

Appendix A

Hackney Local Implementation Plan Objectives and Targets

	<u>Objective</u>
1	Reallocation of Road Space The council will continue to reallocate carriageway road space from private motor vehicles to cycle route provision or cycle parking, walking or bus infrastructure. (C08)
2	To increase walking levels in Hackney for journeys to work, recreation and education and to our town centres by promoting modal shift from private vehicles and buses. (W)
3	Ensure that the needs of older people and those with visual and mobility impairments are considered in all plans and proposals to upgrade the public realm. (W)
4	To make Hackney's roads the most attractive and safest roads for cycling in the UK, and a place where it is second nature for everyone to cycle, no matter what their age, background or ethnicity.
5	Reduce the dominance of vehicles to support more sustainable transport options. Hackney will explore the use of road user charging with the Mayor of London and neighbouring boroughs. (LN23)
6	Transport will play an important role in improved resident's health and wellbeing as well as tackling obesity levels through higher rates of active travel (HTS)
7	Hackney will continue to support timed closures to support School Streets and play streets and encourage greater adoption of the initiative in areas of high deprivation and childhood obesity. We will introduce at least 12 School Streets by 2022. (LN20, MC)
8	All roads in Hackney need to be suitable for cycling with the exception of the A12 (C16)

9	Hackney will have the most liveable and sustainable neighbourhoods and streets in London and residents will not need to own a private car because of the ease of using sustainable modes of transport (LN)
10	The council will continue to implement smarter travel programmes to support the uptake of active travel work (C42, C45, W23, W24)
11	Reducing road danger for all our residents but particularly more vulnerable groups such as the older people and children, cyclists, pedestrians and motorcyclists. (HTS)
12	Hackney is a place where people feel they get on well with others of different backgrounds. We plan to build on this strength and, in the context of population growth and development, to foster a greater sense of living in a socially cohesive place. (HTS)
13	Continue to work with partners to reduce crime and the fear of crime on the bus network (PT22)
14	Every household in the borough will have access to secure cycle parking (C)
15	To work with the local policing team to enforce 20mph limits on Hackney roads (C51-c)
16	Cycle training will continue to be available to everyone in Hackney (C, C47)
17	Pedestrians and cyclists will co-exist harmoniously, cyclists will adhere to road rules and be considerate to pedestrians (C13)
18	Reduce the level of motor traffic in Hackney (HTS, MTS, LN)
19	Reduce the dominance of cars by reducing car parking to support more sustainable modes of transport (LN17)
20	Improve the efficiency of our streets with the continued reduction of motorised vehicles. This will include a restriction of the levels of external vehicular traffic entering and exiting the borough and using it as a rat-run to get elsewhere (LN14, LN15, LN23)

21	Hackney will work with partners and stakeholders to develop a Freight Action Plan for the borough to reduce the impacts of deliveries and servicing on our road network by 2019 and progress trials. (MC, LN26)
22	Hackney will work with partners to facilitate and promote ultra low or zero emission deliveries and last mile deliveries in the borough (LN6)
23	Work with businesses to promote Hackney's "Driving for Better Business" Policy with the aim of managing Work Related Road Risk WRRR and to encourage the adoption of the CLOCS scheme where relevant. (LN26)
24	Hackney will seek to reduce NO2 emissions to achieve the National Air Quality objective of 40mg/m3 or less and work with the Mayor of London to meet maintain compliance with the national air quality objective. Transport-related emissions of NO2, CO2, PM10 and PM2.5 will all be monitored as part of the delivery of this LIP. (LN3)
25	Hackney's neighbourhoods and streets will be equipped to facilitate the transition to electric vehicle technology, and traffic based air pollution is no longer affecting the health of residents. (LN25)
26	We will support businesses to reduce their emissions through the City Fringe Low Emission Neighbourhood, create low emission town centres and continue to expand the Zero Emission Network for businesses across the borough (LN4)
27	Hackney's neighbourhoods and streets will be prepared for the implications of climate change. (LN, MC)
28	We will develop a Public Realm Green Infrastructure Plan, with the aim of ensuring the selection and spatial distribution of our trees and plants is driven by the best available research to improve Hackney's resilience to climate change-induced extreme weather events, such as floods and heatwaves, and contribute towards fighting the borough's poor air quality (MC)
29	Hackney will better connect green spaces to each other and to the wider public realm, creating parks without borders (MC)
30	Enhanced residents' access to jobs, training and essential services without increasing congestion on public transport or roads. (HTS)

31	Crossrail 2 proposals will be well advanced with an alignment through Hackney that maximises benefits to the borough. (PT)
32	The east of the borough will have seen a substantial improvement in public transport services. (PT)
33	Stations in Hackney will contribute positively to local character and distinctiveness and will be built to the highest standards of design offering a safe, secure and attractive environment at all times. (PT)
34	The accessibility of Hackney's public transport will have been vastly improved with a fully accessible bus stop network, increased real-time service information, and step free access to the majority of stations in the borough. (PT)
35	Hackney will have improved community transport services for those who find it hard to access public transport, to support independent living so that they can access jobs, education and essential services. (PT)
36	Hackney will work with TfL to halt and reverse the recent declines in public transport use in the borough. (MC)
37	Hackney will work with TfL to develop and protect Hackney's bus network to serve the borough and ensure the bus speeds are maintained or improved. (MC)
38	The Overground network will have had further improvements providing additional capacity on congested routes. (PT)
39	The council will continue to review the level of cycle parking at stations and public transport interchanges in order to ensure that (wherever possible) supply meets demand (PT8)
40	All new development must contribute to the Healthy Streets approach to improve air quality, reduce congestion and make Hackney's diverse communities become greener, healthier and more attractive places in which to live, play and do business. (LP33)
41	All new residential development in the borough will be Car Free. (LP33)
42	New development must provide cycling parking for building users and visitors in accordance with Hackney's cycle parking standards and will include provisions to support cycle usage. (LP33)

43	<p>New development will only be permitted where it</p> <p>(a) reduces the need to travel by encouraging high-density and high trip generating development around transport nodes</p> <p>(b) encourages mixed use development; compact growth and regeneration (LP33)</p>
44	<p>New development must fully mitigate any adverse impacts upon the capacity of transport infrastructure and public transport services including pavements and other walking routes, cycle routes, bus and rail services, rail stations and roads (LP33)</p>

	<u>Target</u>
T1	The proportion of trips by Hackney residents will reach 91% by 2041
T2	To at least maintain the overall walking mode share at 40% of all journeys made by Hackney residents 7 days a week in 2025 (W1)
T3	To increase the mode share for Hackney children walking to school to 70% by 2025 (W3)
T4	To increase the proportion of Hackney residents walking to work to 15% by 2025 (W2)
T5	To increase the proportion of Hackney residents cycling to work to 25% by 2025 (C2)
T6	Achieve 5% of Hackney primary school children cycling to school by 2025 (C4)
T7	To achieve 15% cycling mode share for all journeys made by Hackney residents 7 days a week in 2025 (C1)
T8	44% of Hackney residents to be reporting two periods of ten minutes spent walking or cycling on the previous day by 2021 rising to 70% by 2041. (MTS)

T9	85% of Hackney residents will live within 400 metres of the London Strategic Cycle Network by 2022 and 100% by 2041. (MTS, MC)
T10	Reduce the number of KSI casualties by 48% from a 2005-2009 baseline average of 218 to 114 on all roads, by 2022 and by 70% (from the 2010-2014 baseline of 177) to 53 by 2022 and to zero by 2041 (RSP, MTS)
T11	The council will expand provision of secure on street and estate cycle parking in the form of hangars to make it accessible to most households by 2025. (C39, C40)
T12	Reduce the level of motor traffic in Hackney to 465 million vehicle km by 2021 and by a further 20% to 372 million vehicle km by 2041 (MTS)
T13	Reduce the levels of car ownership in Hackney to 39,700 by 2021 and to 32,300 by 2041 (MTS, HTS)
T14	All residents have good access to car club services with 50% of car club/sharing vehicles in the borough being zero tailpipe emissions capable by 2025. (LN27)
T15	Reduce NOx emissions in Hackney from the current 530 tonnes to 160 tonnes by 2021 and 20 tonnes by 2041 (MTS)
T16	Reduce CO2 emissions in Hackney from the current 126,700 tonnes to 104,800 tonnes in 2021 and 25,900 by 2041 (MTS)
T17	Reduce PM10 emissions in Hackney from the current 40 tonnes to 32 tonnes by 2021 and 18 tonnes by 2041 (MTS)
T18	Reduce PM2.5 emissions in Hackney from the current 23 tonnes to 15 tonnes by 2021 and 9 tonnes by 2041 (MTS)
T19	We will make it easier and more attractive to walk and cycle to school. We will continue our school travel plan programme, cycle training and schools' air quality monitoring and introduce at least 12 School Streets by 2022 We will implement mitigation at the most affected schools to reduce pupil exposure to air pollution. (LN, MC)
T20	We will support residents that require access to a car to switch to electric by ensuring 80% of residents are within 500m of an electric vehicle charging point by 2022 and all residents are within 500m of an

	electric vehicle charging point by 2025. (LN25, MC)
T21	Increase tree canopy coverage in the borough from 18.5% at present to the Mayor of London's target of 25% by 2025 (LN1)
T22	Reduce the Step Free penalty on Hackney's transport network to 3 minutes by 2041 (MTS)
T23	Increase public transport use in Hackney from 181,000 trips per day in 14/15-16/17 to 214,000 by 2021 and to 265,000 by 2041 (MTS)
T24	Increase annualised average bus speeds in Hackney from 8mph in 2015 to 8.3mph by 2021 and to 9.2mph by 2041 (MTS)

Appendix B

Hackney Transport Strategy Vision, Objectives and Targets

Vision

“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.”

Objectives (General)

1. Hackney is renowned for having the most pedestrian and cyclist friendly neighbourhoods, streets and public realm in London.
2. Hackney remains one of London’s most liveable boroughs with green, safe and thriving neighbourhoods, streets and public spaces where different communities interact.
3. Transport will have played an important role in improved resident’s health and wellbeing, as well as tackling obesity levels through higher rates of active travel.
4. Road danger is reduced for all our residents but particularly more vulnerable groups such as the older people and children and more vulnerable road users such as cyclists and pedestrians.
5. Hackney is a place where owning a private car is not the norm – the reduction in car ownership will have continued.
6. A continued fall in the need to travel by car for any journey purpose, whether it be shopping, leisure or work.
7. A restriction of the levels of external vehicular traffic entering and exiting the borough and using it as rat-run to get elsewhere.
8. To have strengthened sustainable transport’s role in facilitating Hackney’s continued regeneration and supporting the local economy through initiatives such as the ‘Love Hackney. Shop Local’ campaign.
9. To have integrated the Olympic Park into the fabric of the borough and maintained the successful legacy of the Games.
10. Continued to advance the case for key public transport infrastructure improvements in Hackney and promoting linked trips, with Crossrail 2 at an advanced stage of implementation.
11. Enhanced residents’ access to jobs, training and essential services without

increasing congestion on public transport or roads.

12. Enhanced accessibility and mobility options for vulnerable groups allowing them to live independently.

13. To have significantly improved air quality and lowered carbon emissions from our transport system.

14. To be better prepared for the implications of climate change on the public realm and transport network. Hackney Transport Strategy 2015-2025 23 15. To have reduced crime and improved safety on our transport network, in particular to have lower levels of cycle theft.

15. To have reduced crime and improved safety on our transport network in particular to have lower levels of cycle theft.

Objectives (Walking)

1. To increase walking levels in Hackney for journeys to work, recreation and education and to our town centres by promoting modal shift from private vehicles and buses.

2. To provide a high quality and fully accessible environment for walking by continuing to develop a safe, convenient, legible and attractive public realm.

3. To tackle the safety issues and barriers that prevents our residents and visitors from walking more in Hackney.

4. To promote walking's role in promoting linked trips.

5. To harness walking's role in strengthening Hackney's visitor economy.

6. Work with our colleagues in the NHS and Public Health to develop and promote walking as a key public health initiative benefitting resident's health and well-being.

7. Ensure that the needs of older people and those with visual and mobility impairments are considered in all plans and proposals to upgrade the public realm.

Objectives (Cycling)

1. Hackney will have the most attractive and safest roads for cycling in the UK;

2. There will be high levels of cycling amongst residents from all backgrounds and communities in Hackney;

3. Every household in the borough will have access to secure cycle parking;

4. Cycle training will continue to be available to everyone in Hackney;

5. Pedestrians and cyclists will co-exist harmoniously, cyclists will adhere to road rules

and be considerate to pedestrians;

6. The causes of real and perceived road danger for cyclists will have been tackled through improvements to the physical environment, addressing instances of poor driver behaviour and the danger posed by HGVs through education and enforcement campaigns; and

7. Cycling will continue to play an important role in the borough's economy and retailers will recognise the importance of attracting cyclists.

Objectives (Public Transport)

1. Crossrail 2 proposals will be well advanced with an alignment through Hackney that maximises benefits to the borough.

2. Hackney will have the most comprehensive and continuous bus priority network in London reflecting the fact we have the highest levels of bus usage in London.

3. There will be improved public transport accessibility for all our residents to access emerging employment centres in Central London, Stratford, the Queen Elizabeth Olympic Park and the Upper Lea Valley.

4. The east of the borough will have seen a substantial improvement in public transport services.

5. The Overground network will have had further improvements providing additional capacity on congested routes.

6. Significant capacity improvements and route upgrades will have been completed on the West Anglia Line.

7. There will have been a smooth transition of the West Anglia Line services to Mayoral control, with improved stations and inner London rail services that have not lost out to non-stopping suburban services.

8. The accessibility of Hackney's public transport will have been vastly improved with a fully accessible bus stop network, increased real-time service information, and step free access to the majority of stations in the borough.

9. Hackney will have improved community transport services for those who find it hard to access public transport, to support independent living so that they can access jobs, education and essential services.

10. There will be improved interchange facilities and walking and cycling conditions at our key public transport stations.

11. Stations in Hackney will contribute positively to local character and distinctiveness and will be built to the highest standards of design offering a safe, secure and attractive environment at all times.

Objectives (Liveable Neighbourhoods)

- Hackney has the most liveable and sustainable neighbourhoods and streets in London.
- Hackney's neighbourhoods and streets are healthy, safe and attractive places to spend time for residents from every age and background.
- Hackney's neighbourhoods and streets foster and support community cohesion.
- Hackney's neighbourhoods and streets will be prepared for the implications of climate change.
- Hackney's neighbourhoods and streets will be equipped 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 ease of using alternative modes of transport including walking, cycling, public transport and using car clubs.

Selected Objectives (Road Safety)

- Safer Cycling
- Safer Walking
- Safer Motorcycling
- Creating a Safer Environment for Children
- Safer Streets
- Working in Partnership

- Reduce the number of KSI casualties by 40% from a 2005-2009 baseline average of 127 to 76 on all roads, by 2020
- Reduce the number of casualties of all severities by 40% from a 2005-2009 baseline average of 948 to 569 on all roads, by 2020
- The number of collisions where 'passing too close to a pedal cyclist' was a causation factor
- The number of cyclists injured at T, Staggered and Crossroads junction
- The number of cyclists injured on A Roads
- The number of road users from N16 and E5 who are involved in collisions with cyclists

- The annual number of cyclist casualties among those aged 25-59

- The number of male cyclist casualties
- The number of pedestrians injured during the hours of darkness.
- The number of new schools taking part in pedestrian training
- The number of pedestrians injured at night who have been impaired by alcohol
- The number of P2W riders injured on Hackney's roads
- The number of P2W casualties aged between 25 and 33, recorded annually
- The number of child casualties of all severities occurring on Hackney's roads, recorded annually
- The number of KSI collisions occurring on A classified Borough roads recorded annually
- Reduction in the number of collisions in the top ranked 20mph zones

Walking Targets

W1	Walking mode share target To at least maintain the overall walking mode share at 40% of all journeys made by Hackney residents 7 days a week in 2025.
W2	Walking to work target To increase the proportion of Hackney residents walking to work to 15% by 2025.
W3	Walking to school target To increase the mode share for Hackney children walking to school to 70% by 2025
W4	Boroughwide 20 mph Hackney will continue to roll out 20 mph speed limits across the borough.
W5	Improvements to the walking environment in Shoreditch Hackney Council will continue to progress and implement the proposals outlined in the SPSPS (Shoreditch Plan)
W6	Improvements to public realm at Old Street roundabout Hackney Council will work with partners to provide at grade station entrances and road crossings created through the removal of the roundabout layout
W7	Hackney Town Centre public realm improvements The council will continue to progress the public realm improvements outlined in the Hackney Central AAP.
W8	Stoke Newington Gyrotory removal The council, working jointly with TfL will continue to seek the removal of the Stoke Newington gyratory and regeneration of the town centre through public realm improvements.
W9	Seven Sisters Road public realm improvements The council will continue to work with TfL and Woodberry Down developers to progress public realm improvements on Seven Sisters Road to improve road safety and pedestrian conditions.

W10	Hackney Wick AAP public realm improvements The council will continue to implement the public realm and walking improvements outlined in the Hackney Wick AAP
W11	Finsbury Park interchange and public realm improvements The council will continue to work closely with TfL and the London Boroughs of Haringey and Islington to identify and deliver public realm improvements to Finsbury Park town centre and interchange
W12	Estates Regeneration Programme The council will ensure that any redevelopment of its post-war housing estates seeks to reconnect with the surrounding street network to form high quality secondary walking and cycling networks.
W13	Reducing pedestrian / cyclist conflict Hackney will encourage considerate cycling, provide on-carriageway cycle facilities and work with the police to address problem areas
W14	Regent's Canal parallel routes The council will progress a traffic-free pedestrian and cycle only route parallel to the Regent's Canal between Kingsland Road and Broadway Market to relieve congestion and conflict on the towpath
W15	Woodberry Wetlands / New River walkway improvements The council will seek to improve and upgrade the New River Path and open a new wildlife trail around the East Reservoir ensuring all routes are fully accessible for wheelchair users
W16	Fully accessible Lea Valley Path The council will work with the North London Strategic Transport Forum, the Lee Valley Regional Park and the neighbouring boroughs of Haringey and Waltham Forest to create a fully accessible route along the Lea Valley Path between Tottenham Hale and Queen Elizabeth Olympic Park
W17	Creation of 10 new public spaces or pocket parks Hackney aims to create at least 10 new public spaces and pocket parks through road space reallocation by 2025

W18	Supporting local centres Hackney will continue to improve and support our local shopping centres and street markets through public realm improvements and pedestrian priority interventions
W19	Reducing street clutter The council will continue to take action to reduce street clutter on its streets and footways.
W20	Pedestrian accessibility improvements The council will implement a continuing programme of removing footway parking and improving pedestrians signals at crossings
W21	Safer junctions and crossings The council will progress junction improvement schemes and new crossing facilities to improve pedestrian safety at key locations identified through stakeholder consultation.
W22	Legible London The council will continue to implement Legible London signage at key locations across the borough and fill gaps ensuring that all our district and town centre areas are covered by Legible London by 2025
W23	School travel planning The council will continue to support educational establishments in Hackney monitoring and implementing school travel plans and working toward reducing car use for the school run and promoting more active travel.
W24	Workplace travel planning The council will continue to promote workplace travel plans as an integral part of its objectives to reduce vehicular traffic and emissions within the borough and to promote sustainable transport over the lifetime of the Transport Strategy
W25	Residential travel planning The council will continue to implement residential travel plans on estates and work with developers on new housing developments.
W26	Walking's role in public health The council will work in partnership with the NHS, GPs and other health professionals to promote walking among residents to help address issues of obesity, inactivity and mental health issues

Cycling Targets

C1	Cycling mode share target - residents To achieve 15% cycling mode share for all journeys made by Hackney residents 7 days a week in 2025.
C2	Cycling to work target To increase the proportion of Hackney residents cycling to work to 25% by 2025.
C3	Council staff cycling target To increase the mode share for Hackney Council staff cycling to work to 28% by 2025
C4	Primary school children cycling mode share Achieve 5% of Hackney primary school children cycling to school by 2025.
C5	Secondary school children cycling mode share Achieve 15% of Hackney secondary school children cycling to school
C6	The Policy Framework. Continue to ensure that support for cycling is embedded in all council policies
C7	Design Principles for Infrastructure Introduce cycle infrastructure provision in accordance with hierarchy of provision set out in LTN 2/08
C8	Reallocation of road space. Continue to reallocate road space from private motor vehicles to cycle infrastructure provision
C9	Changing Priorities at Crossings. Look to change priorities in favour of cyclists at junctions or crossings where cycle flows outnumber other traffic
C10	Need to Design for Future Growth. Ensure that new cycle infrastructure is designed to accommodate future to accommodate future growth in cyclist numbers
C11	Maintaining existing network. Ensure that the existing road and cycle network is maintained to a high standard
C12	Winter Maintenance Programme. Regularly review winter maintenance programme to ensure the core cycle routes in the borough are cleared and gritted
C13-a	Cycling in Shared Spaces – Pedestrian Areas. Where proposals for pedestrian or vehicle restricted areas being proposed the starting position will be that cyclists allowed to continue to use area
C13-b	Cycling in Shared Spaces – Parks and Green Space. Presumption in favour of shared paths in parks and green spaces. Segregation between cyclists and pedestrians only considered in special cases.

