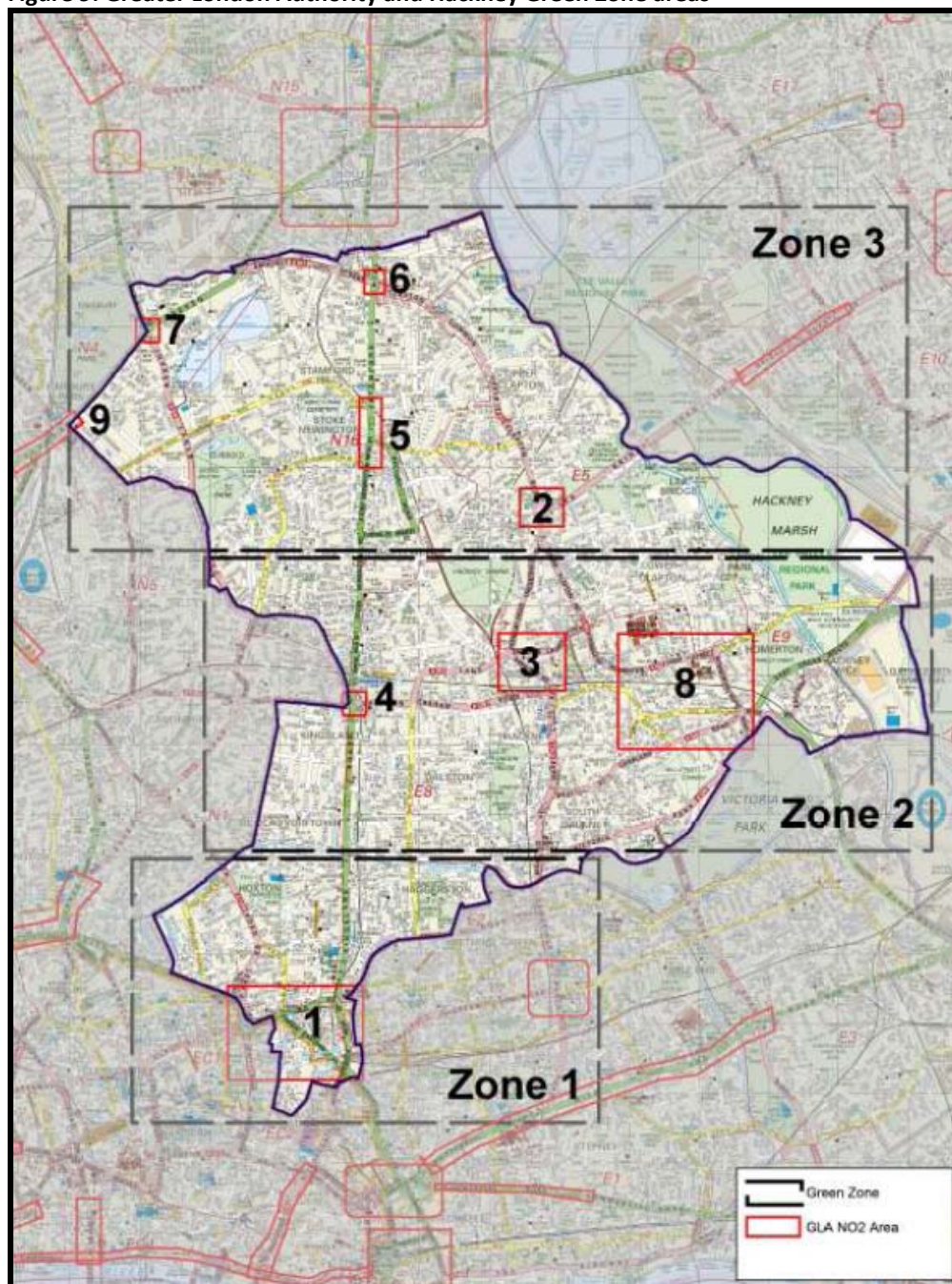
The following are Hackney specific schemes we are proposing to implement over the timescales of the Transport Strategy:

- **Green Action Zones**

The Council believes that there is a better chance of improving air quality, in the worst affected areas of the borough, if we identify all that may be done to reduce air pollution locally and then take concerted joined-up actions to deliver the agreed improvements. We will achieve this by identifying three local 'Green Action Zones' (see Figure 4). Each zone will

be developed as a locally targeted air quality action plan for the borough while a wide range of measures will be considered for each area. Examples, of the types of questions we will need to address include:

- Can we promote and co-ordinate the use of healthy travel options, such as cycling and walking better?
- Any there any parts of the road network that could be developed, changed or controlled better to reduce emissions or promote cycling or walking?
- Should Local Low Emissions Zones be introduced to control the types of vehicles that may enter certain areas?
- Do further Development Management requirements need to be introduced?
- Could Parking controls be changed to influence choices and behaviour?
- Do 'No Idling' zones need to be created?
- Do we need to reconsider freight servicing and delivery times?
- Should we look to extend the ULEZ in Hackney to prevent non-compliant vehicles using our roads?