C13-c	Cycling in Shared Spaces – Parks and Green Spaces Continue to allow cyclists to use Hackney’s parks and green spaces unless that person rides in a manner that causes danger or annoyance to other persons. Pedestrians have priority at all times and cyclists are guests.
C13-d	Cycling in Shared Spaces – Considerate Cycling Campaign Hackney will work with stakeholders to enforce and promote considerate cycling on towpaths, parks and other spaces where cyclists and pedestrians share space.
C14	New Development Ensure that all new development contributes to the improvement of the cycling network and conditions for cyclists.
C15	Wayfinding Continue to implement improved cycle signage and wayfinding consistent with the rest of London
C16	Route Reviews Identification of cycle network including Principal Road routes, Greenways, Central London Grid, Quietways and local Connectors
C17	Principal Roads Routes Develop and implement a network of Principal Road routes that will incorporate ‘clear safe space’ principles
C18	Central London Grid Work with TfL and other boroughs to implement the grid in the south of the borough.
C19	Quietways Programme Work with TfL and neighbouring boroughs to develop and implement network of Quietways
C20	Wetlands to Wetlands Work with London Wildlife Trust and Waltham Forest to implement route between Wetland Centres
C21	Greenways Work with partners and stakeholders to further develop and improve greenway routes
C22	Priority Corridors Prioritise development of further improvements along key cycle corridors
C23	LCC Ward Requests Progress and implement the Hackney Cycling Campaign ward requests over the lifetime of the plan
C24	Sinusoidal Speed Humps Replace outdated traffic calming with sinusoidal where appropriate
C25	Parking Controls at Junctions Introduce minimum 5-6 metres parking controls on all junctions

C26	Review of Borough Controlled Signalised Junctions With aim to improve safety and provision for cyclists
C27	Clear Safe Space for Cyclists Follow a policy of clear safe space for cyclists when designing any new traffic engineering scheme
C28	Reducing Cycling Casualties Work with and lobby TfL to reduce cyclist casualties on the TLRN and SRN, particularly the A10
C29	Safer TLRN Junctions Continue to lobby and support TfL to improve the most dangerous junction on the TLRN for cyclists
C30	Seven Sisters Road Improvements As part of the Woodberry Down regeneration scheme work with partners to improve safety for pedestrians and cyclists on Seven Sisters Road through road space reallocation
C31	Borough Controlled Principal Roads & Junctions The council will tackle the worst borough roads and junctions for cycle safety
C32	East of Mare Street & South Hackney Look to address the impacts of the one way systems and urgently improve conditions for cyclists
C33	Area Based Filtered Permeability Reviews Undertake area wide traffic reviews to stop rat running and continue rollout of filtered permeability schemes
C34	Individual Permeability Schemes Implement a programme of over 70 local cycle permeability interventions over the lifetime of the plan
C35	Cycle Parking Hubs Work with TfL to progress proposals for cycle parking hubs in 3 key employment areas
C36	Cycle Parking at Stations Continue to review cycle parking at stations to meet demand
C37	On Street Cycling Parking Continue to introduce on street cycle parking in the carriageway where possible
C38	Innovative Cycle Parking Continue to consider and implement innovative on street cycle parking solutions to meet demand and tackle theft through new sources of funding.
C39	Residential On Street Cycle Parking Expand the provision of secure on street cycle parking hangars to ensure accessible to most households in the borough
C40	Estate Cycle Parking Continue to work with Hackney Homes and other housing associations to help provide secure cycle parking to residents living on estates

C41	Extension of Cycle Hire Scheme Lobby TfL to ensure scheme reaches as far north as Stoke Newington and Clapton.
C42	Targeted Messages Tackle lower levels of cycling on housing estates through targeted behaviour change schemes, removing severance, leisure cycling and play streets
C43	Hackney Homes Estates Work with Hackney Homes to ensure all estate roads and land are accessible and permeable to cyclists
C44	Targeting Potential Cyclists at Various Life Stages Targeted behaviour change interventions to reach harder to reach communities
C45	School and Workplace Travel Planning Continue to work with businesses and schools to improve conditions for cyclists
C46	Cycle to School Partnerships Look to secure funding to develop these partnership proposals
C47	Cycle Training. Continue to offer it to all residents, visitors and students in the borough for the lifetime of the plan
C48	Other Cycling Promotion Continue to be proactive in promoting cycling and cycle safety
C49	20 mph speed limits on all roads Implement 20mph on all borough controlled roads by end of 2015 and lobby TfL to implement it on their roads
C50	Bikeability Level 2 Residential Roads Aim to make every residential road appropriate for children trained up to Bikeability Level 2
C51-a	Targeting Poor Drive Behaviour – Enforcement Work with and support the Met Police to improve driver behaviour through better enforcement of traffic rules
C51-b	Targeting Poor Driver Behaviour –Red light cameras Wider rollout of red light cameras with known accident history
C51-c	Targeting Poor Drive Behaviour – 20 mph camera enforcement Lobby the Mayor and Central Government to give powers to local authorities to enforce 20mph limits
C52-a	Safer Vans and Lorries Ensure that any person driving on council business undertakes on road cycle awareness training
C52-b	Safer Vans and Lorries Ensure council's fleet has secured FORS Gold as soon as practically possible
C53	HGV Routes in Hackney Work with partners to investigate options for reducing volume of HGVs on borough roads during peak hours and working day
C54	Stricter Liability Lobby central government to adopt the principles of stricter liability

Public Transport Targets

PT1	Crossrail 1 confirmed - estimated opening date 2019. Hackney will work with TfL, Crossrail and neighbouring boroughs to ensure that pedestrian, cycle and bus routes from Hackney to new Crossrail stations are improved and benefits to the borough maximised as the project progresses.
PT2	Lea Bridge station reopening 2016 Hackney will work with LB Waltham Forest Council, Network Rail and TfL to ensure that improvements to pedestrian, cycling and bus routes between the station and Hackney are secured.
PT3	3 tracking of West Anglia line from Angel Road to Stratford. Clapton to Tottenham Hale service improvements. Hackney will work with Network Rail and TfL to ensure that three-tracking the West Anglia Main Line results in frequency and connectivity improvements for Hackney residents. In particular we want to see a direct service between Clapton and Tottenham Hale and the Lea Valley Line in addition to the existing Liverpool Street – Chingford service.
PT4	Devolution of West Anglia line to TfL/upgrading to LO standards
PT5	Hackney Central / Downs direct interchange
PT6	Electrification of Barking-Gospel Oak line. Support for electrification of the Barking-Gospel Oak line Hackney strongly supports the electrification of the Barking-Gospel Oak line and will work with Haringey Council and TfL to promote use of the line by residents in the north and north-west areas of the borough.
PT7	Five-car trains and increased frequency on Overground routes
PT8-a	Cycle parking applications submitted as part of Mayor's Cycle Parking Fund
PT8-b	On-going Hackney cycle parking at stations implementation programme
PT9-a	Crossrail 2 - Refresh of safeguarded route due in early 2015
PT9-b	Crossrail 2 - Confirmation of Stations
PT9-c	Crossrail 2 - Estimated construction start 2019
PT10	Hackney Wick station upgrade and remodelling
PT11-a	Installation of lifts at Hackney Central
PT11-b	Dalston Kingsland ticket hall and accessibility upgrade
PT11-c	Hackney Downs ticket hall and accessibility upgrade
PT11-d	Hackney Central ticket hall
PT11-e	Homerton improvements
PT12	Promoting alternative, community uses of stations. The council will work with TfL and Arriva RL to investigate options for alternative uses of station and increasing activity through the co-location of community services/uses and potential use of stations for online delivery pickups, provision public toilets, food growing etc.

PT13	Possible upgrading towards 4 tracking of the entire West Anglia line beyond 2019
PT14	Promoting Stratford as regional and international hub
PT15-a	Light Rail Feasibility - Route 55 and 48.
PT15-b	Light Rail Feasibility - North-South routes on the A10. Text mentions route 149.
PT16	Improving bus access to the QE Olympic Park, Hackney Wick and Stratford
PT17-a	Improving bus connectivity in the north of the borough - 73 route extension to Stamford Hill /Seven Sisters
PT17-b	Improving bus connectivity in the north of the borough - 210 route extension to Stamford Hill
PT17-c	Improving bus connectivity in the north of the borough - 276 route extension to Woodberry Down
PT17-d	Improving bus connectivity in the north of the borough - 253/4 rerouting to Homerton Hospital and Stamford Hill /Seven Sisters
PT18-a	Improve bus journey times and reliability by implementing additional bus priority measures such as new bus lanes on roads that will complete the missing gaps in the bus priority network, as well as reviewing the hours of bus lanes and parking restrictions in order to reflect the growth in the night time economy and the increasing levels of congestion on our roads at the weekends and evenings. Improving bus journey times - reducing Excess Waiting Time (EWT) to 1.1 minutes by 2018
PT18-b	Bus Priority - Wick Road
PT18-c	Bus Priority - Well Street
PT18-d	Bus Priority - Cassland Road
PT18-e	Bus Priority - Amhurst Park
PT18-f	Bus Priority - Balls Pond Road
PT18-g	Bus Priority - Morning Lane (westbound approach to Mare Street)
PT19-a	Major Schemes - Stoke Newington Gyrotory
PT19-b	Major Schemes - Hackney Town Centre Narrow Way
PT20-a	All stops on borough roads to be accessible
PT20-b	Mayor of London commitment to have 95% of bus stops in London fully accessible by 2016
PT20-c	On-going review of accessible bus stops on borough roads
PT21	Extending bus countdown and availability of realtime information
PT22	Reduce crime and fear of crime on bus network
PT23-a	Expand the number of taxi ranks in the borough
PT23-b	Install electric vehicle charging infrastructure at taxi ranks.

PT24-a	Continue to work with partners to support community transport initiatives
PT24-b	Ensure concerns about Dial a Ride and Taxicard are escalated to London Council level to collectively influence TfL

Liveable Neighbourhoods Targets

LN1	Increasing tree canopy To increase tree canopy coverage on council land from 18.5% now to 25% by 2025.
LN2	Supporting community food growing and planting. Assess and facilitate options for providing communal food growing opportunities in our streets
LN3	Hackney will continue to tackle poor air quality, seeking to reduce NO2 emissions to achieve the National Air Quality objective of 40mg/m3 and maintain compliance with the national air quality objective for PM10.
LN4	Supporting TfL air quality initiatives Work with TfL on the successful implementation of the ULEZ and Low Emission Neighbourhoods
LN5	City Fringe Zero Emissions Network. Work with businesses, stakeholders and neighbouring boroughs in the City Fringe area to continue the success of the Zero Emissions Network (ZEN) and reduce NO2 levels in the area
LN6	Low emission last mile deliveries Hackney will work with partners to facilitate and promote ultra low or zero emission last mile deliveries in the borough starting with a review of the current situation and development of an action plan
LN7	Reducing emissions from taxi and private hire vehicles Work with TfL and other partners to facilitate transition of taxis and PHVs to ultra low emission vehicles particularly electric
LN8	Greening the council's own vehicle fleet. Continue to reduce emissions from the council's own fleet by making the transition to ultra-low and electric vehicles where possible and reduce overall vehicle usage amongst staff
LN9	Emissions linked parking charges and policies. Link parking charges to emissions standards of the vehicles so that more polluting vehicles are charged higher than low emission
LN10	School Clean Air Zones Work with schools to develop and implement projects to improve air quality in and around the borough's schools
LN11	Flood Mitigation Hackney will continue to map areas at risk of flooding and develop a flood mitigation programme
LN12	Sustainable Urban Drainage (SUDs) Hackney will look to include SUDs in public realm schemes and as part of any new development in the borough
LN13	Mayor of London Roads Task Force Hackney will work with the GLA and TfL to implement the Roads Task Force recommendations, including systematically analysing our road network to identify measures that make our streets and public spaces safer and more liveable

LN14	Reversing the negative impacts of gyratories Hackney will work with TfL to progress changes to reverse or at least reduce the negative impacts of gyratories and improve the place function and liveability of these areas
LN15	Filtered Streets – Reducing Residential Through Traffic Hackney will work with local residents and key stakeholders to systematically identify and implemented filtered streets on an area wide basis across the borough to reduce rat running and through motor traffic on residential roads
LN16	20mph Borough-wide. Speed Limit Extend 20mph to all borough controlled roads by the end of 2015 and lobby to extend 20mph to all TfL roads by 2018 (excluding the A12)
LN17	Improving Parking Management Hackney will continue to facilitate the expansion of parking zones where there is need, as well as exploring new, innovative ways of managing parking, such as emissions-based permits or dynamic parking bays
LN18	Expanding on street cycle parking provision Hackney will look to continue to expand the installation of secure on street residential cycle parking to cater for demand in residential areas without access to off-street space
LN19	Supporting Play Streets Hackney will continue to enable residents to hold regular Play Streets in neighbourhood streets and encourage adoption in areas of higher deprivation and childhood obesity. We will also investigate other options for incorporating active play into the street environment and public realm
LN20	School Streets Hackney will look to develop and progress School Streets proposals where roads upon which schools are situated are closed during certain times of the day
LN21	Powered Two Wheelers (PTWs) Hackney will review charges for PTW vehicles parking for commuters in the borough as well as looking to reduce thefts of PTWs from the street
LN22	Reducing PTW casualties Hackney will work with the Met Police and TfL to reduce the level of PTW casualties on Hackney's roads
LN23	Using new technology to manage demand for space on the borough's road network. Work with partners and stakeholders to proactively investigate options for developing new technology to manage demand on the road network such as road user charging.
LN24	New vehicle technology and intelligent streets Hackney will continue to monitor advances in motor vehicle technology and work with partners to look at how to adapt our public realm and streets in order to facilitate this change for the benefit of our residents.
LN25	Supporting electric vehicle use. Continue to support EV use by working with a wide range of partners to provide publicly accessible EV charging points at suitable locations within 500m of all households in the borough and examining the feasibility of facilitating a local scrappage scheme for diesel powered vehicles.
LN26	Freight and Deliveries Hackney will with partners and TfL to develop a borough Freight Action Plan

LN27

Developing car clubs and car sharing Hackney will ensure that all residents are within close proximity of a car club bay or a car sharing vehicle with multiple operators ensuring that residents have a good choice of service. We will work to ensure that 50% of car club/sharing vehicles in the borough are zero tailpipe emissions capable by 2025.

Appendix C

Mayor of Hackney's Transport-related Manifesto Commitments 2018

- Air quality remains a major challenge facing our city. We will work towards cleaning up the air by reducing harmful emissions such as nitrous oxide and particulate matter. This will include work to make Hackney Council vehicles the greenest in London and we will bring estate parking permits in line with on-street emission-based charging, including a surcharge for diesels.
- We will make it easier and more attractive to walk and cycle to school. We will continue our school travel plan programme, cycle training and schools' air quality monitoring and introduce at least 12 School Streets by 2022.
- We will continue to reallocate road space from private motor vehicles and work with residents and businesses to introduce pocket parks. We will do this by launching a residents and business pocket park application process and seek to support where possible the implementation of residential and business parklets.
- We will support residents that require access to a car to switch to electric by ensuring 80% of residents are within 500m of an electric vehicle charging point by 2022 and all residents are within 500m of an electric vehicle charging point by 2025.
- We will support businesses to reduce their emissions through the City Fringe Low Emission Neighbourhood, create low emission town centres and continue to expand the Zero Emission Network for businesses across the borough.
- We will work with TfL and our businesses to reduce the number of freight vehicles in the borough and explore the introduction of consolidations sites to support cycle deliveries and electric vehicle deliveries in our town centres.
- We will continue to invest in our parks and green spaces so that they remain a well-managed amenity for all our communities to enjoy and increase the number of Green Flags we have from 23 to 28. We will bring forward proposals that better connect them to each other and to the wider public realm, creating parks without borders. As part of that process we will seek to engage and involve more residents in their local parks and maintain and build on the existing user groups.
- We will develop a public realm green infrastructure plan, with the aim of ensuring the selection and spatial distribution of our trees and plants is driven by the best available research to improve Hackney's resilience to climate change-induced extreme weather events, such as floods and heatwaves, and contribute towards fighting the borough's poor air quality.
- We will support residents, community groups, other parts of the public sector and businesses working with the council to plant 1000 new trees in the borough. Food growing and urban foraging improves sustainability while bringing communities

together, we will continue to support it on our estates and in the wider public realm.

- We are committed to reducing energy consumption and improving efficiency, whilst also saving the council money. We will commit to replacing all the remaining Hackney street lights with LED lanterns, and extend this programme to our estates.
- We want Hackney's streets to be the most walking and cycle-friendly in London, leading the push to build people focussed neighbourhoods.
- We will expand our Quietway network and link our boroughs green spaces so that every resident lives within 400m of a high-quality safe cycle route.
- We will improve the interaction between cyclists and pedestrians, and continue to ensure our footways are accessible to all by reallocating expanded cycle parking onto the carriageway.
- Working with TfL and the Woodberry Down Regeneration Partnership, we will aim to make sure the public realm improvements on Seven Sisters Road improve road safety and pedestrian and cycling conditions.
- We will continue to improve and support our local shopping centres and street markets by restricting vehicle traffic on Broadway Market and improving the environment for pedestrians and cyclists.
- We will progress a major junction improvement scheme at Pembury Circus and upgrade crossing facilities to improve pedestrian and cycle safety.
- We continue to support Crossrail 2 and are lobbying TfL for the eastern extension while strongly opposing the use of Shoreditch Park for a ventilation shaft.
- We will work in partnership with TfL for improved accessibility at stations, including more step-free access.
- We will also work with TfL to secure improvements to Hackney Central Station.
- We will improve access to the Olympic Park, Hackney Wick and Stratford and continue to maintain or improve bus reliability and frequency.
- We will implement measures to reduce road accidents especially in relation to vulnerable road users and working towards the Vision Zero target of no deaths on London's roads.
- We will continue to support all our street markets, town centres and shopping streets, we will work with the borough's shopkeepers and market traders to ensure that Hackney's shopping high streets and markets thrive and prosper and become known for their diversity, value and quality. We will safeguard Hackney's pubs,

shops and commercial spaces and work alongside Hackney's dynamic night time economy ensuring our town centres and high streets are well managed and safe, day and night.

- Dalston really benefits from the new Crossrail 2 station, working with the community the Mayor of London and Crossrail 2. We will fight to keep the Eastern Curve garden, support a thriving Ridley Road market and shape the plans for the future of the Kingsland Shopping Centre and the Dalston Eastern Curve Garden as places for creative, cultural and community uses.
- We will develop local area plans for new homes, workspaces and community facilities along the borough's main travel corridors. The plans, working with the local communities, will guide the development of town centres for Stamford Hill and Clapton and an area plan for Homerton and along the A10 connecting our existing town centres.
- Working closely with the Mayor of London and the London Legacy Development Corporation, we will push for improved accountability and the return of local planning powers for the Wick to the borough, and to create a town centre for Hackney Wick around the new Overground station.
- As one of the three major stakeholders in the Queen Elizabeth Olympic Park, we will work with the Mayor of London to establish a publicly-owned and run Olympic Park beyond 2022, a fitting legacy from the 2012 Games and making it the people's park for London.
- Hackney Labour pioneered play streets in London, we want to work with the community to ensure that Hackney becomes a fully 'child friendly borough' and maximise the opportunities for safe play and outdoor activities across our streets, estates, parks, adventure playgrounds, new developments and open spaces as children and their families explore and discover the world around them.
- We are facing an increasingly challenging community safety environment as we deal with the impact of continued Tory cuts to police and reductions in numbers of officers on our streets. Hackney has lost one in four police officers since 2010, a consequence of cuts started under the coalition government and maintained by the current government despite repeated warnings raised by Hackney Labour, the Mayor of London and many others. We will keep fighting for a return of our police.
- We will work across the council to ensure that we are creating public spaces that are attractive, safe, secure, accessible and inclusive. In doing so, we will give special attention to engaging harder to reach stakeholders, including Hackney's younger residents, to gain an understanding of how different users perceive our shared public spaces.
- As people get older they can experience more difficulties getting around the borough and accessing local services. We will ensure that Hackney is more accessible and welcoming for people with access needs, including older people.

- We maintain our commitment to public health and continue to prioritise tackling obesity, high quality inclusive and accessible sexual health services and support all our schools to make the Daily Mile part of every primary child's day.
- We will continue to invest in grassroots sport and maximise the council's new partnership with Sport England to deliver improved health outcomes in the East of the borough.

Appendix D

Hackney LIP 3 Year delivery programme

Scheme Description	Funding source LIP or S106 or Council Capital or Aspirational/ unfunded.	Funding amount (£000's)				MTS Outcomes								
		2019-20	2020-21	2021-22	TOTAL	Active	Safe +Secure	Efficient	Clear + Green	PT meets needs of London	PT Safe, Affordable, Accessible	PT – Pleasant, fast, reliable	Active, Efficient, Sust New Developments	Unlocking Homes and Jobs
Hackney Central Liveable Neighbourhood	LN, LIP & S106	2483	2364	2731	7578	x	x	x	x	x	x	x		
Pocket Parks and Parklets	LIP	40	40	40	120	x		x	x				x	
Electric Vehicles	LIP & Drive Now	20	20	20	60				x				x	
Car Clubs	LIP, S106 & Drive Now	5	5	5	15			x	x				x	
Play Streets	LIP	4	4	4	12	x	x		x					
Air Quality Monitoring	LIP	20	20	20	60	x			x					

Scheme Description	Funding source LIP or S106 or Council Capital or Aspirational/ unfunded.	Funding amount (£000's)				MTS Outcomes							
		2019-20	2020-21	2021-22	TOTAL	Active	Safe +Secure	Efficient	Clear + Green	PT meets needs of London	PT Safe, Affordable, Accessible	PT – Pleasant, fast, reliable	Active, Efficient, Sust New Developments
School Travel Plans School travel plans and STAR accreditation: FEES, MOT survey collection, conference workshops, photography and newsletters, small grants for schools, Transition resource (KS2-KS3), Secondary schools cycle guide, cycling initiatives, bikers breakfasts, Dr bike events, Bike Around the Borough event, walking initiatives, walk to school week, walk to school month, walk once a week (WOW)	LIP	100	100	100	300	x	x	x					
School Streets: 12 sites over 4 years committed in Mayor Manifesto	LIP	70	30	30	130	x	x	x	x				
SUSTAINABLE TRAVEL AWARENESS + Council Travel Plan + Business Travel Plan	LIP	40	40	40	120	x	x	x	x	x			
Council Travel Plan Measures to support the Council Travel Survey, and to support objectives of decreasing council impact on roads	LIP				0	x	x	x		x			

Scheme Description	Funding source LIP or S106 or Council Capital or Aspirational/ unfunded.	Funding amount (£000's)				MTS Outcomes								
		2019-20	2020-21	2021-22	TOTAL	Active	Safe +Secure	Efficient	Clear + Green	PT meets needs of London	PT Safe, Affordable, Accessible	PT – Pleasant, fast, reliable	Active, Efficient, Sust New Developments	Unlocking Homes and Jobs
Cycling campaigns Behaviour change campaign to increase cycling. Promotes council services to increase cycling (cycle training, cycle maintenance etc) under coordinated, evidence-led marketing campaign, including advertising, street marketing, events ie pit stops & attendance at festivals and production of printed materials	LIP				0	x	x	x		x				
Walking campaigns Behaviour change campaign to increase walking. Promotes council services to increase cycling (cycle training, cycle maintenance etc) under coordinated, evidence-led marketing campaign, including advertising, street marketing, production of printed materials	LIP				0	x	x	x		x				
EU Mobility Week and Car Free Day	LIP				0	x	x	x		x				

Scheme Description	Funding source LIP or S106 or Council Capital or Aspirational/ unfunded.	Funding amount (£000's)				MTS Outcomes								
		2019-20	2020-21	2021-22	TOTAL	Active	Safe +Secure	Efficient	Clear + Green	PT meets needs of London	PT Safe, Affordable, Accessible	PT – Pleasant, fast, reliable	Active, Efficient, Sust New Developments	Unlocking Homes and Jobs
Workplace Travel Plans Support for measures to encourage modal shift to work, for businesses in Hackney. Includes small grants for implementing travel plan measures.	LIP				0	x	x	x		x				
Smarter Travel Estates & Community Cycle Hubs Targeted group support for non-cyclists, including help accessing bikes, learning to ride, learning maintenance, confidence building, cycling as family.	LIP	25	25	25	75	x	x	x		x				
<u>Cycle Training</u> - Delivery of cycle training programme to schools in Hackney. Provision of adult cycle training to everyone who lives works or studies in the borough	LIP	190	190	190	570	x	x	x					x	
Road Safety Education: Provision of road safety education to all primary and secondary schools in the borough	LIP	15	15	15	45	x	x	x						

Scheme Description	Funding source LIP or S106 or Council Capital or Aspirational/ unfunded.	Funding amount (£000's)				MTS Outcomes							
		2019-20	2020-21	2021-22	TOTAL	Active	Safe +Secure	Efficient	Clear + Green	PT meets needs of London	PT Safe, Affordable, Accessible	PT – Pleasant, fast, reliable	Active, Efficient, Sust New Developments
Road safety programme to address casualty rates amongst vulnerable road users , embedding vision zero amongst policies in the borough.	LIP	30	30	30	90	x	x	x					
Cycle Parking (hangars, on-street, estates & station)	LIP	190	190	190	570	x	x	x	x				x
Traffic and cycle counts/surveys and monitoring	LIP	30	30	30	90	x	x	x	x	x	x	x	
Safer School Zones; small reactive scheme which improve safety around schools such as new crossings in the vicinity of schools as identified through school travel plans	LIP	50	50	50	150	x	x	x					
Legible London (Maintenance and possible continued roll out)	LIP	15	15	15	45	x		x				x	
Cycle Permeability (continued programme)	LIP	100	100	100	300	x	x	x	x				
Pedestrian accessibility improvements (small schemes to improve mobility and safety comfort for pedestrians)	LIP	75	75	75	225	x	x	x	x		x		
Pedestrian signal &/or Countdown improvements	LIP	30	30	30	90	x	x		x			x	

Scheme Description	Funding source LIP or S106 or Council Capital or Aspirational/ unfunded.	Funding amount (£000's)				MTS Outcomes								
		2019-20	2020-21	2021-22	TOTAL	Active	Safe +Secure	Efficient	Clear + Green	PT meets needs of London	PT Safe, Affordable, Accessible	PT – Pleasant, fast, reliable	Active, Efficient, Sust New Developments	Unlocking Homes and Jobs
Programme to increase and rotate 20 mph electronic signs around borough roads	LIP	10	10	10	30	x	x						x	
Area wide scheme to prevent rat-running Dalston Lane / Queensbridge Road & surrounding roads (2019/20 to undertake study and future years implementation)	LIP	0	50	100	150	x	x	x	x					
Area traffic reduction: Study into area wide cells - Vision Zero / AQ approach	LIP	10			10	x	x	x	x					
Ravensdale Road - Public realm improvements to improve pedestrian environment	LIP	30			30	x	x							
London Fields area-wide traffic management: Triangle Road traffic calming to reduce through traffic	LIP	95			95	x	x	x	x				x	
London Fields area-wide traffic management: Sheep Lane traffic calming to reduce through traffic	LIP	0	50	0	50	x	x	x	x				x	
London Fields area-wide traffic management: Richmond Road - schemes arising from traffic management study	LIP	95			95	x	x	x	x				x	
Principal Road healthy Streets upgrade - Southgate Road	LIP	10	90	40	140	x	x		x					

Scheme Description	Funding source LIP or S106 or Council Capital or Aspirational/ unfunded.	Funding amount (£000's)				MTS Outcomes								
		2019-20	2020-21	2021-22	TOTAL	Active	Safe +Secure	Efficient	Clear + Green	PT meets needs of London	PT Safe, Affordable, Accessible	PT – Pleasant, fast, reliable	Active, Efficient, Sust New Developments	Unlocking Homes and Jobs
Principal Road healthy Streets upgrade and enforcement of 20mph- Downham Road	LIP	10	90	40	140	x	x		x					
Green Lanes - road safety & protected cycle facilities (other funding also sought)	LIP	396			396	x	x	x	x					
Crossway - mitigation measures against increasing traffic	LIP	10	50		60	x	x	x	x					
Area wide scheme to slow traffic / improve casualties around Brooke Rd / Rendlesham Rd / Nugthingale Rd (2019/20 to undertake study and future years implementation)	LIP	20	90	40	150	x	x							
Principal Road healthy Streets upgrade and enforcement of 20mph - Graham Road	LIP	10	0	86	96	x	x	x	x					
Principal Road healthy Streets upgrade - Albion Road	LIP		0	80	80	x	x	x	x					
Principal Road healthy Streets upgrade - Church Street	LIP	20	221		241	x	x	x	x					
Connecting Green Spaces: Ufton Road	LIP		15		15	x			x					
Connecting Green Spaces: Clapton Park	LIP		30		30	x			x					

Scheme Description	Funding source LIP or S106 or Council Capital or Aspirational/ unfunded.	Funding amount (£000's)				MTS Outcomes								
		2019-20	2020-21	2021-22	TOTAL	Active	Safe +Secure	Efficient	Clear + Green	PT meets needs of London	PT Safe, Affordable, Accessible	PT – Pleasant, fast, reliable	Active, Efficient, Sust New Developments	Unlocking Homes and Jobs
Graham Road / Hackney Central Station - pedestrian improvements (interim pending Liveable Neighbourhoods)	LIP/TfL LN		60	60	120	x	x	x	x		x	x		
Principal Road healthy Streets upgrade - Lordship Road	LIP			100	100	x	x	x	x					
Barnabas Road - Healthy Streets improvements to support walking and cycling	LIP/TfL Future Routes			100	100	x	x	x	x					
Lauriston Road - Neighbourhood Public realm improvement to support walking and cycling improvements	LIP/TfL Future Routes			100	100	x	x	x	x					
Principal Road Maintenance Scheme : Mare Street reconstruction	PRM			450	450		x							
Broadway Market	TfL Quietways	100			100	x	x	x	x				x	
Future route 2 (Hackney Central to Isle of Dogs - HC - Victoria Park)	TfL Future Routes				0	x	x	x	x				x	
Future route 5 (Camden to Tottenham - SSR and Amhurst Park)	TfL Future Routes				0	x	x	x	x				x	
Future route 3 (Dalston to Lea Bridge)	TfL Future Routes				0	x	x	x	x				x	

Appendix E – SEA Environment Report

18th January 2019

Report for – London Borough of Hackney

Draft Local Implementation Plan 2019 and Hackney Transport Strategy 2015-2025

Strategic Environmental Assessment – draft Environmental Report



Document version control

Version	Date	Author	Reviewed by	Reviewed and approved by
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	LIP and TS Objectives and Targets – Public Transport	Error! Bookmark not defined.
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1.0 Non-Technical Summary

1.1 Introduction

This report sets out the outcomes of the Strategic Environmental Assessment (SEA) of the proposals in the London Borough of Hackney's third Local Implementation Plan (LIP) 2019-2022 as well as its Transport Strategy 2015-2025. The LIP is a statutory document, prepared under Section 145 of the Greater London Authority Act 1999. The LIP guides transport priorities and projects and details a three-year programme of investment (2019/20 to 2021/22) to implement the Mayor of London's Transport Strategy (MTS).

To deliver the Mayor's vision – *"to create a future London that is not only home to more people but is a better place for all those people to live in"* - the overarching aim of the MTS is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041. The Mayor is seeking to achieve his vision by achieving the following three MTS outcomes:

- Healthy Streets and healthy people, including traffic reduction strategies:
- A good public transport experience: and
- New homes and jobs.

This LIP will replace the council's second LIP (2011). The third round of LIPs will become effective from April 2019.

1.2 Summary of the LIP

Hackney's LIP and Transport Strategy set out the LB Hackney's proposals for implementing the Mayor's Transport Strategy including a timescale for implementing the proposals. The LIP includes Hackney's Transport Strategy objectives, incorporates the targets and identifies key local issues, challenges and opportunities to achieving the overarching mode share aim and the Mayor's Transport strategy nine outcomes. The LIP has 44 objectives and 24 targets, while the Transport Strategy has 45 objectives and 105 targets. For the purposes of the SEA these are combined in five groups set out below and the SEA focuses on assessing each of these and their associated measures. A full list of the LIP and TS objectives and targets is available in **Appendix A**.

- 1 LIP and TS Objectives and Targets: General
- 2 LIP and TS Objectives and Targets: Walking
- 3 LIP and TS Objectives and Targets: Cycling
- 4 LIP and TS Objectives and Targets: Public Transport
- 5 LIP and TS Objectives and Targets: Liveable Neighbourhoods

In developing and preparing the programme of works for the LIP and TS, Hackney Council has considered the major projects in TfL's Business Plan and the milestones associated with these projects as well as more medium and longer terms proposals in the borough.

1.3 Approach to the SEA

The SEA has been undertaken using the TfL/GLA framework that was developed to satisfy SEA requirements for plans and strategies produced by the Mayor of London as the basis for the current

assessment, augmented by issues highlighted in the SEA Scoping Report and consulted on with the statutory environmental bodies. The assessment of effects has been based on the professional judgements of our SEA team, evidenced by information from the LIP3 MTS Outcomes Borough data pack that was provided to the London Boroughs by TfL.

The environmental baseline information collated for the SEA, together with the outcomes of the Integrated Impact Assessment undertaken for MTS3 and other information on the specific proposals likely to come forward through the LIP and Transport Strategy were used to identify the existing relevant sustainability issues.

To meet the requirements of the SEA Regulations, it has been assumed that the only real reasonable alternative to the LIP proposals is the “do-nothing” scenario.

There are three European designated sites within a 10km radius of Hackney which fall under the Habitat Regulations. This assessment has concluded that there would be no significant environmental effects arising from the implementation of the LIP on these designated areas that would affect the conservation objectives of those sites. On this basis no further assessment work has been undertaken.

1.4 Outcomes of the SEA

The SEA concludes that no significant adverse environmental effects will result from the implementation of the LIP 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. In a few cases, the LIP and Transport Strategy may have positive or negative effects but the level of information available at a time of assessment does not allow a clear judgement to be made.

The main effects of the LIP and Transport Strategy, together with the actions and outcomes associated with them, are briefly summarised below.

- 1. Objectives – General.** The objectives, targets and associated measures will directly support emissions reduction and associated improvements in air quality and increased energy efficiency in transport in the borough. They will also support healthy streets, improvements to the public realm and increases in active travel in the borough.
- 2. Objectives – Walking.** The objectives, targets and associated measures will directly support increase in walking in the borough which will have multiple health and environmental benefits. They will support improvements and use of the public realm and green spaces contributing to liveable neighbourhoods and broadly support emissions reduction and associated air quality improvements.
- 3. Objectives – Cycling.** The objectives, targets and associated measures will directly support increases in cycling in the borough, again bringing multiple health and environmental benefits. They will positively impact the liveability of Hackney including use of the public realm and enjoyment of green space whilst supporting emissions reduction and associated air quality improvements.
- 4. Objectives - Public Transport.** The objectives, targets and associated measures will support better use of public transport, associated emissions reduction over private vehicle use and associated improvements in air quality. They will also broadly support use and enjoyment of the public realm and green space in borough.
- 5. Objectives - Liveable Neighbourhoods.** The objectives, targets and associated measures will directly support the appeal, attractiveness and use of the streetscapes and the public realm. They

will also support improvements in air quality achieved by the associated reductions in emissions (with energy demand reduction benefits), support active travel, help achieve health and wellbeing benefits.

6. **Long-term proposals.** The measures will strongly support use of public transport and active travel with associated air quality and related emissions (and energy demand) reduction benefits. They will also support public realm improvements and help achieve health and wellbeing benefits.
7. **Short-term proposals.** The proposals will support active travel and healthy streets with associated liveability and health and wellbeing benefits. They will also broadly support air quality improvements with related emissions and energy demand reduction benefits

1.5 Monitoring

The draft Plan and LIP include some proposals for environmental monitoring, specifically in relation to emissions of carbon dioxide (CO₂), oxides of nitrogen (NO_x) and particulates from road transport. However, it is recommended that key indicators from the set compiled by the London Sustainable Development Commission (LSDC) on Quality of Life issues also be used by Hackney Council to monitor the environmental effects of the final Strategy and LIP.

1.6 Next Steps

The draft LIP was submitted to Transport for London in November 2018 for comment. Taking account of the comments received from TfL together with the analysis presented in this Environmental Report, Hackney Council will make any revisions to the LIP that may be necessary, and a final version of the LIP will be approved in early 2019.