**Figure 9: Greater London Authority and Hackney Green Zone areas**

Key to the success of this zoned approach will be coordinating efforts across the Council and strong partnership working with Transport for London, other organisations, businesses and the public.

- **Zero Emissions Network**

The Zero Emissions Network Shoreditch is a DEFRA funded business liaison initiative with the aim of raising awareness, transferring knowledge, pooling resources and supporting the implementation of initiatives to improve air quality and encourage the shift to zero emission

vehicles and sustainable transport modes in the Shoreditch area. The key features of the network will include:

- Working with businesses to reduce their impacts on air quality;
- Use of trials to promote low emissions vehicles.

Through the project we are aiming to contribute towards a 3-10% reduction in nitrogen dioxide levels in the Shoreditch area by 2015 through a 10-20% modal shift by local businesses. If successful the scheme will be rolled out to other parts of the borough.

- **Reducing Last Mile Deliveries**

Vehicles involved in freight are typically some of the most polluting vehicles on our roads. Modelling work summarised within Section 2 suggests that by 2015, Light Goods Vehicles (LGV's) and Heavy Goods Vehicle's (HGV's) could contribute up to about 35% of emissions of oxides of nitrogen in the southern part of the borough (London Borough of Hackney, 2013). As a result, achieving last mile deliveries using zero emissions vehicles could significantly reduce local air pollution levels. Last mile deliveries are being developed from distribution centres situated on the outskirts of London and using major train stations and so tend not to be located within the borough. Organisations such as the Cross River Partnership and Transport for London are working with the private sector to develop last mile deliveries and to promote the use of cleaner, low emission vehicles.

The Council already works with businesses through the development management process and has a number of small scale initiatives to promote zero emissions deliveries. However, more needs to be done to link up with London-wide initiatives to ensure that we make the most of developing opportunities. The Council will work with Transport for London, the Cross River Partnership, other organisations and businesses to ensure that last minute deliveries are fully developed in Hackney. In the first instance a review of zero emission last mile deliveries will be completed for the borough identifying the:

- Current situation in London and Hackney;
- Potential for last mile deliveries in the borough;
- Actions to ensure implementation and uptake.

We will also promote trials of green freight within the borough through the Zero Emissions Network and other schemes.

- **Working with private hire taxi operators**

There are over 80 taxi operators registered within the London Borough of Hackney.

Emissions from taxis contribute to poor local air quality in several ways, including:

- Idling around depots/headquarters or at busy pick-up points;
- Poor driving practices resulting in higher fuel consumption and emissions; and
- Drivers taking long or congested routes.

The Council hasn't yet made a concerted effort to engage with private hire taxi firms in the borough to reduce idling and to improve driving standards and reduce vehicle emissions.

Further work is also needed to reduce idling at busy pick-up points and particularly those associated with high levels of congestion and the night-time economy.

The Council will:

- Work with Transport for London to deliver an education programme to the main private hire operators in the borough;
- Deliver a taxi-idling initiative targeting idling hotspots;
- Investigate options for installing rapid electric vehicle charging points at taxi ranks and other key locations.

- **Work with schools – School Clean Air Zones**

Children in schools that are situated on or near to busy roads may be exposed to higher levels of air pollution and congestion. Car engines idling around schools, during drop-off and pick-up periods also contribute to poorer local air quality. The Council has worked closely with schools across the borough to develop green travel plans, to help children and teachers to travel to and from school more sustainably and to deliver bicycle awareness training. We will implement two projects to tackle air pollution issues associated with schools including:

- Air quality promotion and an anti-idling campaign;
- Air quality impact assessments.

- **Air pollution emissions based parking charges**

The Council can influence residents' and visitors' choice of vehicle by promoting more efficient and less polluting vehicles through variations in parking charges. Presently, the

Council rewards those who choose to drive zero emission vehicles, such as electric vehicles, vehicles that use alternative fuels (not petrol or diesel) and vehicles with smaller engines with reduced or waived parking charges. The Council will review parking charges over the lifetime of this Plan and may investigate further changes to the charging scheme based on:

- The use of smaller more efficient vehicles;
- Less polluting vehicles i.e. based on the latest Euro standard or NO2 emissions;
- Charging according to CO<sub>2</sub> emissions but with a price modifier for more polluting vehicles

Any proposed changes will be discussed in future iterations of the Council's adopted Parking and Enforcement Plan.

- **Full review of fleet options**

When the Council replaces vehicles it aims to hire or purchase the most cost-effective least polluting vehicle for each vehicle type. The fleet also includes private vehicles where officers are issued with all-zone parking permits and essential car user-ship.

We need to do more to introduce low emission vehicles in to the fleet and, where possible, to replace car/commercial vehicle journeys with bike trips, motorcycle trips or walking. Increasingly low emission vehicles are becoming competitive and discounts/grants are often available to public authorities to trial or take up low emissions technologies. We also need to reduce the number of staff using their own vehicles for their work.