Following this, Hackney Council will publish a Post-Adoption Statement to summarise the way that consultation has influenced the assessment process, demonstrating how feedback has been considered, identifying changes that have been made and the reasons for choosing the preferred policies and options.

In line with the requirements of the SEA Regulations, the Borough Council will monitor the effects of the LIP. This will feed into any future LIP progress reporting.

2.0 Introduction

2.1 About the Environmental Report

This report sets out the outcomes of the Strategic Environmental Assessment (SEA) of the proposals in the London Borough of Hackney's third Local Implementation Plan (LIP), 2019-2022 and Transport Strategy 2015-2025. Although the Transport Strategy was produced prior to the LIP, the Strategy objectives are extensively referenced in the LIP and for the purposes of the SEA the LIP has been assessed including these Strategy objectives and associated targets.

To meet the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004, local authorities are required to carry out Strategic Environmental Assessment (SEA) for policies, plans and programmes across various areas, including transport¹. Government guidance on transport plans stresses the importance of the SEA being an integral part of developing and delivering a transport strategy. The statutory environmental agencies (i.e. the Environment Agency, Natural England and Historic England) must be involved throughout the development and monitoring of a plan.

A Scoping Report for the SEA² was forwarded to the consultation bodies by the London Borough of Hackney towards the end of 2018. This report takes account of the comments received from these bodies on the Scoping Report and updates and extends the baseline environmental information on which the SEA is based.

2.2 Overview of the Local Implementation Plan (LIP)

The LIP is a statutory document, prepared under Section 145 of the Greater London Authority Act 1999. This Act requires each of London's 33 local authorities to prepare a LIP containing proposals for the implementation of the Mayor's Transport Strategy (MTS)³ in their area.

The LIP guides transport priorities and projects and details a three-year programme of investment (2019/20 to 2021/22).

The central aim of the MTS – the Mayor's vision – is to create a future London that is not only home to more people, but is a better place for all those people to live in. The overarching aim of the Strategy is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041, compared to 63% today. The Mayor is seeking to achieve his vision by focusing the policies and proposals in his transport strategy on the achievement of the following three overarching MTS outcomes:

- **Healthy Streets and healthy people, including traffic reduction strategies:**
 - Active: London's streets will be healthy, and more Londoners will travel actively.
 - Safe: London's streets will be safe & secure.
 - Efficient: London's streets will be used more efficiently & have less traffic on them.

¹ The Environmental Assessment of Plans and Programmes Regulations 2004 (Statutory Instrument 2004/1633).

² Temple and Steer (2018) - **Local Implementation Plan: Strategic Environmental Assessment Scoping Report** – London Borough of Hackney, October 2018.

³ Mayor of London (2018) – **Mayor's Transport Strategy** - Greater London Authority, March 2018

- Green: London's streets will be clean and green.
- **A good public transport experience:**
 - Connected: The public transport network will meet the needs of a growing London.
 - Accessible: Public transport will be safe, affordable and accessible to all.
 - Quality: Journeys by public transport will be pleasant, fast and reliable.
- **New homes and jobs:**
 - Good Growth: Active, efficient and sustainable travel will be the best option in new developments.
 - Unlocking: Transport investment will unlock the delivery of new homes and jobs.

The rationale and detail of each of these outcomes is set out in the third MTS. The LIP responds to the third MTS, the Sub Regional Transport Plan (east) and other relevant policies. This LIP will replace the council's second LIP (2011). The third round of LIPs will become effective from April 2019.

The LIP does not set out binding policies, rather it pulls together key objectives, policies, themes and priorities from other documents and looks at what can be achieved in the next five years given the availability of resources. It also acts as bridge between existing planning documents and any proposed changes to the Local Development Framework, which will set out strategic policies and priorities in relation to transport.

A summary of the key proposals of the LIP are provided in **Section 3.3**.

2.3 Compliance with the SEA Regulations

Table 2.1 below sets out the requirements of the SEA Regulations and where this information can be found in this report.

Table 2.1: SEA Requirements⁴ and where covered in the Environmental Report

Requirement	Where found
Outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans and programmes.	Sections 3.2 and 3.3
The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.	Section 4.0
The environmental characteristics of areas likely to be significantly affected.	Section 4.0
Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated under Directive 79/409/EEC and the Habitats Directive.	Sections 4.0 and 5.3
The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.	Section 3.6
The likely significant effects on the environment, including short, medium and long-term effects, permanent and temporary effects,	Section 5.4

⁴ Based on SEA Regulations 2004 No. 1633, Schedule 2.

Requirement	Where found
positive and negative effects, and secondary, cumulative and synergistic effects, on issues such as biodiversity; population; human health; fauna; flora; soil; water; air; climatic factors; material assets; cultural heritage (including architectural and archaeological heritage); landscape; and the inter-relationship between these.	
The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.	Section 5.4
An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.	Section 5.2
A description of the measures envisaged concerning monitoring.	Section 5.11
A non-technical summary	Section 1.0

2.4 Report Structure

Following this introductory section, the structure of this report is as follows:

- The context of the LIP and its likely scope, including identification of other policies, plans, programmes and sustainability objectives (**Section 3**);
- Baseline environmental conditions, and how these might change in the absence of the LIP; (**Section 4**);
- The SEA objectives and framework providing the assessment the environmental effects of the LIP and alternatives, together with an overview of the proposed approach to undertaking the assessment. This section also identifies any measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the LIP (**Section 5**); and
- The next steps in the SEA process (**Section 6**).

3.0 Context and Scope of the LIP

3.1 Introduction

In this section, the context and scope of the LIP and the Transport Strategy for the London Borough of Hackney are described based on work completed by the Council to date. This sets out:

- The background policies that shape the proposals set out in the LIP and Transport Strategy, and other associated documents;
- The area to be covered by the LIP and therefore forming the assessment area for the SEA; and
- The timescales of the LIP, Transport Strategy and the SEA.

3.2 Policy Context

3.2.1 The Mayor's Transport Strategy

The Mayor's Transport Strategy (MTS) is described in outline in **Section** Error! Reference source not found. above. As noted, the central aim of the MTS for London not only to be home to more people, but better place for all Londoners. This requires 80% of all trips in London to be made on foot, by cycle or using public transport by 2041, compared with 63% today.

3.2.2 The Sub Regional Transport Plan (East)

This Plan⁵ is part of an ongoing programme, enabling Transport for London (TfL) to work closely with the London Boroughs in east London to address strategic issues, progress medium-longer term priorities and respond to changing circumstances. The Plan was first developed in 2010 to translate the MTS goals, challenges and outcomes at a sub-regional level. While these needed to be considered across London, and addressed locally through LIPs, there are some matters which benefit from having a concerted effort at a sub-regional level. Challenges such as improving air quality, reducing CO₂ emissions and achieving targets for increased cycling and walking are better dealt with at sub-regional level across London.

Sub-regional challenges specifically identified for the east sub-region in London were to:

- Maximising the benefits of committed investment;
- Improving connectivity to, from and within key locations;
- Reducing physical barriers to travel;
- Supporting the efficient movement of freight; and
- Addressing public transport crowding, congestion and reliability.

Since 2010, the east and south east sub-region has seen significant change. Population growth has been faster than expected, placing greater demand on the transport network. The sub-region needs to increase its rate of housing delivery to cope with a growing population, with effective transport links critical to achieve this. The way that people travel has changed too, with growing demand for rail and cycling in particular. With the election of the current Mayor, a revised MTS was prepared and adopted in 2018 as

⁵ Mayor of London (2016) – **East and south east London: Sub-regional Transport Plan** – 2016 update, Transport for London.

noted above. The 2016 update of the Sub-regional Plan recognised the new funding settlement for TfL from the Government, as well as the Mayor's revised priorities about how to allocate this. As not all transport schemes previously considered fitted with the new Mayor's priorities, no map or list of specific projects or proposal was included.

3.2.3 Hackney Transport Strategy 2015-2025

The Hackney Transport Strategy⁶ was adopted by the Council in November 2015. It sets out strategic transportation aims, objectives and priorities in Hackney for a ten-year period. The strategy supports other Council documents including the sustainable community strategy 2008-2018, air quality action plan, the health and well-being strategy, the corporate plan to 2018 and the emerging local plan. Delivery of the Transport Strategy involves six plans including a Liveable Neighbourhoods Plan; a Walking Plan; a Cycling Plan; a Road Safety Plan; a Public Transport Plan and a Sustainable Development SPD.

The vision for the Hackney Transport Strategy 2015-2025 is that:

“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.”

The key targets and commitments set out in the Transport Strategy include that:

- For **walking**, the Strategy will maintain mode share at 40% of all journeys but increase the proportion of Hackney residents walking to work to 15%, and of Hackney children walking to school to 70%. 10 new public spaces and pocket parks will be created through road space reallocation.
- For **cycling**, the current high levels of cycle journeys by Hackney residents will be maintained and improved, for example by removal of the Stoke-Newington Gyrotory and other one-way systems in the borough.
- To **make neighbourhoods more liveable**, the strategy will increase the number of Play Streets, ensure traffic volumes on Hackney roads are lower than 2014 levels, see that all Hackney households within 500 metres of an electric vehicle charging point by 2018, and seek to fit all Hackney owned public car parks and fleet depots with rapid charging points. An air quality emissions-based parking permit policy will be introduced.
- For **public transport**, the Council will seek to ensure Crossrail 2 progresses as quickly as possible and the alignment of the route maximises benefits for the borough. Hackney Wick Station will be upgraded and remodelled to improve access to the local area. Four-tracking of the Lea Valley Line and necessary station improvements will be secured, and Dalston Kingsland, Hackney Central and Homerton station ticket halls will all be upgraded and remodelled to improve accessibility and accommodate increasing passenger numbers. Bus journey times will be improved through priority measures, addressing gaps in the network and reviewing bus lane hours. Hackney aims to be one of the first boroughs in London to have a fully accessible bus stop network. The Council also will improve bus access to the Olympic Park, Hackney Wick and Stratford, and expand number of taxi ranks in the borough whilst facilitating the shift to electric and zero emission vehicles.

3.3 Short and long-term transport proposals for Hackney

The long-term proposals for Hackney are identified in the LIP and help articulate the Council's vision and outline the Council's commitment to improving transport options for all its residents. In developing and preparing the programme of works for the LIP, Hackney Council have considered the major projects in TfL's Business Plan and the milestones associated with these projects. In Hackney, these include:

- **Stoke Newington Gyrotory:** Removal of the gyrotory to reduce severance, improve safety for cyclists and pedestrians, and provide better bus access to Stoke Newington High Street in a southbound direction. It will feature new cycle lanes, improved public realm with planting as well as improved crossing facilities for pedestrians with new directional signing. Implementation is due in 2019/20.
- **Seven Sisters Road:** Improved safety for pedestrians and cyclists while maintaining bus priority on Seven Sisters Road between Amhurst Park and Manor House. The scheme will reduce severance and improve the environment for residents through landscaping and an enhanced public realm. The scheme will be completed by 2020.
- **Shoreditch Triangle:** Made up of Great Eastern Street, Curtain Road, Old Street and Shoreditch High Street, this scheme will provide protected cycle tracks and improved pedestrian environments.
- **Old Street Roundabout ("Silicon Roundabout"):** This project is scheduled to begin construction at the end of 2018 and will transform the area into a more pedestrian and cycle-friendly environment by closing off the north-west side of the roundabout to create a new area of public realm linking to Old Street Station.

The LIP sets out policies and proposals to facilitate modal shift including the reallocation of road space for more sustainable uses. It also calls for significant investment in public transport provision in relation to Crossrail 2 stations in Hackney and improvements accessibility in town centres, public realm and targeted areas such as in the east of the borough. New infrastructure improvements to the transport network in the medium term will include:

- Crossrail 2-Chelsea to Hackney Line by 2030 with stations in Dalston and Hackney Central, and possibly Hackney Wick.
- Further capacity increase on the Lea Valley Line including Coppermill Junction improvements post-2019 and lift access to all platforms at Clapton and Stamford Hill Stations.
- Hackney Central station improvements.
- Promotion of Stratford as a regional and international hub.
- Homerton station improvements with new larger ticket hall on north side.
- Exploring and implementation of measures to reduce the levels of through traffic in the borough.
- Walking and cycling improvements to Green Lanes, included protective cycle facilities where possible.
- Removal of Lea Bridge Road roundabout to create Clapton town centre.
- South Hackney one-way review of roads around Wick Road, Victoria Park Road and Cassland Road with view to implement two-way working where feasible.

- Freight Consolidation Centres, introducing micro, local and distribution centres to support consolidation of freight movements.
- Regents Canal Parallel Route for cyclists and pedestrians.
- Foot/cycle bridge over Kingsland shopping centre and Ridley Road over railway around Dalston.
- Project to connect green spaces with walking and cycling links and opening parks with public realm.
- Electric charge point facilities on all streets.

The LIP will also propose continued investment in pedestrian and cycling infrastructure over the lifetime of the plan. The infrastructure capacity issues to support increased demand for cycling tend to be less resource intensive than infrastructure to support rail, underground or other road-based transport. The emphasis will be on creating safer, and in some instances dedicated, cycling and walking routes.

The initiatives and investments proposed in the LIP will help co-ordinate transport, re-allocate highway space, enhance interchanges, and implement area treatments to achieve an integrated transport system (ITS). There will be a specific focus on making efficient use of road space to provide choice, identifying corridors of multi-modal movement which serve key desire lines, providing a seamless network for all modes, recognising that walking is a fundamental transport mode. Specific proposals during the period 2019 to 2022 will include:

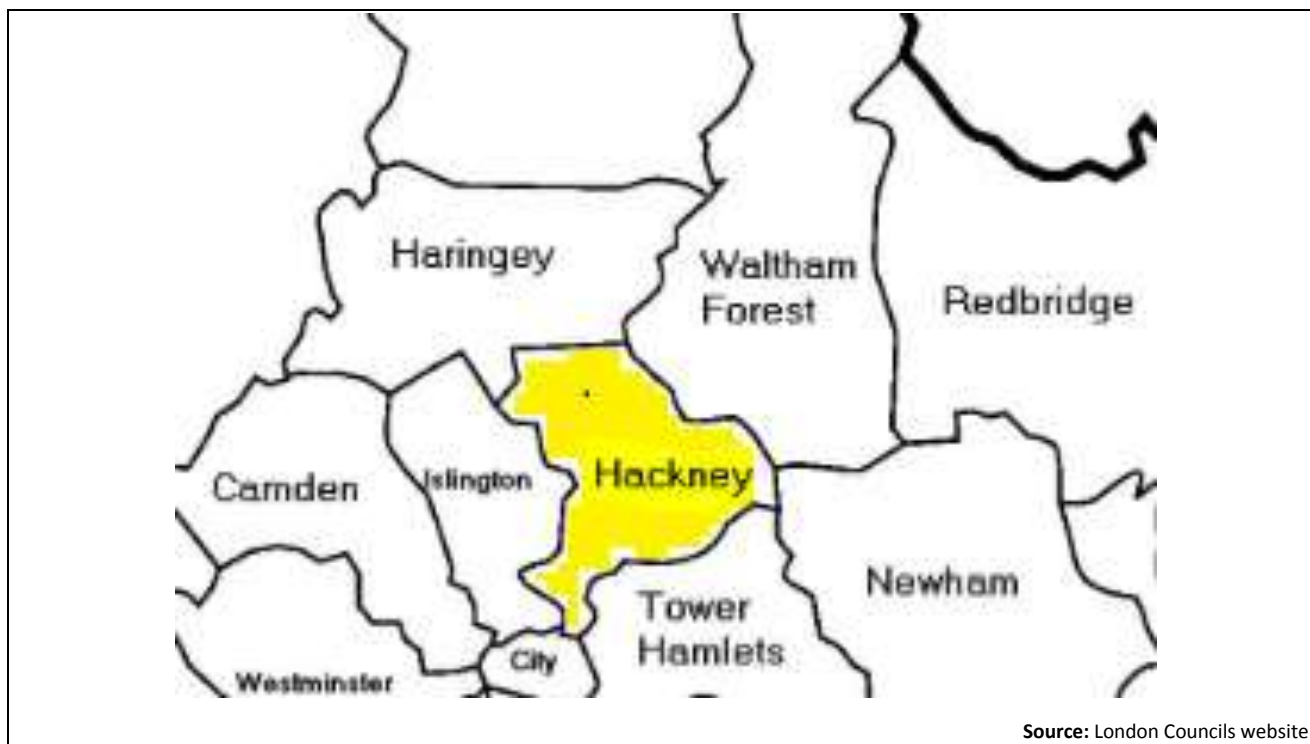
- **Corridors:** Proposals will be based on analysis of movement by different users and modes against overall policy objectives. This will identify the importance of different needs to ensure that a balanced approach is taken to future proposals and the use of a transport corridor.
- **Neighbourhoods:** Defined zones incorporating both residential areas and town centres will cover the areas between corridors where the needs of local residents are prioritised over those of cars. There will be an emphasis on calming traffic, displacing through traffic and providing streets that are not dominated by the car.
- **Healthy Streets:** A number of schemes will be identified for Healthy Street interventions, to make improvements against TfL's Healthy Streets indicators⁷ and Hackney policies.
- **Smarter Travel:** The LIP will include initiatives to encourage people to change their behaviour through better travel planning, information and publicity, and will be often linked to changes to infrastructure or services. Hospital, school, workplace and faith centre travel plans will aim to change travel to specific destinations, while personal travel planning, and car clubs will target behaviour change in particular groups of people. Social marketing campaigns will also raise awareness of travel issues among target populations.
- **Maintenance:** To ensure roads, bridges and footways are in a good state of repair, the public highway network will continue to be inspected at least quarterly (main road network monthly) and priority given to those structural elements that have failed or are about to fail. However, TfL have cut principal road maintenance during the period 2018/19 – 2020/21 and no maintenance schemes are proposed during this time.

⁷ Transport for London (2017) - **Healthy Streets for London: Prioritising walking, cycling and public transport to create a healthy city** – August 2017 – see pp 12-13.

3.4 Defining the assessment area

The spatial scope for the SEA is the London Borough of Hackney area. The SEA also takes account of potential impacts on adjoining boroughs and districts as appropriate. **Figure 3.1** following shows a map of the London Borough of Hackney area.

Figure 3.1: London Borough of Hackney area and adjoining boroughs



3.5 Timeframe for the Plan

The LIP and Transport Strategy includes policies and proposals that are focused on the period up to 2024. Although there is reference to longer term and aspirational schemes to 2040, the focus is on the short- and medium-term goals and transport objectives for the borough up to 2024 with a three-year programme of investment 2019-2022. This is therefore also the timeframe for the SEA.

3.6 Other policies, Plans, Programmes and Sustainability Objectives

3.6.1 National and Regional Policies

The most relevant plans and programmes at a national and regional (i.e. London-wide) level used as the basis to inform the objectives included in the appraisal framework for the SEA (See **Section Error!** Reference source not found. following) are set out in **Table 2.1** below.