EURO standard diesel vehicles have been shown to fall short of emissions performance criteria, during day-to-day use and so are far more polluting than indicated. This is significant for the Council as currently 95% of Council vehicles are diesel-powered. As over 50% of the fleet is scheduled to be renewed during the years 2013, 2014 and 2015, it is essential that the Council fully considers air quality when selecting new vehicles to reduce impact on local air quality as much as possible.

The Council will:

- Undertake a survey of the potential and cost-effectiveness of equipping Hackney with one of the greenest Council fleets in London;
- Identify realistic targets to reduce the size of the Council's fleet and increase the

proportion of cycle freight, electric vehicles and dual-fuel vehicles for the most used vehicles;

- Review the use of parking permits for private vehicles and essential car user-ship across the Council;
- Ensure there is sufficient provision to charge electric vehicles at all Council buildings and key destinations;
- Explore opportunities to pilot and introduce hydrogen-powered vehicles in to the fleet.
- Continue the progress of the Council's Workplace Travel Plan and increase sustainable travel options for staff e.g. through a bike hire scheme

The Council will also need to prepare for the introduction of the Mayor's Ultra Low Emission Zone in central London in 2020 that would mean only zero or very low emission vehicles can enter the zone during working hours. The South Shoreditch area of Hackney is within this proposed zone and therefore operational fleet vehicles that are not zero or ultra low emission would not be able to operate in this section of the borough during working hours.

- **Localised Low Emission Zones**

The Council will work in partnership with the GLA to investigate options for introducing Localised Low Emission Zones in the vicinity of air quality hot spot areas. These zones may look to exclude all or certain types of vehicles entirely or just for certain periods of the day.

## 7. Vehicle mobility

Hackney already has the lowest car ownership levels in the country but we want to go further and provide residents with enough alternative and sustainable forms of transport that there is no need to own a private car in the borough. This does not mean we are trying to prevent access to a vehicle. Instead we want to ensure that the provision of car sharing services and car clubs in Hackney matches the best cities in Europe and everyone is easily able to access a vehicle for a trip to the supermarket, for instance, or to pick up a relative from the airport.

The general trend in London has been for falling car-ownership levels per household with an overall 5.1 percentage drop (from 63.5 to 58.4%) across the capital between the 2001 and 2011 Censuses (Office for National Statistics). The fall in the Inner London boroughs has been even higher with a 6.6 percentage drop in car ownership levels to just over 43%.

The trend is particularly pronounced in Hackney. Along with Islington, Hackney has seen the greatest drop in household car ownership levels (an 8.6 percentage drop) of the inner London boroughs. A report by the RAC Foundation (2012) showed that Hackney has the least number of cars per 1,000 head of population of all 348 local authority areas in England and Wales. There has also been a drop of 3,300 in the absolute number of cars in the borough despite the 20% increase in population (2013).

### 7.1 Car Clubs / Car Sharing

**LN11: The Council will ensure that all residents are within close proximity of a car club bay or car sharing vehicle, with provision matching the leading cities in Europe.**

**Hackney will open up the borough to multiple operators ensuring businesses and residents have a good choice of service. The Council will also aim to ensure that 50% of car club/car sharing vehicles in the borough will be zero tailpipe emission by 2024.**

#### Why?

Car clubs are a form of neighbourhood car rental and offer an alternative to private car ownership. Carplus, the environmental charity promoting car clubs and car sharing, has



conducted annual surveys of people belonging to car clubs since 2007. In 2011 they commissioned a study analysing the results of car club users specifically in London. This report showed that car clubs had a significant effect on personal car ownership.

From a sample of 7,486 London respondents, after becoming a car club member 28% reported that they had reduced the number of cars in their household. Of members getting rid of a car:

- 46% report that joining the car club had been the main, or a major, factor in their decision.
- 29% report that it had not had any effect.
- 25% of respondents report that they would otherwise have bought a car.
- 62% report that their likelihood of buying a car in the next few years has reduced (compared with only 7% who report that their likelihood had increased).

Compared to the average London household with at least one full license holder, car club members make relatively frequent trips by means other than the car, and drive relatively low mileages. Given the low mileages driven, and the fact that car club vehicles were typically considerably less polluting than the average British car, car club member households generated less than half of the carbon dioxide emissions and local air pollutants from car use compared with the average London household with at least one full car license holder.

There are currently approximately 150 car club vehicles in Hackney, which are mainly provided on street from 90 or so bays and a further 50 or so bays are due to be implemented between now and 2015 to ensure that every household is within a three minute walk of a car club bay.

Zipcar has been the sole operator providing car club services in the borough since 2007 (initially as Streetcar) and there are approximately 6,000 Zipcar members in Hackney as of January 2013. Hackney is looking to open up car club bays in the borough to other interested operators and in 2013 City Car Club launched services in the borough, operating from five bays with the intention to establish more in the near future.

Transport for London estimates that there are up to 20,358 potential car club members in Hackney (2011). With the average car club bay supporting approximately 50 members, this suggests that Hackney should be aiming for approximately 400 car club vehicles in the borough. Further research undertaken for Hackney by Carplus and Steer Davies Gleave (2012) suggests that the maximum number of residential car club members could actually be as high as 63,000. This would suggest that there could potentially be demand for over 1,000 car club vehicles in the borough.

Despite the significant improvements in car club bay coverage across the borough there are still a number of areas of the borough where coverage could be improved. These tend to be in the north and east of the borough and particularly areas with higher levels of deprivation and larger housing estates.

One-way car sharing or point-to-point car sharing has now been launched in dozens of cities across the world and there are known to be two operators backed by large multinational car manufacturers that are interested in launching their service in Hackney. There are likely to be further benefits to residents of this one-way car sharing scheme.

### **Actions**

- 1 Encourage and promote business usage of car clubs instead of companies and organisations operating their own fleet vehicles.
- 2 Incentivise introduction of car club bays and car sharing operations in areas of the borough that are currently under-served such as the north and east of the borough and larger housing estate areas.
- 3 Incentivise and encourage the rollout of electric and zero emission car club/car sharing vehicles with the aim of ensuring that half the fleet of vehicles operating in the borough are zero emission by 2024.
- 4 Hackney Council will work with Zipcar, City Car Club and other approved operators to encourage the transition from our corporate grey fleet and use of Council fleet vehicles to shared car club vehicles.
- 5 Hackney will work with TfL, neighbouring boroughs and free floating car sharing operators such as car2go and DriveNow to progress the launch of this type of scheme in

Hackney, whilst ensuring there are no detrimental impacts on residents and the local environment.