Table 2.1: Relevant National and Regional Policies Reflected in the SEA Objectives

Topic	Policy Document
All Topics	Upper Lee Valley: Opportunity Area Planning Framework (2013)
	A Green Future: Our 25 Year Plan to Improve the Environment (2018)
	The London Plan: The Spatial Development Strategy for London (2016)
	The New London Plan: Draft for Public Consultation (2017)

Topic	Policy Document
	Mayor of London's Environment Strategy (2017)
	National Planning Policy Framework (2018)
Air Quality	Air Quality Standards Regulations 2010
	Defra's Air Quality Plan (2016)
	Environment Act 1995
	EU Ambient Air Quality Directive (2008/50/EC)
	The Greater London Authority Act 1999
Climate Change Adaptation	Climate Change Risk Assessment (CCRA)
	EC White Paper: Adapting to Climate Change
	National Adaptation Programme (NAP)
	UK Low Carbon Transition Plan (2009)
Climate Change Mitigation	Climate Change Act 2008
	Promotion of the Use of Energy from Renewable Sources Directive (2009/28/EC)
	United Nations Framework on Climate Change COP21 (2015) – Paris Agreement-
Fairness and inclusivity	Equality Act (2010)
Flood Risk	UK Water Strategy (2008)
Geology and Soils	England Soil Strategy, Safeguarding our Soils (2009)
	EU Environmental Liability Directive (99/31/EC)
Historic Environment	Ancient Monuments and Archaeological Areas Act 1979
	Planning (Listed Buildings and Conservation Areas) Act 1990
Materials and Waste	EU Waste Framework Directive (2008/98/EC)
	National Planning Policy for Waste (2014)
	Waste (England and Wales) (Amendment) Regulations 2014
Natural Environment and Natural Capital	Conservation of Habitats and Species Regulations 2010
	Council Directive on the Conservation of Natural Habitats of Wild Fauna and Flora 92/43/EEC
	Directive on the Conservation of Wild Birds 09/147/EC
	Natural Environment and Rural Communities Act 2006
	The Natural Choice – securing the value of nature (2011)
	Wildlife and Countryside Act 1981
Noise and Vibration	Environmental Noise (England) Regulations 2006
	EU Noise Directive (2000/14/EC)
Water Resources and Quality	Final Water Resources Management Plan 14 (WRMP14), 2015-2040 (Thames Water, July 2014) and Annual review June 2016; Affinity Water 2014 Water Resources Management Plan
	Thames River Basin District River Basin Management Plan (Environment Agency, December 2015)

3.6.2 London Borough of Hackney Policies

The following policy documents published by the London Borough of Hackney have also been used to inform the SEA objectives:

- London Borough of Hackney (2017) - Draft Local Plan 2033.
- London Borough of Hackney (2017) – Sustainability Appraisal Scoping Report.

- London Borough of Hackney (2017) – Interim Integrated Impact Assessment.
- London Borough of Hackney (2018) – Hackney Characterisation Study.
- London Borough of Hackney (2018) – A Profile of Hackney, its People and Place.

4.0 Baseline Environmental Conditions

4.1 Air Quality

In common with other local authorities, air quality in Hackney is monitored at several specific locations. This information is also used to model the quality of air across the borough. The standards for particulate matter (PM₁₀) are being met but Hackney continues to breach the UK Government's air quality objectives for nitrogen dioxide (NO₂) in some parts of the Borough⁸.

Along with Islington and Tower Hamlets, Hackney is part of the Zero Emission Network (ZEN), an initiative that helps businesses reduce their impact on air quality and is a City Fringe Low Emission Neighbourhood (LEN). As a LEN, Hackney promotes tree planting, an emphasis on walking and cycling with improved pavements and cycle routes, and parking spaces for the sole use of the cleanest vehicles.

The TfL MTS3 LIP Outcomes Borough Data pack indicates that in combination, changes in the vehicle fleet (e.g. more electric vehicles and the phasing out of diesel engines) and the policies of the MTS should result in significant reductions in air pollutant emissions from transport, as indicated in **Table 4.1** below.

Table 4.1: Air pollutant emissions from road transport in Hackney (tonnes) by year

Pollutant	2013	2021	2041
Oxides of Nitrogen (NO _x)	530	160	20
Particulates (PM ₁₀)	40	32	18
Particulates (PM _{2.5})	23	15	9

Although detailed modelling would be required to confirm this, it is likely that these reductions would allow the UK air quality objectives to be met across the borough. Also, without this modelling, it is not possible to disaggregate how much of these reductions are attributable to technological changes, and which due to MTS policies.

4.2 Attractive neighbourhoods

Hackney Council has conducted a characterisation study⁹ in the borough which identifies six macro-areas based on physical characteristics, history and social identity. These are identified in **Figure 4.1**, and can be characterised as follows:

- Hoxton and Shoreditch:** the area constitutes the south of the Borough and borders with the Regent's Canal. The area has a strong commercial relationship with the Central Activity Zone and has a very dynamic character. The neighbourhood is defined by clusters of shops, cafes and leisure facilities as well as innovative and creative businesses and a vibrant night life. Given the earlier development of this area in the late 17th century, it is characterised by tighter grain, narrow streets and by a web of routes that spread from the dominant north/south streets. This area is dominated by a city fringe character with a cluster of taller buildings and a higher density than other neighbourhoods in the Borough.
- Dalston:** the area is directly north of Hoxton and the Regent's Canal and develops along the A10 corridor. It comprises of various rapidly changing neighbourhoods. Dalston is the major town centre in the Borough of a coarser grain and scale of its residential hinterland. Some modern developments have altered the historic urban grain of the area. Shacklewell and

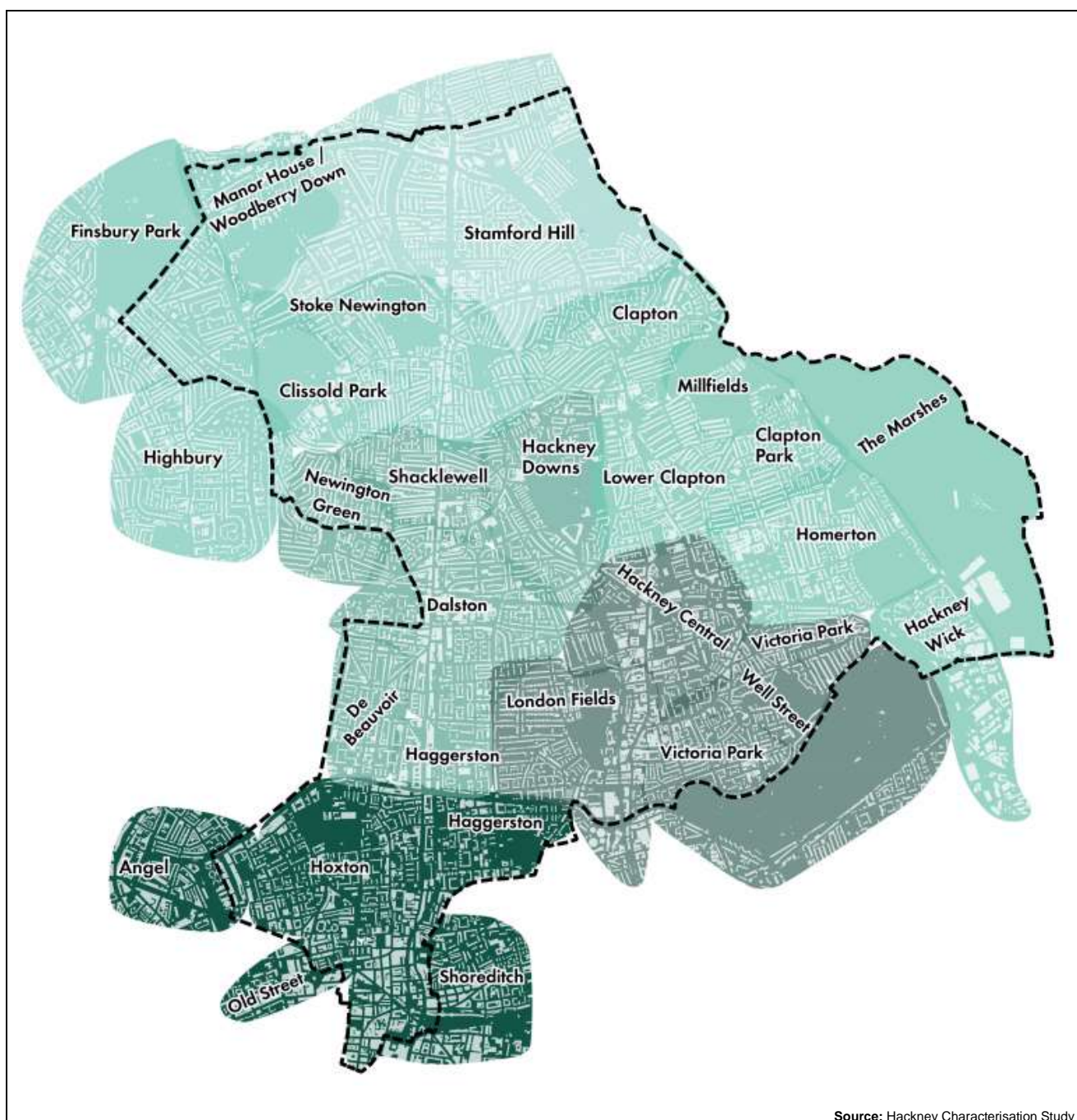
⁸ London Borough of Hackney (2015) – **Air Quality Action Plan 2015 – 2019**.

⁹ London Borough of Hackney (2018) – **Hackney Characterisation Study** – March 2018.

Newington Green are residential neighbourhoods with mainly perimeter form, De Beauvoir is characterised by 1950 free-form estate and grand villas, while Haggerston is defined by non-perimeter estates which are gradually being replaced as part of an estate regeneration programme. Hackney Downs is home of 1860s open spaces preserved by the Commons Preservation Society.

- **Hackney Central:** this is a vibrant area with a significant civic and cultural role within the Borough. Mare Street forms the key spine through this area, connecting to residential neighbourhoods with an emphasis on green infrastructure. Generally, the area contains non-perimeter neighbourhoods to the west of Mare Street and perimeter neighbourhoods north of Victoria Park; along the northern edge of Victoria Park there are some older residential neighbourhoods with an attractive historic character.

Figure 4.1: Neighbourhoods in London Borough of Hackney



- Clapton and the valley edge:** this area focuses upon the residential edge along the Lea Valley and the employment area at Hackney Wick. Streets are rectilinear and generally made up of perimeter forms including the local centres at Clapton and Homerton. Clapton has a particularly strong relationship with the valley given the sense of the connections through open spaces at Millfields. Hackney Wick also has a strong relationship with the valley and sits within the London Legacy Corporation (LLDC). To the east of the area there are the Marshes, a large green space which offers wide landscape diversity.

- **Stamford Hill:** this is the furthest north in the Borough and has the most suburban sense of all Hackney neighbourhoods. Generally, the typology of residential homes is defined as urban terraces with some mansion block estates, particularly focused on the A10 corridor. There are a number of more industrial employment spaces to the east of the area on the edge of the Lea Valley. The community in Stamford Hill is also distinctive with a large Jewish Orthodox community. The centre is the largest in terms of number of retail and service properties out of all the current designated local shopping centres in the Borough. There is also a sizeable quantum of comparison and service uses. It also provides specialist shops and services for a London wide Jewish community.
- **Stoke Newington:** this area extends at the north-west of the Borough comprising of Stoke Newington, Clissold Park, Manor House, and Finsbury Park and Highbury which are mostly outside of the eastern boundary of Hackney. This area is characterised by significant open space assets, surrounded by residential neighbourhoods of a mixed form, large areas of urban terrace interspersed with non-perimeter estate forms that are gradually being replaced by modern urban development.

4.3 Climate change mitigation and adaptation

The UK local and regional carbon dioxide (CO₂) emissions statistics released by the Department of Energy and Climate Change (2018) identifies baseline CO₂ emissions for the London Borough of Hackney of 670 kilotonnes per annum (kpa). Of these 43 % was from dwellings, 34 % from non-domestic uses and 23 % from transport.

The most recent figures available, for 2016¹⁰, indicate that levels of CO₂ emissions have steadily decreased in Hackney, except for a peak of 910 kpa in 2012 due to a 10 % increase in emissions from non-residential uses compared with the previous year.

The TfL LIP3 MTS Borough Data pack indicates that as a result of a combination of changes to the vehicle fleet and MTS policies, CO₂ emissions from road transport in Hackney will reduce from 126.7 kta in 2013 to 104.8 kta in 2021 and to 25.9 kta in 2041. However, detailed modelling would be required to determine what proportion of this reduction is due to technology and what to the MTS policies.

4.4 Energy use and supply

In 2016 (the latest figures available), Government statistics¹¹ indicated that 238,000 tonnes of oil equivalent (ktoe) energy was consumed in the London Borough of Hackney. This constitutes the lowest energy consumption for boroughs across Inner London. Of this, gas consumption accounted for 47 %, while 32 % was electricity consumption and 20 % petroleum products. Nearly 33 % of energy consumed was by industry, and 48 % was consumed in people's homes. 29 % of energy used was for transport.

4.5 Fairness and inclusivity

The population of the London Borough of Hackney was just over 246,000 at the 2011 Census. This is estimated to have risen to over 281,700 at mid-2018, an increase of almost 14.5%

Hackney is a culturally diverse area, with significant 'Other White', Black and Turkish/Kurdish communities.

¹⁰ Department of Energy and Climate Change (2018) - **2005 to 2016 UK local and regional CO₂ emissions: Statistical Release.**

¹¹ Department for Business, Energy and Industrial Strategy (2018) - **Sub-national total final energy consumption in the United Kingdom (2005 - 2016)** – 27th September 2018.

Just over a third of Hackney's residents are Christian. This is a lower percentage than the London and England averages. Hackney has significantly more people of the Jewish and Muslim faiths and a higher proportion of people with no religion and those who did not state a religion than London and England. Hackney is home to the largest group of Charedi Jewish people in Europe, who predominantly live in the north east of the borough. 6.3% of Hackney's population identify as Jewish. The breakdown of Hackney's population by ethnicity is indicated in **Table 3.1** below.

Table 3.1: Ethnic makeup of London Borough of Hackney 2018

Ethnicity	Number	%
White - British	102,612	36.4
White - Irish	6,166	2.2
Other White	51,013	18.1
White and Black Caribbean	5,921	2.1
White and Black African	3,644	1.3
White and Asian	4,857	1.7
Other Mixed	7,192	2.6
Indian	7,412	2.6
Pakistani	1,898	0.7
Bangladeshi	6,668	2.4
Chinese	4,058	1.4
Other Asian	7,806	2.8
Black African	28,929	10.3
Black Caribbean	18,017	6.4
Other Black	10,826	3.8
Arab	1,970	0.7
Any other ethnic group	12,751	4.5
Total	281,740	100.0

Source: Census of Data

Hackney was the eleventh most deprived local authority overall in England in the 2015 Index of Multiple Deprivation, whilst in 2010 it was ranked second. In 2015, 17% of its Lower Super Output Areas were in the top ten percent most deprived, compared with 42% in 2010.

Hackney has become significantly less deprived compared with other local authorities in relation to income, employment, housing and services, living/environment and deprivation affecting children compared with 2010, but relatively more deprived in relation to crime.

Hackney is a relatively young borough with a quarter of its population under 20. The proportion of residents between 20-29 years has grown in the last ten years and now stands at just under a fifth. People aged over 55 make up only 14% of the population (LBH, 2018). People from Australia, the US and Western European countries like Spain, France and Italy make up the largest groups who have recently come to live in Hackney from abroad.

There are marginally more women and girls than men and boys living in the borough, but no significant differences from the proportions at London and national levels.

4.6 Flood risk

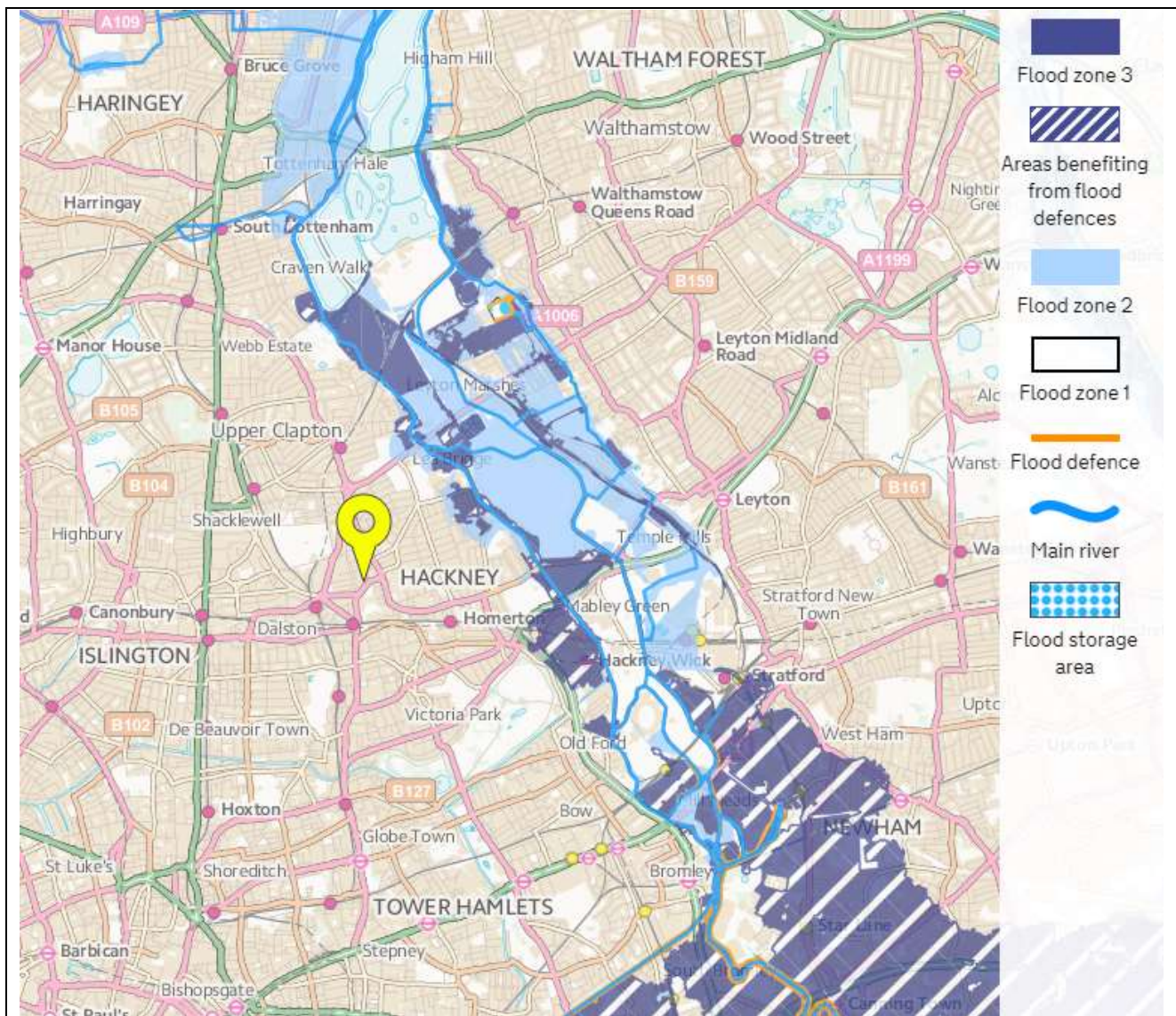
Flood zones for planning purposes are defined by the Environment Agency, based on the likelihood of an

area flooding. The three zones are:

- **Flood Zone 1** has less than 0.1% chance of flooding in any year (or 1:1000-year chance). There are very few restrictions on development these areas, exception where proposed development over 1ha in size, or is in a Critical Drainage Areas (i.e. deemed to be at high risk of flooding from rainfall).
- **Flood Zone 2** has between 0.1% – 1% chance of flooding from rivers in any year (between 1:1000 and 1:100 chance).
- **Flood zone 3** has 1% or greater probability of flooding from rivers.