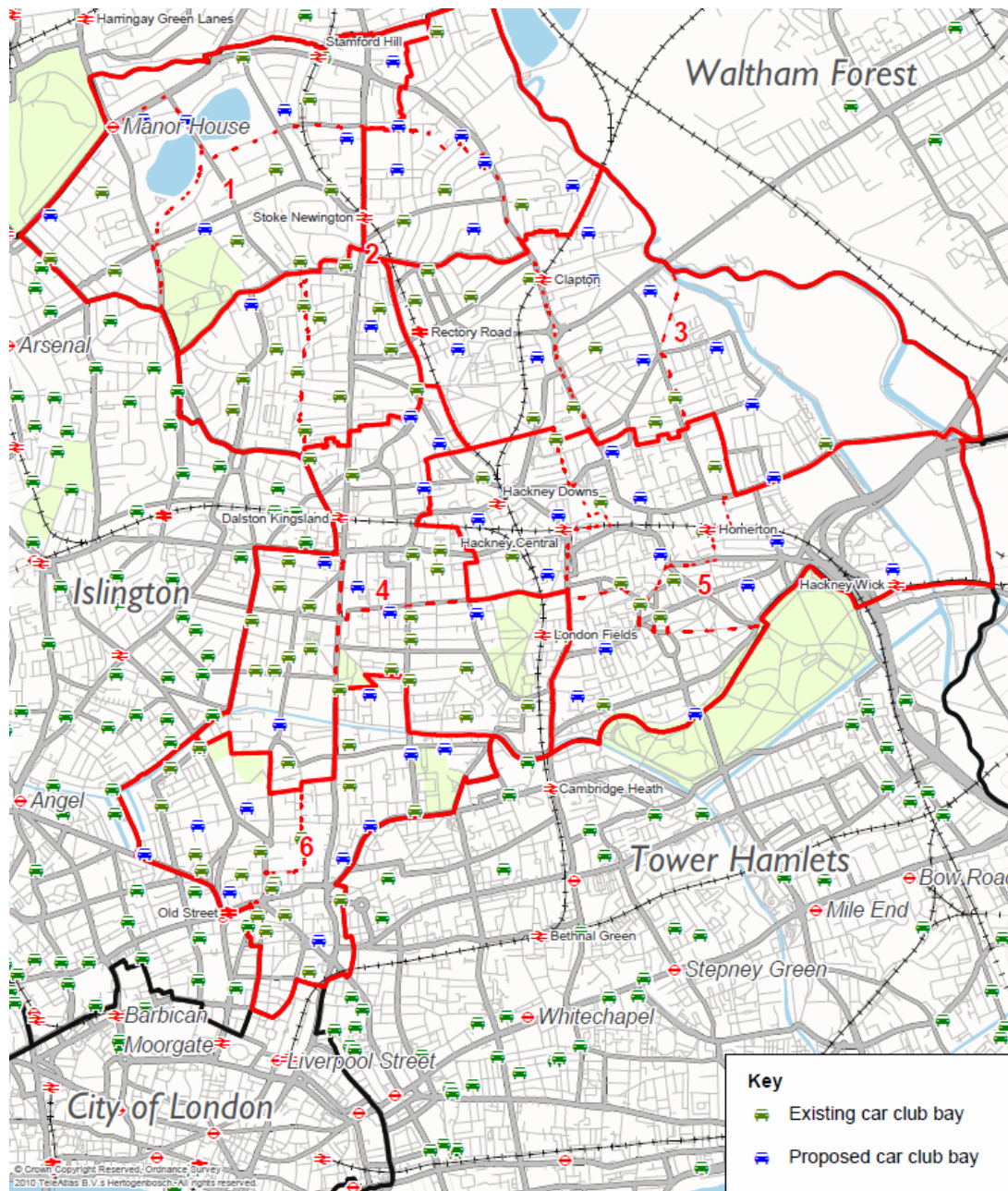


Figure 10 – Location of existing and proposed car club bays in Hackney

## 7.2 Electric Vehicles

A small but significant percentage of people in Hackney will continue to drive their own private vehicle whether through choice or need and electric vehicles enable them to do it in a way that does not contribute to the serious air quality problems in many areas of the borough. Electric vehicles will not resolve congestion issues on London's roads and Hackney sees their expansion as part of the solution to London's transport and air quality issues.

**LN12: The Council will enable businesses and residents that still require a vehicle to make the transition from internal combustion engine to electric by working with them to provide publicly accessible EV charging points at appropriate locations. The Council will also investigate feasibility of rapid charging points at taxi rank locations and privately for its own fleet depots.**

### Why?

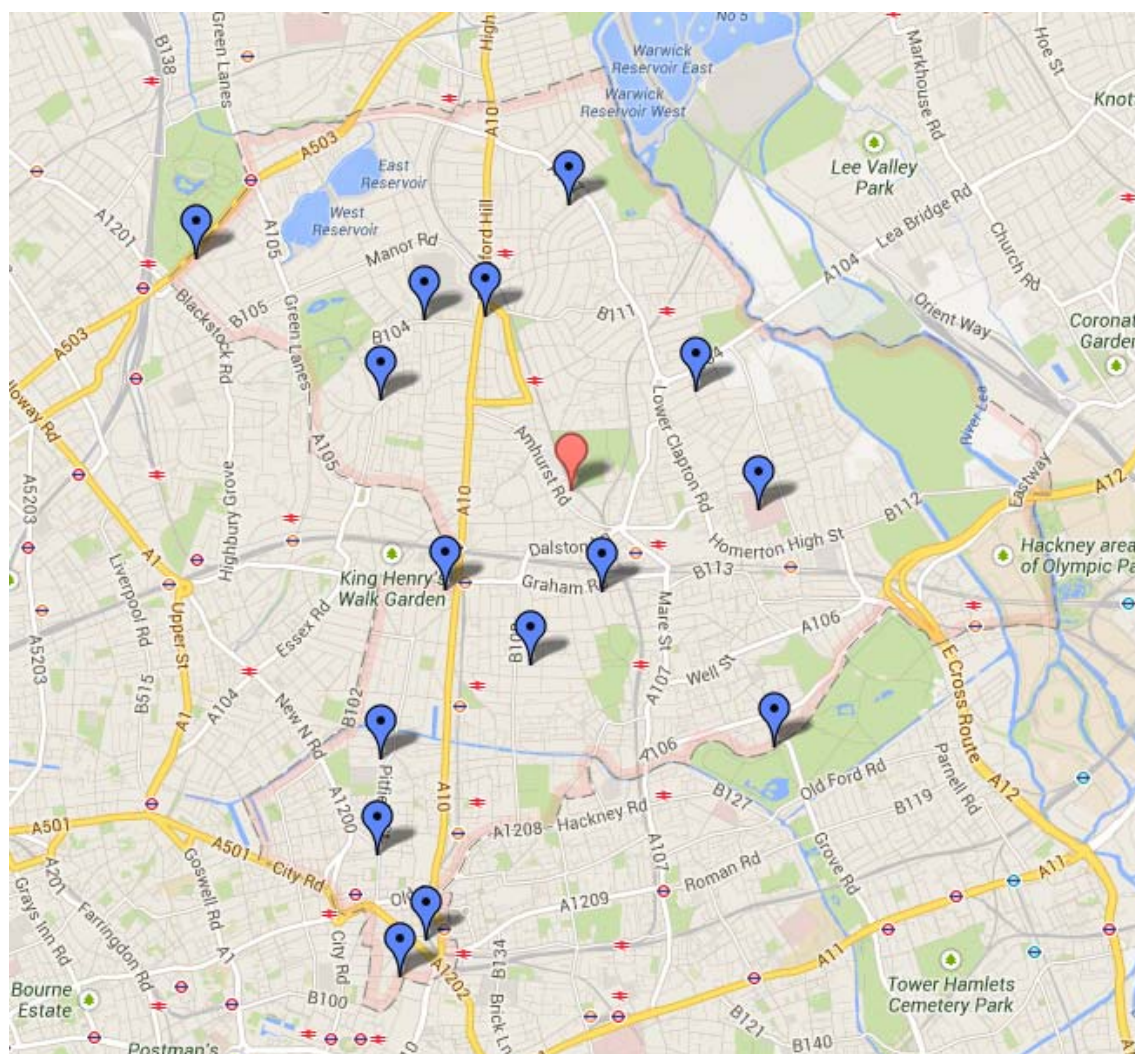
The benefits of electric vehicles include:

- A reduction in emissions compared with conventional internal combustion engine vehicles;
- Electric vehicle (EV) technology addresses concerns relating to energy security and dependency on imported oil;
- Transport is responsible for 22% of CO2 emissions in London of which road transport modes comprise 81% of this total (2009). If electric vehicles are powered by renewably sourced/green tariff electricity then electric vehicles will help combat climate change; and
- Electric vehicles are significantly quieter for city driving as there is minimal engine and transmission noise. This is particular the case where they replace stop-starting diesels and at night when ambient noise levels are lower.





**Figure 11 – Electric vehicle charging in Hackney car park**



**Figure 12 – Public electric vehicle charging points owned by LB Hackney (July 2013)**

**Actions**

- 1 Hackney will seek to provide on-street charging infrastructure for residents and businesses to make the shift to electric from internal combustion engine vehicles, dependent upon the available level of resources, the amount of street infrastructure required and the ability for residents to pay-as-they-use.
- 2 Hackney will look to identify clusters of EV owners in residential areas and locate charging points in communal locations easily accessible to all. The overall aspiration is for all households to be no further than 500 metres from the nearest charging point.
- 3 Hackney will investigate the feasibility of installing publicly accessible rapid charging points but there are a number of factors that will make their installation difficult and expensive. One potential early intervention is to install rapid charging points at taxi ranks in the borough to encourage transition of taxis and minicab to electric vehicles.
- 4 Hackney will look to install publicly accessible fast/rapid charging points at all Council-owned car parks
- 5 The Council will investigate installing private charging points for its own fleet depots to enable the aspiration for the majority of council-owned vehicles to be zero or ultra low emission vehicles by 2020 in time for the implementation of the Mayor of London's Ultra Low Emission Zone in central London.

**7.3 Parking management**

The aspiration of this Liveable Neighbourhoods Plan is to transform Hackney's places and streets into the most attractive and liveable neighbourhoods in London. However this can only be achieved by reducing the dominance of the private vehicle primarily through the management of on-street parking. Until parking is managed through the introduction of controlled parking there is very little the Council can do to improve the public realm in the neighbourhood streets. Once parking demand is managed and road space is freed up, only then can we look at improving the environment of the street.

**Proposals**

**LN13: The Council will facilitate the expansion of Parking Zones where there is a need subject to consultation in accordance with the criteria set out in the Parking and Enforcement Plan**

**LN14: The Council will manage parking in a way that prioritises air quality benefits, for example through the introduction of emissions based parking permit system,**

**LN15: The Council will coordinate the implementation of public realm and sustainable transport improvements with the introduction of PZs.**

**Why?**

There is a greater demand for parking than there is space available. Parking Zones (PZs) help prevent commuter parking, discourage unnecessary car use and can help contribute to road safety objectives by preventing unsafe parking. Hackney's Victorian road network was not built to accommodate widespread car ownership and use which means the Council must carefully manage the supply of on- and off street parking space according to need.

The main purpose of a Parking Zone is to effectively manage the supply and demand for on-street parking in an area. In doing so, the Council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions and improve local air quality.

Liveable neighbourhoods can only be achieved by reducing the dominance of the private vehicle primarily through the management of on-street parking.

**Actions**

- 1 Hackney will work with local residents and stakeholders to facilitate the expansion of Parking Zones where there is a need and subject to consultation, in accordance with the criteria set out in the Parking and Enforcement Plan due to positive outcomes relating to air quality, health and sustainability resulting from their introduction;
- 2 Investigate new and innovative ways of managing parking in ways that leads to substantial air quality benefits, starting with the investigation of an air quality emissions based parking permit process;

- 3 Hackney will aim to coordinate the implementation of public realm and sustainable transport improvements with the introduction of new controlled parking zones to maximise the benefits for residents.

## **7.4 Powered Two Wheelers**

Motorcycles and mopeds are also known as powered two wheelers (PTWs) and their numbers have increased significantly in London over the past decade. The increase was particularly pronounced following the introduction of the Central London Congestion Charge in 2003. This is because many drivers switched from cars to PTWs (which are exempt from the congestion charge) to be able to continue to drive into the congestion charge zone. This has resulted in large numbers of PTWs driving into the South Shoreditch area of the borough (within the congestion charge zone) and parking here all day. The areas of greatest demand are those closest to the boundary with the City of London (where they have intentionally limited the availability of parking for PTWs on-street for environmental reasons). The Council believes that a large number of those parking their PTWs in South Shoreditch do not actually work in the borough and are walking the remainder of their journey into City of London.