The flood risk zones in the London Borough of Hackney are illustrated in **Figure 4.2** following, and are principally in the east of the borough, associated with the natural and man-made waterways in the Lee Valley. More information on water resources in the borough is provided in **Section 4.14** Error! Reference source not found. below.

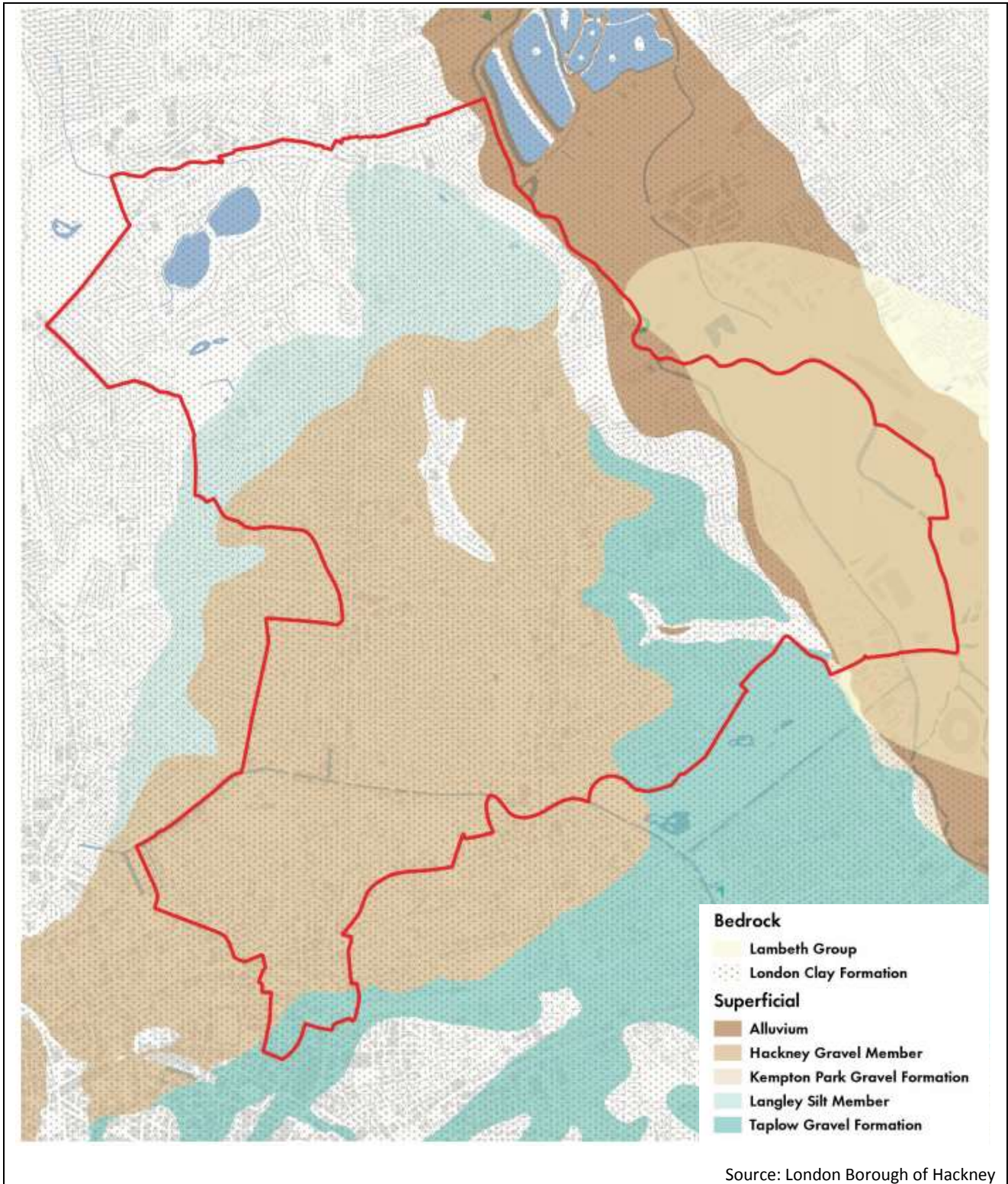
Figure 4.2: Flood Risk Areas in the London Borough of Hackney



4.7 Geology and soils

The Borough is within the London Basin, bounded by chalk uplands: to the south by the North Downs and to the north by the Chiltern Hills. Seven geological types are found within the Borough, i.e. London Clay, Lambeth Bedrock, Alluvium, Taplow River Gravel, Kempton Park Gravel Member, Hackney Gravel Member, and Langley Silt Member. Of these, London Clay is most prevalent.

The geology and soils of the Borough are illustrated in **Figure 4.3** below.

Figure 4.3: Geology and Soils in the London Borough of Hackney

4.8 Historic Environment

The London Borough of Hackney is rich in designated and un-designated heritage assets. The borough has approximately 1,200 listed buildings, which confers protection through government legislation, and are

designated by the Secretary of State (on advice from Historic England), and 500 locally listed buildings (considered of heritage significance and interest by the council). These include Hackney Town Hall and many fine examples of Georgian architecture, as well as St Augustine's Tower. The borough has also recently gained a Scheduled Ancient monument, the Curtain Theatre, which played host to several of William Shakespeare's plays, in Shoreditch.

Alongside these areas, Hackney also contains several historic parks and gardens and squares, (Abney Park Cemetery Clissold Park, and Springfield Park, all Grade II) which as well as providing leisure space provide space for flora and fauna to thrive. There are also 18 Protected London Squares. From an archaeological perspective, Hackney is also rich, and contains several Archaeological Priority Areas.

The borough has 29 buildings and structures and 3 conservation areas included as "at risk" on the 2017 Heritage at Risk Register.

4.9 Materials and waste

Historically, recycling rates have been low across London and England. Through the North London Waste Plan (NLWP) Hackney has a strategic planning policy to ensure that north London meets the Greater London Authorities waste management targets.

Recycling rates in Hackney have increased rapidly over the last decade, rising from 1.7% in 2002/3 to 24.3% in 2014/15. However, they have levelled off over the last 3 years, suggesting that increasing the rate may require additional strategic work.

Hackney contains three designated waste sites in the Draft North London Waste Plan: Millfields Waste Transfer & Recycling Facility; Downs Road Service Station (Braydon Motor Company), Clapton; Recycling facility, Mare Street. These sites are safeguarded as part of the plan but are near to residential areas.

4.10 Mental and physical wellbeing

Health and well-being in Hackney typically are lower to the London average. Life expectancy is increasing for men and women and is now 78.9 years for men and 82.8 years for women. These are however below the London average, especially for men which is 80.3. Health inequalities are most evident in the more deprived areas in the east of the Borough where people tend to experience the poorest health. Mental illness, levels of physical activity and obesity a greater concern in more deprived parts of the borough. Life expectancy is 5.6 years lower for men in the most deprived areas of Hackney than in the least deprived areas and for women its 3.6 years lower.

Childhood obesity rates in the Borough are higher than the London and England average. Data from Public Health England's annual National Child Measurement Programme for the school year 2015/16 estimate that in Hackney: 12.5 % of Reception age children and 27 % of Year 6 children are either overweight or obese.

The effects of environmental issues on health are more concentrated in certain parts of the borough. For example, town centres and other areas with traffic congestion experience poorer air quality with consequent impacts for people vulnerable to respiratory and heart conditions. Some issues also impact more heavily in more deprived parts of the borough, with higher traffic accident casualty rates in the west of the borough.

4.11 Natural Capital and Natural Environment

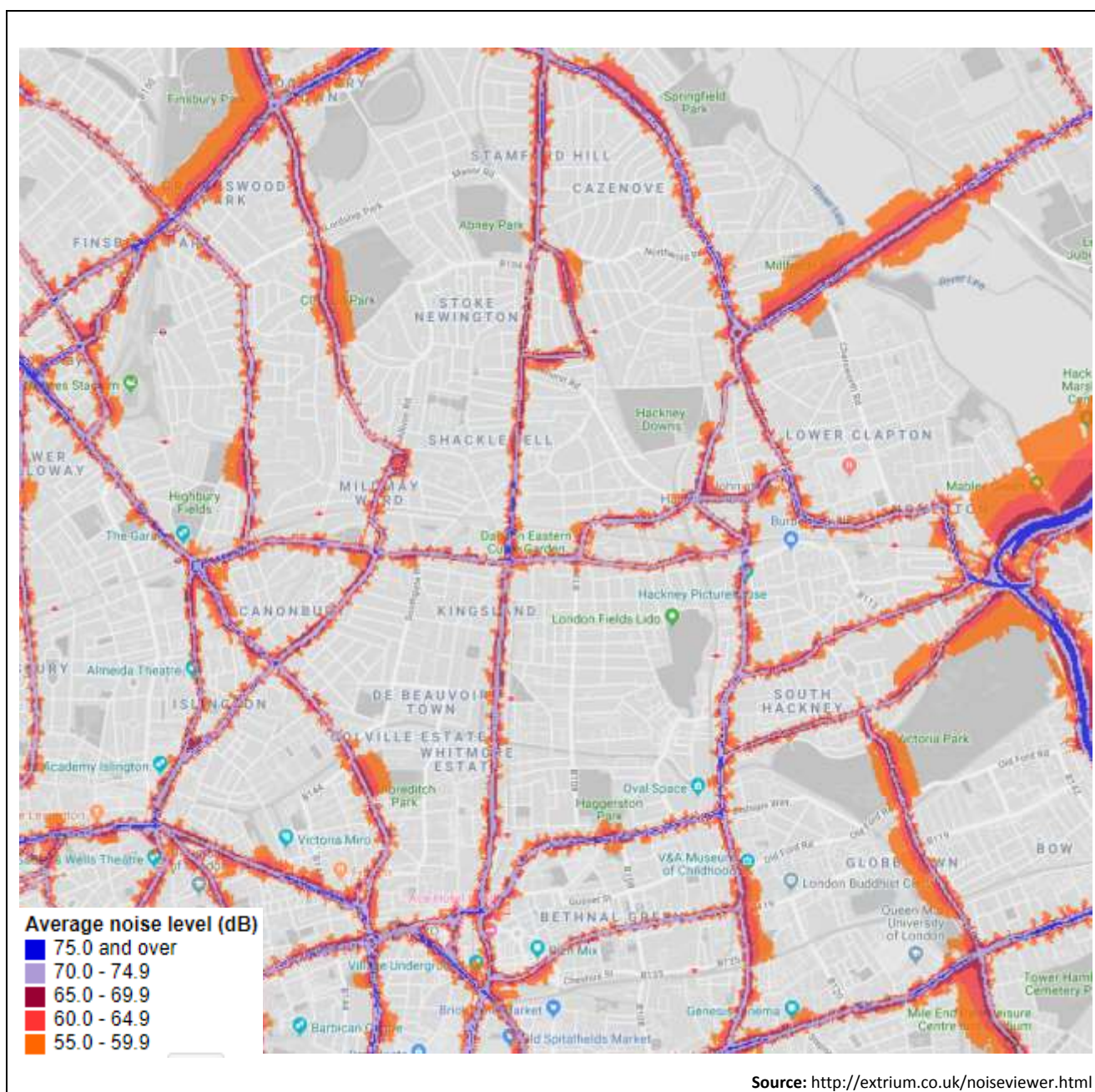
Hackney has the largest amount of public open space of any inner London borough, with a total of 330ha of open space, or 28.3% of the borough. There are 24 designated sites of importance for nature conservation (SINC) in Hackney. Springfield Park, in addition to being a SINC, is designated as a Regionally Important Geological / Geomorphological Site (RIG). The Lee Valley Regional Park straddles the eastern boundary of the Borough and is home to European designated sites and is a Site of Special Scientific Interest.

There are two European Sites within Hackney or a 10 km radius of the borough boundary, i.e.:

- **Lee Valley Special Protection Area and Ramsar Site:** Lee Valley comprises nearly 450 ha. of embanked water supply reservoirs, sewage treatment lagoons and former gravel pits that display a range of man-made and semi-natural wetland and valley bottom habitats. The area comprises the Sites of Special Scientific Interest (SSSIs) at Amwell Quarry, Rye Meads, Turnford and Cheshunt Pits, and Walthamstow Reservoirs. SPA status was granted in 2000 because of the site's European ornithological interest. It is used regularly by rare species such as Bittern and migratory birds like shoveler and gadwall. Other species of interest are cormorant, great crested grebe, tufted duck, pochard and grey heron.
- **Epping Forest Special Area of Conservation:** Epping Forest was designated as a SAC in 2005. It comprises a large ancient wood-pasture with habitats of high nature conservation value including ancient semi-natural woodland, old grassland plains, wet and dry heathland and scattered wetland. The forest is primarily beech on acid soils, which are important for a rare mosses, fungi, invertebrates and insects (including stag beetles) associated with decaying timber.

4.12 Noise and vibration

Little information is available on noise and vibration generally across the Borough. **Figure 4.4.** following shows estimated levels of road traffic noise, which is the primary noise source in most parts of the Borough. This is based on the strategic noise mapping exercise undertaken by the Government in 2012, and shows results are shown for LAeq,16h, which is the annual average noise level (in dB) for the 16-hour period between 0700-2300.

Figure 4.4: LAeq 16-hour road traffic noise levels in London Borough of Hackney 2012

As can be seen, as the principal source of noise in Hackney is road traffic, the main areas affected are where sensitive receptors are close to the main road network, e.g. Seven Sisters Road, Lea Bridge Road, A12 East Cross Route and Grove Road.

The TfL MTS LIP3 Borough Data Pack indicates that the amount of traffic on roads in Hackney may reduce by up to 20% by 2041, due to the MTS policies. However, this reduction is unlikely to be sufficient to lead to a significant decrease in noise from road traffic.

4.13 Safety and security

Recorded crime fell by over a third between 2003 and 2015 (over 13,000 fewer victims of crime), however crime levels increased by 6% in 2015/16, and 12.5% in 2016/17. Crime in Hackney is now higher than in

other inner-London boroughs with similar social and economic characteristics. Across London, the average crime rate was 7.97 offences per 1000 population between 2012-2013 compared to Hackney's 10.49 (Metropolitan Police, 2013).

There is a spatial dimension to crime within the borough, with crime incidents, particularly incidents of violent crime, concentrated in places with high deprivation. Young people are more likely to be both victims and perpetrators of violent crime and those aged 13-21 are more likely to be victims of personal robbery.

There is a strong gender dimension to violent crime with 1 in 3 violent crimes an incident of domestic violence.

4.14 Water resources and quality

The River Lea is located along the eastern extent of the Borough and flows south to the Thames, forming the boundary between Hackney and Waltham Forest. It drains a large rural catchment to the north of London in Hertfordshire and Essex, extending as far as Luton.

The New River flows southwards through the north-west of the borough in Stoke Newington. It was constructed in 1613 to supply drinking water to London. It is owned and operated by Thames Water and is currently used to transport water from the surrounding reservoirs and treatment plants.

Hackney is crossed by the Regent's Canal, which was designated as a Conservation Area in 2007. It is a unique green corridor that runs for almost 4km through the southern part of the borough. It is well used by the local community, boaters, and commuters and is also a place of ecological diversity.

5.0 SEA Objectives and Framework

5.1 Objectives

Temple and Steer have confirmed with Hackney Council that it is happy to use the TfL/GLA framework that was developed to satisfy SEA requirements for plans and strategies produced by the Mayor of London as the basis for the current assessment.

The SEA topics indicated as in scope in **Section 4.0** above and the objectives against which the proposals set out in the LIP and Transport Strategy have been evaluated are set out in Error! Reference source not found. **Error! Reference source not found..**

Table 5.1: TfL/GLA environmental objectives for SEA

Environmental topic	Objective
Air Quality	To reduce emissions and concentrations of harmful atmospheric pollutants, particularly in areas of poorest air quality, and reduce exposure
Attractive neighbourhoods	To create attractive, mixed use neighbourhoods, ensuring new buildings and spaces are appropriately designed that promote and enhance existing sense of place and distinctiveness, reducing the need to travel by motorised transport.
Climate change adaptation	To ensure London adapts and becomes more resilient to the impacts of climate change and extreme weather events such as flood, drought and heat risks
Climate change mitigation	To help tackle climate change through reducing greenhouse gas emissions and moving towards a zero carbon London by 2050
Energy use and supply	To manage and reduce demand for energy, achieve greater energy efficiency, utilise new and existing energy sources effectively, and ensure a resilient smart and affordable energy system
Fairness and inclusivity	To make London a fair and inclusive city where every person is able to participate, reducing inequality and disadvantage and addressing the diverse needs of the population; and
Historic Environment	To conserve and enhance the existing historic environment, including sites, features, landscapes and areas of historical, architectural, archaeological and

Environmental topic	Objective
	cultural value in relation to their significance and their settings.
Mental and physical Wellbeing	To improve the mental and physical health and wellbeing of Londoners and to reduce health inequalities across the city and between communities.
Natural Capital and Natural Environment	To protect, connect and enhance London's natural capital (including important habitats, species and landscapes) and the services and benefits it provides, delivering a net positive outcome for biodiversity
Noise and vibration	To minimise noise and vibration levels and disruption to people and communities across London and reduce inequalities in exposure
Safety and security	To contribute to safety and security and generate the perceptions of safety;

We have reviewed the baseline information collated, together with the outcomes of the IIA undertaken for MTS3 and other information on the specific proposals likely to come forward through each LIP to identify the existing sustainability issues that are relevant.

5.2 Alternatives

To meet the requirements of the SEA Regulations, it is also necessary to identify reasonable alternatives to the proposals presented in the LIP and Transport Strategy, and meaningful comparisons made of the environmental implications of each. Experience tells us that, in the context of LIPs delivering the policies and proposals already identified in the MTS, it can be assumed that the only real reasonable alternative to the LIP and Transport Strategy proposals is the “do-nothing” scenario. On this basis, we do not propose to develop other alternatives simply for comparison in the SEA.

The proposals set out in the LIP and Transport Strategy have been identified through a structured appraisal and evaluation of candidate projects. Project ideas were generated through discussion with internal stakeholders, considering the council's Borough Plan objectives and other related priorities. In parallel, the Council reviewed the transport evidence base to identify key issues to be addressed and trends such as clusters of accidents or locations where high traffic speeds were consistently recorded. The public and key stakeholders were also consulted on these matters.

However, the SEA will examine the process that Hackney Council has used to identify and prioritise the proposals included in the LIP, and in particular how evidence has been used as part of this. This will assist in demonstrating that an evidence-led approach has been used in developing the proposals and identify the extent to which environmental considerations have been taken into account in the development of the LIP. This process will be described in both the Environment Report from the SEA and the Post-adoption statement, reflecting the state of development of the LIP at the point when these are published.

5.3 Habitats Regulations Assessment

As well as SEA, the LIP may also require a Habitats Regulations Assessment (HRA), as set out in the Conservation of Habitats and Species Regulations 2010 (as amended) if it is likely to have significant effects on European habitats or species.