Powered two wheelers can be beneficial for reducing congestion if drivers are switching from a car to PTW, however they still generate air pollution and cannot be considered a truly sustainable mode of transport unless the vehicle is electric and therefore emits zero emissions on street.

A further concern with PTWs is the high rates of collisions and the number of serious accidents involving riders. According to TfL's Road Safety Plan consultation document (2012) motorcyclists are disproportionately at risk of injury on London's roads. Motorcycles each day represents only one per cent of journeys in London, however, in 2011, 15 per cent of slight casualties on the Capital's roads, 21 per cent of serious casualties and 19 per cent of fatalities were motorcyclists.



Theft of motorcycles and mopeds in inner London is becoming a problem particularly where they are parked on street and there are many reports of PTWs being lifted onto a pickup truck and driven off in the middle of the night or even during the day.

**LN16: The Council will review existing arrangements for free motorcycle parking for commuters in the South Shoreditch area over the lifetime of this Plan.**

**LN17: The Council will look at improving security and reducing theft of PTWs at dedicated solo motorcycle bays in controlled parking zones.**

**LN18: The Council will work with the Met Police and other partners to reduce the level of PTW casualties and accidents on Hackney's roads.**

## **Actions**

1. The Council will review existing arrangements for free motorcycle parking in the South Shoreditch area and may look to introduce charges for PTW bays
2. The Council will undertake a study assessing the success of reducing the theft of motorcycle theft in similar boroughs that have introduced ground anchors and parking stands. If deemed to be successful then we will look at introducing either ground anchors or stands at dedicated solo motorcycle stands within PZs.
3. The Council will work with the Met Police and other stakeholders and partners to examine ways of reducing PTWs on Hackney's roads and undertaking awareness raising and safety campaigns in order to reduce accident rates.

## 8 Delivery Plan

Project	Implementation Phasing			Lead Partner(s)	Likely funding source	Priority Level
	Short term	Medium Term	Long Term			
Tree planting and green infrastructure	o	o	o	LB Hackney	s106, LIP, Capital, sponsorship	High
Edible streets, introduction of community food gardens and planets		o	o	LB Hackney	Sponsorship, capital, funding grants	Medium
Expand secure on-street cycle parking	o	o	o	LB Hackney	Sponsorship, s106, LIP funding, TfL cycle funding	High
Enable and expand Play Streets	o	o	o	LB Hackney, Play Together	LIP, sponsorship	Medium
Investigate options for incorporating active play in public realm schemes		o	o	LB Hackney,	LIP, Capital, grants, sponsorship	Medium
Produce climate change adaptation and preparation programme of works		o		LB Hackney	LIP, Capital, CIL, grants	High
Incorporate SUDs, bio retention measures and shade provision as part of all public realm schemes		o	o	Lb Hackney	LIP, Capital, CIL, grants	High

Proactive Flood Management role – including mapping and preparation works		o		LB Hackney, Environment Agency	Capital, LIP, Grants, CIL	High
Restrain external traffic through area wide traffic reviews, road closures and filtered permeability cells.	o	o	o	LB Hackney	Capital, LIP, CIL	High
Investigate options for localised congestion/road user charging			o	LB Hackney, neighbouring boroughs, TfL	Capital, LIP	High
Investigate options for allowing out of hours deliveries		o		LB Hackney	LIP	High
Investigate locations for local consolidation centres		o		LB Hackney	LIP, EU grants	Medium
Investigate options for local drop off points		o		LB Hackney	LIP, Capital	Medium
Tackle air pollution through Green Action Zones		o	o	LB Hackney, TfL, GLA	MAQF, CIL, S106, Cycling, LIP	High
Zero Emissions Network	o	o	o	LB Hackney	DEFRA grant, LIP, MAQF, s106	High
Zero emission last mile delivery options		o	o	LB Hackney	MAQF, LIP, EU grants	Medium
Working with taxis and minicab operators		o	o	LB Hackney	LIP, EU grants	Medium
School Clean Air Zones		o	o	LB Hackney	LIP, MAQF, grants	High

Review of Council fleet – ensure majority of vehicles ultra low or zero emissions in time for Mayor’s Ultra Low Emission Zone in 2020		o	o	LB Hackney	Capital, MAQF, grant	High
Encourage business usage of car clubs/car sharing		o	o	LB Hackney	LIP, S106	Medium
Incentivise introduction of car club bays/car sharing vehicles in underserved and deprived areas		o	o	LB Hackney	LIP, S106	Medium
Incentivise and enable introduction of electric vehicles in car club and car sharing fleets		o	o	LB Hackney	LIP, DFT, S106	High
Commit to reduction in Council grey fleet through transition to corporate car club membership	o	o	o	LB Hackney	LIP, DFT, S106	High
Install and provide electric vehicle charging infrastructure at appropriate locations across the borough	o	o	o	LB Hackney	LIP, DfT, EU, S106	Medium
Rapid charging points feasibility study		o		LB Hackney	LIP, DfT, EU	Medium
Fast and rapid charging points in all Council car parks and depots		o	o	LB Hackney	Capital, LIP, DfT	Medium
Facilitate the expansion of PZs		o	o	LB Hackney	Capital	Medium

Emissions based parking policy / innovative parking feasibility study		o		LB Hackney	LIP, MAQF, EU	Medium
Coordinated implementation of PZs and public realm/sustainable transport schemes		o	o	LB Hackney	LIP, Capital	Medium
Reduce PTW City Commuters being able to park in South Shoreditch for free		o	o	LB Hackney	LIP, Capital	Medium
Install stands or ground anchors in dedicated solo motorcycle bays in PZs		o	o	LB Hackney	LIP, Capital	Medium
Work with the Met to reduce PTW accidents and casualties.	o	o	o	LB Hackney	LIP, Capital	High

## 9 Monitoring

This section outlines how the impact Liveable Neighbourhoods Plan will be monitored between 2014 and 2024 to ensure the Plan is achieving its aims set out in section 1 relating to improved health, air quality, carbon reduction and improved economic prosperity, quality of life and equality of opportunity.

### 9.1 Evolution of the street

The Liveable Neighbourhoods Plan aims to increase the tree canopy coverage in Hackney from the current 18.5% coverage to 25% by 2024. This is monitored by the Hackney Biodiversity Action Plan which provides an annual update report.

On street cycle parking will be monitored by the number of secure on street spaces and usage annually.

The number of Play Streets will be monitored, with attention to the number being adopted in high deprivation areas with higher levels of childhood obesity. Options for the implementation of edible streets programme will be developed.

Public realm enhancements for adoption to the impacts of climate change will be monitored through the number of schemes proposed and developed. The enhancements aim to reduce the level of surface water drain off and risk of flooding, which is monitored by the Environment Agency Water Framework Directive.

### 9.2 Healthier Places to live

The Plan aims that by 2024 that traffic volumes on Hackney controlled roads are lower than 2014 levels. Traffic volume is monitored annually through the following:

- DfT link counts: Number of vehicles using specific links.
- TfL cordon counts – number of motor vehicle passing over certain cordon points.
- TfL London Travel Demand Survey: journey to work data, trip lengths and number of trips between boroughs.



The Plan aims to tackle poor air quality through a mixture of measures specified in the Air Quality Action Plan. The progress of these schemes will be monitored.

### **9.3 Vehicle Mobility**

The Local Implementation Plan car club target is based on the Mayor of Hackney's Manifesto commitment that all residents should be within a three-minute walk of a car club bay by 2014. The Plan aims that car club and car sharing provision are on par with the leading cities in Europe and 50% of the fleet are electric by 2024. This is reviewed annually.

The Plan aims to increase usage of Electric Vehicles and investigate rapid charging facilities, with the aim that households to be no further than 500 metres from the nearest charging point by 2018 and that all Hackney owned car parks will be fitted with rapid charging facilities by 2018. The Plan also aims to investigate an air quality emissions based parking permit policy by 2016. Progress against these targets will be reviewed annually.

The targets and monitoring are summarised in Table 2 on the next page.

## 9.4 Summary

Measure	Target	Timescale	Monitoring
Tree coverage	Increase the tree canopy coverage from the current 18.5% coverage to 25%	By 2024	Annual Biodiversity Action Plan update
On street cycle parking	Increase the provision of on-street cycle parking	No timescale	Annual reporting
Play Streets/Active Streets	Increase the number of Play Streets	No timescale	Ongoing
Edible Streets	Development of options	No timescale	Ongoing
Public Realm adaptation for climate change	Number of schemes developed. Environment Agency Water Framework Directive – aiming to reduce surface run off.	No timescale	Ongoing
Flood mitigation Programme	Mapped all areas of flooding and prepared a flood mitigation programme	By 2015	Work complete
Traffic volumes	traffic volumes on Hackney roads will be lower than 2014 levels	2024	LTDS, DfT link counts, TfL cordon counts
Air Quality	Contribute to reductions in NO2 to meet the national air quality objective 40mg/m3 (National Air Quality Objective for 2012 was not met). Currently meeting national PM10 targets – aim to maintain compliance with the national air quality objective and reduce where possible to deliver health benefits.	No date specified	Annually through the Air Quality Action Plan.
Car Clubs	Car club and car sharing provision are on par with the leading cities in Europe. 50% electric.	By 2024	Annual reporting
Electric Vehicles	All Hackney households to be no further than 500 metres from their nearest electric vehicle charging point	By 2018	Annual reporting
	All Hackney owned public car parks and fleet depots to be fitted with rapid charging points.	By 2018.	Annual reporting
	An air quality emissions based parking permit policy	By 2016.	Scheme investigated.

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