Taking note of the reasons for designation of the sites described in **Section 4.11** above, the proximity of these areas in relation to the proposals set out in the LIP, and the characteristics of the proposals, it is concluded that no significant environmental effects on the protected areas that may affect their conservation objectives^{12,13} will be likely to arise from implementation of the LIP. On this basis, no further assessment has been undertaken.

5.4 SEA Framework Matrices

5.4.1 Approach

To evaluate the effects of the LIP, Temple and Steer have used the adapted GLA SEA framework in this section. The Borough Transport Objectives of the LIP and Transport Strategy, together with the long-term and short-term programmes of proposals identified, are assessed in turn in the matrix tables in this section. For simplicity the objectives and targets have been grouped together according to the headings in Table 5.2 which also provides a list of the seven matrices. A full list of the grouped objectives and targets is available in **Appendix A**.

Table 5.2 Summary of SEA Matrices and Hackney LIP & TS objectives

SEA Matrix	Objectives/proposals
1	Objectives (General)
2	Objectives (Walking)
3	Objectives (Cycling)
4	Objectives (Public Transport)
5	Objectives (Liveable Neighbourhoods)
6	Long-term proposals
7	Short-term proposals

The likely effects of implementing the LIP and Transport Strategy have been based on the professional judgements of our SEA team, evidenced by information from the LIP3 MTS Outcomes Borough data pack that was provided to the London Boroughs by TfL. This data pack was based on transport modelling that was completed by TfL to inform the third MTS. The results of this modelling are useful in informing the assessment, given that purpose of the LIP is to implement the MTS in a borough. It should be noted that the results of the modelling cannot be used directly, as it was only conducted at a strategic level, with the purpose of obtaining London-wide results. As such, borough-specific outputs are not available.

Furthermore, this modelling takes into account the entire MTS, only some of which may be reflected in the LIP.

Notwithstanding the above, the results of the MTS modelling provide an indication of the likely direction

¹² Natural England (2014) - **European Site Conservation Objectives for Epping Forest Special Area of Conservation** - Site Code: UK0012720.

¹³ Natural England (2014) - **European Site Conservation Objectives for Lee Valley Special Protection Area** - Site Code: UK9012111.

and scale of change expected as a result of the MTS policies. As such, by considering what proportion of the scenario modelled for the MTS is directly related to LIP policies, we gain insights into their potential effects.

This is made easier as various packages were modelled for the MTS, as described in **Table 5.3** below.

Package A is the reference case, largely reflecting business as usual. Various packages were then modelled on top of this, with each subsequent package being cumulative (so for example, Package C includes the measures in Packages A and B plus some additional measures).

Table 5.3: Description of packages modelled for the MTS

Package	Description
Package A: Core reference case	<p>The core reference case includes funded public transport and highway schemes and likely changes in London's land use and economy. It assumes the latest available projections of population and employment from the GLA as well as Government assumptions on changes in the wider economy, and current funded schemes. A scheme list is provided in Appendix 1 and a summary of key schemes is provided below:</p> <ul style="list-style-type: none"> • Current view of funded National Rail2 schemes, HLOS programme, Thameslink programme, HS2, West Anglia and Great Western improvements. • The opening of the Elizabeth Line in 2019, the Northern Line Extension and Tube upgrades to the Victoria, Jubilee, Northern and Sub Surface Lines. • DLR, Trams, London Overground and bus service improvements. • TfL's Road Modernisation Plan, cycling infrastructure schemes and the introduction by 2020 of the Central London Ultra Low Emission Zone (ULEZ). <p>Wider assumptions have been made about policies relating to aspects such as fares, fuel costs and car parking.</p>
Package B: Optimising the network	<p>One of the main challenges identified in the core reference case is continued traffic dominance with highway congestion affecting bus speeds. Package B aims to enhance the existing network through bus priority schemes the reallocation of road space in areas of high place value identified by the Street Types for London. It also includes frequency improvements to some rail services. A summary of key schemes is provided below:</p> <ul style="list-style-type: none"> • Bus priority schemes, enabling faster journey times in Central London; low emission bus zones; and high frequency links; • 30 trains per hour on the Elizabeth Line; • Some selected National Rail and London Overground improvements; • Tram frequency uplifts; and • 10 to 30 per cent reduction in highway capacity on the highway links with the highest value ('place') as identified in Street Types for London.
Package C: Incremental expansion	<p>Crowding on the Tube, Elizabeth Line, DLR, London Overground, Trams and National Rail is a key challenge in the core reference case because funded improvements do not go beyond the mid-2020s and demand for travel will increase. Building upon the improvement schemes included in package B, package C aims to reduce crowding, encourage further mode shift from the car and increase public transport demand. London can also maximise the benefits of National Rail in south London by creating a London Suburban Metro. These schemes represent improvements that require line or track upgrades and new rolling stock but not new rail lines. A summary of key schemes is provided below:</p> <ul style="list-style-type: none"> • Deep Tube upgrade & World Class Capacity programmes including upgrades to the Bakerloo, Central, Waterloo & City, Piccadilly, Jubilee and Northern Lines; • Creating a London Suburban Metro; • Further National Rail investment including upgrades to West Anglia mainline, Brighton mainline, Chiltern Line and new stations; • 30 trains per hour on the DLR; • London Overground frequency increases; and • Construction of the Silvertown Tunnel and associated bus improvements.

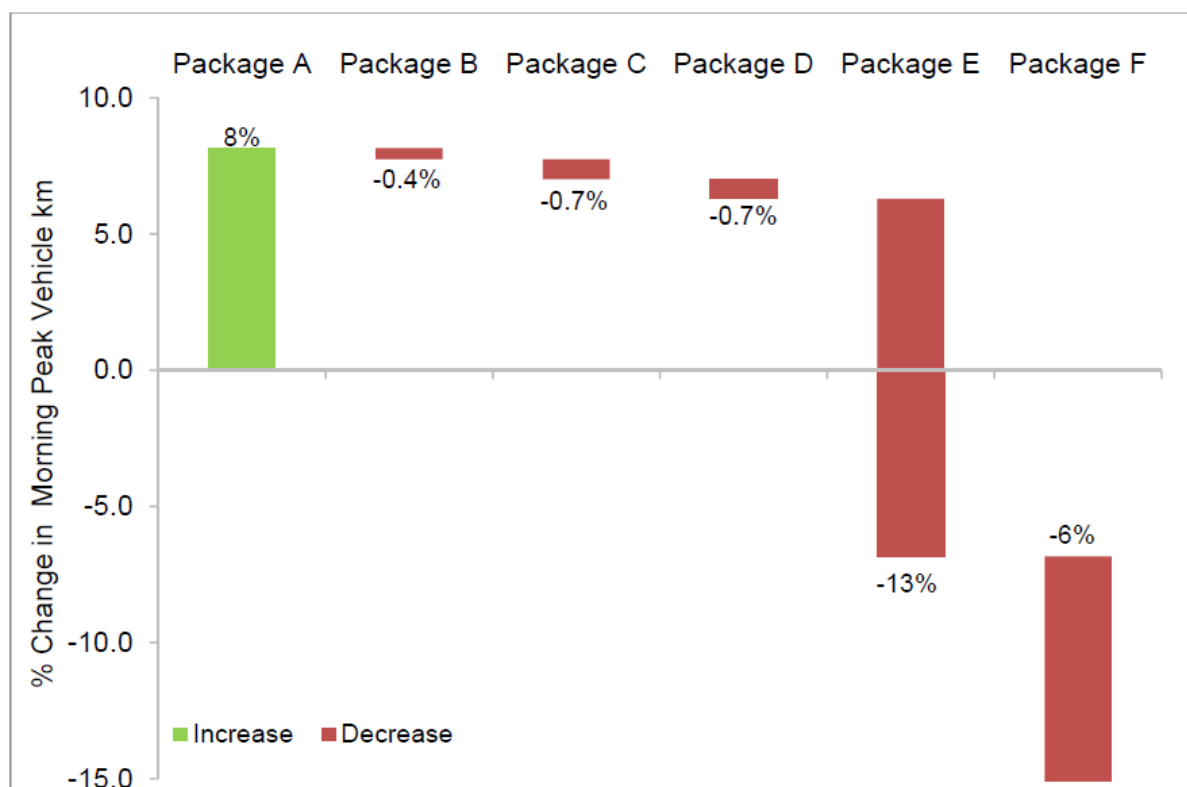
Package	Description
Package D: New connections	<p>New public transport connections are needed to unlock growth in jobs and homes, provide an improved public transport service and reduce crowding. These schemes also support further agglomeration benefits in London's economy. A summary of key schemes is provided below:</p> <ul style="list-style-type: none"> • Crossrail 2, linking Surrey and Hertfordshire with two new 37 kilometre tunnels from Wimbledon to Tottenham Hale and New Southgate; • Bakerloo Line Extension to Lewisham and beyond; • Elizabeth Line extension to Slade Green; • DLR extensions from Gallions Reach; • London Overground extensions and strategic interchange investment including to Barking Riverside and Abbey Wood, and to Hounslow; • Tram extension from South Wimbledon to Sutton; and • Further bus network development.
Package E: Traffic reduction	<p>Package E contains a range of measures to reduce traffic and achieve Healthy Streets for London. A summary of key schemes is provided below:</p> <ul style="list-style-type: none"> • Further road space reallocation to walking, cycling and bus priority in order to reduce traffic dominance and deliver Healthy Streets for London. • Further increases in parking charges, limits on free commuter parking or a work place parking levy; • Measures to accelerate the rate of car ownership reduction resulting in a quarter of a million fewer cars owned in London; and • Measures to limit the growth of freight traffic, so that HGV traffic does not rise, and van traffic grows only in line with population.
Package F: Longer term changes to the way road use is paid for	<p>Changes to the way road use is paid for in the longer term could help achieve an 80 per cent mode share for walking, cycling and public transport. A summary of the illustrative measures included is provided below:</p> <ul style="list-style-type: none"> • An indicative distance-based charge. The inner London distance-based charge assessed was twice the outer London charge per kilometre; and • Measures to encourage green technology uptake.

Source: Transport for London, Mayor's Transport Strategy: Supporting Evidence Outcomes Summary Report, July 2017

There are elements in most of the packages that reflect the details contained in the LIP. However, it is Package E that is most closely related to the proposals in the LIP. As such, whilst recognising that this is a simplistic approach, examining the marginal impact that Package E has provides a rough indication of the potential direction and magnitude of the impact of the LIP.

Figure 5.1 below shows that on a London-wide basis, Package E accounts for a large proportion of the overall reduction of vehicle-kilometres travelled in the morning peak hour. As such, it is likely that the policies in the Hackney LIP are likely to result in a significant decrease in vehicle-kilometres travelled.

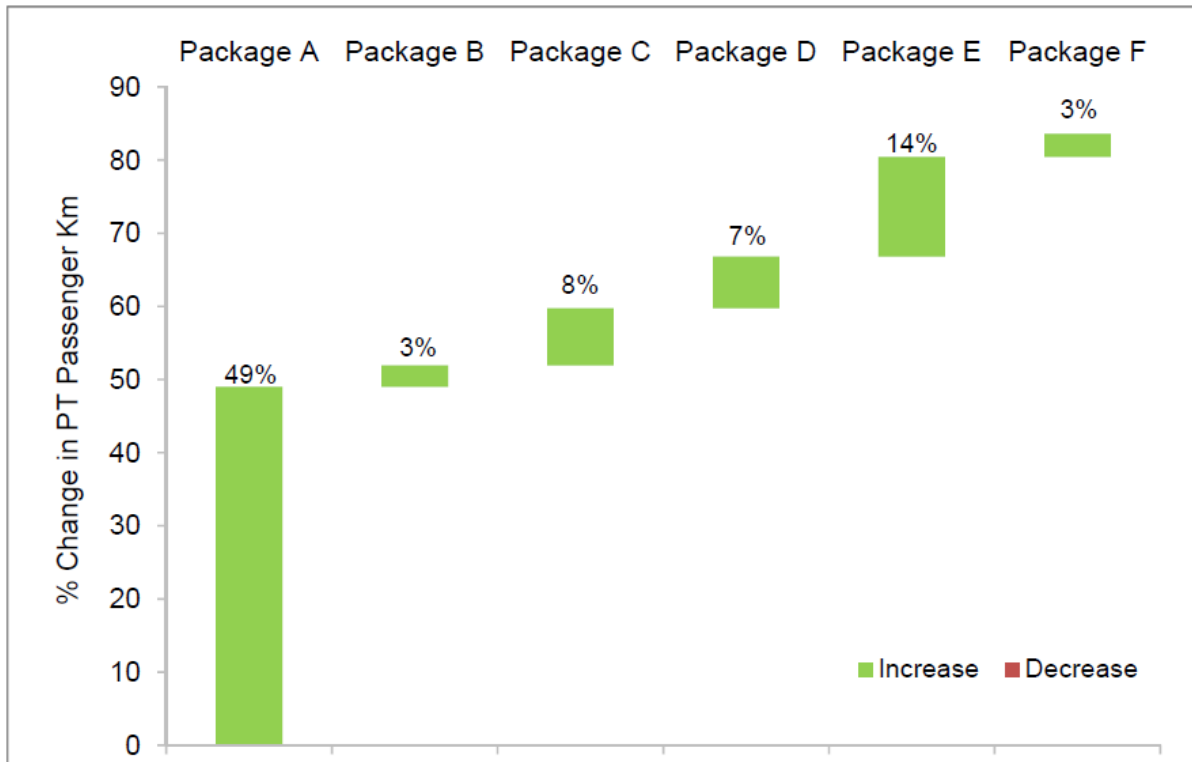
Figure 5.1: Change in London morning peak hour vehicle kilometres, 2015 to 2041 for packages A to F



Source: Transport for London (2017) -, Mayor's Transport Strategy: Supporting Evidence Outcomes Summary Report, July 2017

For public transport use, **Figure 5.2** following shows that the expected London-wide increase is primarily associated with Package A. However, Package E is expected to further increase public transport use, albeit by a smaller amount. This indicates that the policies in the Hackney LIP are likely to result in an increase in public transport usage.

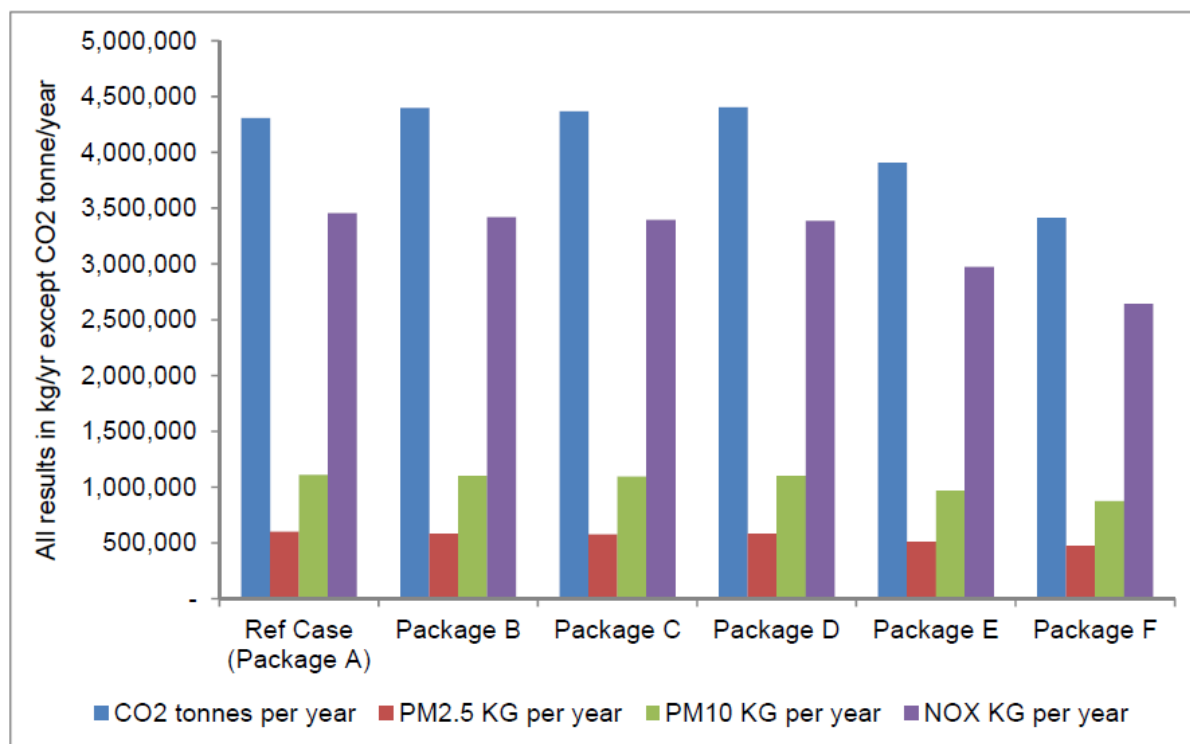
Figure 5.2: Change in 12-hour public transport passenger kilometres, 2015 to 2041 for packages A to F



Source: Transport for London (2017) - Mayor's Transport Strategy: Supporting Evidence Outcomes Summary Report, July 2017

In terms of greenhouse gas and local air pollutant emissions from transport, **Figure 5.3** below shows that there is a noticeable decrease between Package D and Package E, which shows that the marginal impact of Package E is positive. However, this should be viewed in the context of a very large reduction between the existing situation and Package A, primarily due to factors such as technological changes. As such, relative to the existing situation, the marginal emission reductions due to Package E are very small. This means that the impacts of the policies in the Hackney LIP are likely to be positive in this regard, however at a very small scale when compared to the existing situation.

Figure 5.3: CO₂, PM_{2.5}, PM₁₀ and NO_x emissions from road-based transport, 2041 for packages A to F



Source: Transport for London (2017) - Mayor's Transport Strategy: Supporting Evidence Outcomes Summary Report, July 2017

In the SEA framework matrix, effects have been evaluated using the following scale, as set out in **Table 5.4**.

Table 5.4: Scale to be used for Evaluation of Environmental Effects in the SEA

Scale of effect		Definition
++	Major positive effect	Strategy/LIP contributes greatly towards achieving the SEA objective/Significant Effect
+	Minor positive effect	Strategy/LIP contributes to achieving the SEA objective
0	Neutral or no effect	Strategy/LIP does not impact upon the achievement of the SEA objective

Scale of effect		Definition
-	Minor negative effect	Strategy/LIP conflicts with the SEA objective
--	Major negative effect	Strategy/LIP greatly hinders or prevents the achievement of the SEA objective/Significant Effect
?	Uncertain	Strategy/LIP can have positive or negative effects but the level of information available at a time of assessment does not allow a clear judgement to be made

5.4.2 Matrix 1: TS and LIP Objectives and Targets – General

Table 5.5: SEA Matrix 1. TS and LIP Objectives and Targets – General

Topic	Objective	Assessment guide questions	TS and LIP Objectives and Targets – General. Covers many aspects of transport and travel e.g. public realm, car free developments, regeneration and the local economy, see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
Air Quality	To reduce emissions and concentrations of harmful atmospheric pollutants, particularly in areas of poorest air quality, and reduce exposure	Will it help to reduce emissions of priority pollutants (e.g. PM ₁₀ , NO _x , NO ₂)?	Multiple measures including reductions in car ownership, encouraging active travel, all new housing being car free and measures to reduce congestion will support emissions reduction.	+	None required
		Will it help to achieve national and international standards for air quality?	LIP targets are for high or very high emission reductions for NO _x , CO ₂ and particulates. Changes in vehicle technology will be main contributor to emissions reduction.	+	None required
		Will it reduce the number of people exposed to poor air quality, particularly for vulnerable communities and 'at risk' groups?	LIP targets for high emissions reduction will support a significant improvement in air quality.	+	None required
		Will it result in air quality changes which negatively impact the health of the public?	The proposed measures should not have a negative impact on health.	0	None required
		Will it reduce the number of premature deaths caused by poor air quality?	The LIP targets for high emissions reduction will support a reduction in the number of people exposed to poor air quality including the premature deaths from this.	+	None required

Topic	Objective	Assessment guide questions	TS and LIP Objectives and Targets – General. Covers many aspects of transport and travel e.g. public realm, car free developments, regeneration and the local economy, see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it improve air quality around areas which may have high concentrations of vulnerable people such as schools, outdoor play areas, care homes and hospitals?	The LIP targets for high emissions reduction will support significant improvements in air quality including for areas with high concentrations of vulnerable people.	+	Consider traffic management measures to reduce traffic flows in areas with high concentrations of vulnerable people
Attractive neighbourhoods	To create attractive, mixed use neighbourhoods, ensuring new buildings and spaces are appropriately designed that promote and enhance existing sense of place and distinctiveness, reducing the need to travel by motorised transport.	Will it protect and enhance the character, integrity and liveability of key streetscapes and townscapes, including removing barriers to use?	Greater emphasis on walking, cycling, public transport, reducing the dominance of motor vehicles and road danger, improving air quality and the public realm will positively impact key streetscapes and townscapes.	+	None required
		Will it improve the use of the urban public realm by improving its attractiveness and access?	Greater emphasis on walking, cycling reducing the dominance of motor vehicles and road danger, better connected transport and greening the public realm will positively impact its attractiveness and use.	++	None required
Climate change adaptation	To ensure London adapts and becomes more resilient to the impacts of climate change and extreme weather events such as flood, drought and heat risks	Will it protect London from climate change impacts?	Changes to improve resilience to climate change induced extreme weather are likely to be modest in terms of absolute protection from climate change.	+	None required
		Will it help London function during extreme weather events (e.g. heat, drought, flood) without impacts on human health and/or well-being?	Changes to help London function during extreme weather are not likely to be significant.	0	None required

Topic	Objective	Assessment guide questions	TS and LIP Objectives and Targets – General. Covers many aspects of transport and travel e.g. public realm, car free developments, regeneration and the local economy, see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it reduce health inequalities and impacts on vulnerable groups / communities and at-risk groups?	Changes to improve resilience to climate change are not likely to reduce health inequalities or benefit at-risk groups significantly.	0	None required
		Will it improve access to services during severe weather events?	Changes to services will improve access generally, though there will not be a difference during severe weather.	0	None required
		Will it reduce exposure to heat during heatwaves?	Changes to services will improve provision generally, though there will not be a discernable difference during heatwaves	0	Not required
		Will it enable those vulnerable during severe weather events to recover?	Not applicable	0	Not required
Climate change mitigation	To help tackle climate change through reducing greenhouse gas emissions and moving towards a zero carbon London by 2050	Will it help reduce emissions of greenhouse gases (including from transport), and help London meet its emission targets?	LIP targets for high emissions reduction including GHGs will support the overall emissions targets for London.	+	None required
		Will it reduce health inequalities and impacts on more vulnerable communities and at-risk groups	The LIP emissions reduction targets and their achievement are not likely to reduce health inequalities or benefit at-risk groups to any notable extent.	0	None required

Topic	Objective	Assessment guide questions	TS and LIP Objectives and Targets – General. Covers many aspects of transport and travel e.g. public realm, car free developments, regeneration and the local economy, see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
Energy use and supply	To manage and reduce demand for energy, achieve greater energy efficiency, utilise new and existing energy sources effectively, and ensure a resilient smart and affordable energy system	Will it reduce the demand and need for energy, whilst not leading to overheating?	The emissions reduction targets will directly support reductions in the demand and need for energy for transport.	+	None required
		Will it promote and improve energy efficiency in transport, homes, schools, hospitals and other public buildings?	The emissions reduction targets will directly support reductions in the demand and need for energy for transport.	+	None required
		Will it increase the proportion of energy both purchased and generated from renewable and sustainable sources?	This is dependent on the energy procurement policies of London Overground (LO) and other train operating companies (TOCs) as well as the vehicle industry and suppliers to vehicle charging points..	?	Encourage LO and TOCs and suppliers to vehicle charging points.to procure greater proportion of energy from renewable sources.
		Will it encourage uptake of green/cleaner fuels and renewable energy provision across all transport providers and private cars?	This is dependent on the energy procurement policies of London Overground (LO) and other train operating companies (TOCs) as well as the vehicle industry and suppliers to vehicle charging points..	?	Encourage LO and TOCs and suppliers to vehicle charging points to procure greater proportion of energy from renewable sources.
		Will it provide infrastructure to make a better use of renewable energy sources?	This is dependent on the energy procurement policies of London Overground (LO) and other train operating companies (TOCs) as well as the vehicle industry and suppliers to vehicle charging points.	?	Encourage LO and TOCs and suppliers to vehicle charging points to procure greater proportion of energy from renewable sources.

Topic	Objective	Assessment guide questions	TS and LIP Objectives and Targets – General. Covers many aspects of transport and travel e.g. public realm, car free developments, regeneration and the local economy, see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it reduce health inequalities and impacts of fuel poverty on vulnerable communities and at-risk groups?	No direct effect	0	None required
Fairness and inclusivity	To make London a fair and inclusive city where every person is able to participate, reducing inequality and disadvantage and addressing the diverse needs of the population.	Will it enable deficiencies of access to facilities to be positively addressed?	Greater emphasis on active travel, public transport, reducing the dominance of motor vehicles, car free developments as well as enhanced accessibility options for vulnerable groups and reducing the step-free penalty will help address deficiencies of access.	+	None required
Historic Environment	To conserve and enhance the existing historic environment, including sites, features, landscapes and areas of historical, architectural, archaeological and cultural value in relation to their significance and their settings.	Will it protect and enhance sites, features and areas of historical, archaeological and cultural value/potential?	Greater emphasis on active travel, public transport, connected public realm and Healthy Streets approach will enable or support these improvements.	+	None required
		Will it improve the wider historic environment and sense of place?	Greater emphasis on active travel, public transport better connected green space and public realm will support this.	+	None required
		Will it protect and enhance the historic environment, including removing barriers to use from vulnerable communities and at-risk groups?	Greater emphasis on active travel, public transport and better connected urban realm as well as enhanced accessibility options will support this.	+	None required

Topic	Objective	Assessment guide questions	TS and LIP Objectives and Targets – General. Covers many aspects of transport and travel e.g. public realm, car free developments, regeneration and the local economy, see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it protect and enhance valued/important historic environment and streetscape settings through inclusive design and management?	Greater emphasis on active travel, public transport and better connected urban realm as well as enhanced accessibility options will support this.	+	None required
Mental and physical Wellbeing	To improve the mental and physical health and wellbeing of Londoners and to reduce health inequalities across the city and between communities.	Will it improve connectivity to key services by promoting active modes of transport, thereby helping to reduce emissions from road transport	Greater emphasis on walking, cycling and public transport, reducing car ownership and the dominance of motor vehicles, as well as better connected public realm and green spaces will directly support this.	+	None required
		Will it help to reduce health inequalities and their key contributory factors for all Londoners?	Greater emphasis on active travel and provision for this should provide a modest contribution to this.	+	None required
		Will it reduce at risk and vulnerable groups' exposure to poor air quality?	Emissions reduction targets will support reductions in exposure to poor air quality including by vulnerable groups.	+	None required
		Will it reduce flooding, heat and drought risk for at risk and vulnerable communities?	No direct effects.	0	None required

Topic	Objective	Assessment guide questions	TS and LIP Objectives and Targets – General. Covers many aspects of transport and travel e.g. public realm, car free developments, regeneration and the local economy, see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
			Greater emphasis on walking and cycling, better connected green spaces, integration with the Olympic Park and public realm enhancements will lead to improved accessibility to or via green spaces supporting recreational and health benefits.	+	None required
			Greater emphasis on walking and cycling, plus better connected green spaces and public realm and Healthy Streets approach should provide a small contribution to this.	+	None required
Natural Capital and Natural Environment	To protect, connect and enhance London's natural capital (including important habitats, species and landscapes) and the services and benefits it provides, delivering a net positive outcome for biodiversity	Will it enhance the potential for the green space network to provide ecosystem services?	Public Realm Green Infrastructure Plan and better connected green spaces will provide a small contribution to this in proportion to the whole borough.	+	None required
		Will it protect and improve the quality and extent of sites of importance for nature conservation and help restore wildlife habitats?	No direct effects.	0	None required
		Will it provide opportunities to enhance the natural environment or restore wildlife habitats?	No direct effects.	0	None required
		Will it protect and enhance the biodiversity of the region's waterbodies to achieve a good ecological status?	No direct effects.	0	None required

Topic	Objective	Assessment guide questions	TS and LIP Objectives and Targets – General. Covers many aspects of transport and travel e.g. public realm, car free developments, regeneration and the local economy, see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it increase the planting of green roofs, green walls and soft landscaping?	No direct effects.	0	None required
		Will it create better access to green space to enhance mental and physical health benefits for all Londoners, particularly those with existing mental health conditions?	Public Realm Green Infrastructure Plan and better connected green spaces will provide a small contribution to this.	+	None required
		Will it result in a greener public realm that can enhance mental health benefits?	Public Realm Green Infrastructure Plan and better connected green spaces will provide a small contribution to this.	+	None required
Noise and vibration	To minimise noise and vibration levels and disruption to people and communities across London and reduce inequalities in exposure	Will it improve access to quiet and tranquil places for all?	Greater emphasis on walking, cycling and public transport, together with better connected public realm and green spaces will support this.	+	None required
		Will it reduce levels of noise generated?	Mode shift and healthy streets are unlikely to be sufficient to notably reduce noise levels	0	None required
		Will it reduce inequalities in exposure to ambient noise?	Mode shift and healthy streets are unlikely to be sufficient to reduce noise levels or inequalities in exposure.	0	None required
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Mode shift and healthy streets are unlikely to be sufficient to reduce noise pollution or protect vulnerable groups from this.	0	None required
		Will it reduce night time noise in residential areas?	Mode shift and other measures are unlikely to reduce night time noise.	0	None required

Topic	Objective	Assessment guide questions	TS and LIP Objectives and Targets – General. Covers many aspects of transport and travel e.g. public realm, car free developments, regeneration and the local economy, see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it reduce the number of people exposed to high levels of noise with the potential to cause annoyance, sleep disturbance or physiological effects?	Mode shift and other measures are unlikely to be sufficient to reduce noise levels and associated effects.	0	None required
Safety and security	To contribute to safety and security and generate the perceptions of safety;	Will it promote the design and management of green spaces that helps to reduce crime and anti-social behaviour?	Greater emphasis active travel together with better connected public realm and green spaces will support this through increased “natural surveillance”.	+	None required

5.5 Matrix 2. TS and LIP Objectives and Targets – Walking

Table 5.6: SEA Matrix 2. TS and LIP Objectives and Targets – Walking.

Topic	Objective	Assessment guide questions	TS and LIP Objectives and Targets – Walking, see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
Air Quality	To reduce emissions and concentrations of harmful atmospheric pollutants, particularly in areas of poorest air quality, and reduce exposure	Will it help to reduce emissions of priority pollutants (e.g. PM ₁₀ , NO _x , NO ₂)?	Proposed measures encouraging active travel and walking will support emissions reduction of priority pollutants. However, it is unlikely that the reduction will be significant in addition to the effects of changes in vehicle technology and other MTS policies.	+	None required

Topic	Objective	Assessment guide questions	TS and LIP Objectives and Targets – Walking, see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it help to achieve national and international standards for air quality?	Measures will contribute to the reduction of emission of priority pollutants. However it is unlikely that the reduction will be significant at the national level in addition to effects of changes in vehicle technology and other MTS policies.	0	None required
		Will it reduce the number of people exposed to poor air quality, particularly for vulnerable communities and 'at risk' groups?	Encouraging active travel and walking, along with improvements to pedestrian pathways, is likely to improve local air quality conditions and benefit vulnerable communities. .	+	None required
		Will it result in air quality changes which negatively impact the health of the public?	No negative effects from these measures.	0	None required
		Will it reduce the number of premature deaths caused by poor air quality?	Although the objective will have positive impacts on air quality it is difficult to draw direct conclusions relating to premature deaths.	0	None required
		Will it improve air quality around areas which may have high concentrations of vulnerable people such as schools, outdoor play areas, care homes and hospitals?	Dependent on location and the design of specific road schemes delivered. Measures encouraging walking will contribute to a reduction of emission of priority pollutants and improvements on local air quality, including schools, outdoor play areas, care homes and hospitals. However it is unlikely that the reduction will be significant in addition to effects of changes in vehicle technology and other MTS policies.	+	None required

Topic	Objective	Assessment guide questions	TS and LIP Objectives and Targets – Walking, see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
Attractive neighbourhoods	To create attractive, mixed use neighbourhoods, ensuring new buildings and spaces are appropriately designed that promote and enhance existing sense of place and distinctiveness, reducing the need to travel by motorised transport.	Will it protect and enhance the character, integrity and liveability of key streetscapes and townscape, including removing barriers to use?	Public realm improvements at key locations, creating new walking routes and improvement to the walking environment, along with a greater promotion of on walking will positively impact key streetscapes and townscape.	++	None required
		Will it improve the use of the urban public realm by improving its attractiveness and access?	Public realm improvements at key locations, creating new walking routes, improving accessibility and improvement to the walking environment, along with a greater promotion of walking, will improve attractiveness and access.	++	None required
Climate change adaptation	To ensure London adapts and becomes more resilient to the impacts of climate change and extreme weather events such as flood, drought and heat risks	Will it protect London from climate change impacts?	Proposed measures will not lead to physical changes to protect London from climate change.	0	None required
		Will it help London function during extreme weather events (e.g. heat, drought, flood) without impacts on human health and/or well-being?	Dependent on the design of specific road schemes delivered. However, modal shift to walking will not lead to physical changes to protect London from climate change.	0	Encourage the design of measures to include climate adaptation.
		Will it reduce health inequalities and impacts on vulnerable groups / communities and at-risk groups?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it improve access to services during severe weather events?	Measures are unlikely to have any direct effect in this respect.	0	None required

Topic	Objective	Assessment guide questions	TS and LIP Objectives and Targets – Walking, see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it reduce exposure to heat during heatwaves?	Creation of new public spaces or pocket parks might reduce local exposure to heat during heatwaves	+	None required
		Will it enable those vulnerable during severe weather events to recover?	Measures are unlikely to have any direct effect in this respect.	0	None required
Climate change mitigation	To help tackle climate change through reducing greenhouse gas emissions and moving towards a zero carbon London by 2050	Will it help reduce emissions of greenhouse gases (including from transport), and help London meet its emission targets?	Measures will contribute to reduction of GHG through mode shift, although not to a significant extent.	0	None required
		Will it reduce health inequalities and impacts on more vulnerable communities and at-risk groups	Measures are unlikely to have any direct effect in this respect.	0	None required
Energy use and supply	To manage and reduce demand for energy, achieve greater energy efficiency, utilise new and existing energy sources effectively, and ensure a resilient smart and affordable energy system	Will it reduce the demand and need for energy, whilst not leading to overheating?	Measures are unlikely to contribute to significant reductions in demand for energy in addition to the effects of changes in vehicle technology and other MTS policies.	0	None required
		Will it promote and improve energy efficiency in transport, homes, schools, hospitals and other public buildings?	The promotion of walking as a mode of transport should lead to greater energy efficiency in transport	+	None required
		Will it increase the proportion of energy both purchased and generated from renewable and sustainable sources?	Measures are unlikely to have any direct effect in this respect.	0	None required

Topic	Objective	Assessment guide questions	TS and LIP Objectives and Targets – Walking, see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it encourage uptake of green/cleaner fuels and renewable energy provision across all transport providers and private cars?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it provide infrastructure to make a better use of renewable energy sources?	Measures are unlikely to have any direct effect in this respect.	0	Encourage design of measures to include provision for renewable energy.
		Will it reduce health inequalities and impacts of fuel poverty on vulnerable communities and at-risk groups?	Measures are unlikely to have any direct effect in this respect.	0	None required
Fairness and inclusivity	To make London a fair and inclusive city where every person is able to participate, reducing inequality and disadvantage and addressing the diverse needs of the population.	Will it enable deficiencies of access to facilities to be positively addressed?	Greater emphasis on walking and improvements to walking environment in various parts of the borough will increase accessibility for these groups.	+	None required
Historic Environment	To conserve and enhance the existing historic environment, including sites, features, landscapes and areas of historical, architectural, archaeological and cultural value in relation to their significance and their settings.	Will it protect and enhance sites, features and areas of historical, archaeological and cultural value/potential?	Greater emphasis on walking and improvement to walking environment will enhance all of those aspects.	+	None required.
		Will it improve the wider historic environment and sense of place?	Removal of Lea Rundabout and creation of Clapton town centre will create a sense of place.	+	None required.
		Will it protect and enhance the historic environment, including removing barriers to use from vulnerable communities and at-risk groups?	Greater emphasis on walking and improvement to the walking environment will support this and may enhance accessibility to the historic environment.	+	None required

Topic	Objective	Assessment guide questions	TS and LIP Objectives and Targets – Walking, see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it protect and enhance valued/important historic environment and streetscape settings through inclusive design and management?	Dependent on the location of schemes brought forward.	?	None required.
Mental and Physical Wellbeing	To improve the mental and physical health and wellbeing of Londoners and to reduce health inequalities across the city and between communities.	Will it improve connectivity to key services by promoting active modes of transport, thereby helping to reduce emissions from road transport	Relocation of road space, new walking routes, improving the walking environment and greater promotion of walking will directly support mental and physical wellbeing.	++	None required
		Will it help to reduce health inequalities and their key contributory factors for all Londoners?	The promotion of healthier lifestyles by walking should provide a modest contribution to this.	+	None required
		Will it reduce at risk and vulnerable groups' exposure to poor air quality?	Poor air quality is unlikely to be reduced significantly in addition to the effects of changes in vehicle technologies and other MTS policies.	0	None required
		Will it reduce flooding, heat and drought risk for at risk and vulnerable communities?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it improve access to greenspaces for recreational and health benefits?	Improvements to walking environment and pedestrian walkways – including making them fully accessible – along with wider measures supporting walking will improve access to green spaces for recreation benefits	+	None required

Topic	Objective	Assessment guide questions	TS and LIP Objectives and Targets – Walking, see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it help to reduce the number of people dying prematurely from preventable causes such as extreme heat and poor air quality?	Measures are unlikely to have any direct effect in this respect.	0	None required
Natural Capital and Natural Environment	To protect, connect and enhance London's natural capital (including important habitats, species and landscapes) and the services and benefits it provides, delivering a net positive outcome for biodiversity	Will it enhance the potential for the green space network to provide ecosystem services?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it protect and improve the quality and extent of sites of importance for nature conservation and help restore wildlife habitats?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it provide opportunities to enhance the natural environment or restore wildlife habitats?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it protect and enhance the biodiversity of the region's waterbodies to achieve a good ecological status?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it increase the planting of green roofs, green walls and soft landscaping?	Measures are unlikely to have any direct effect in this respect.	?	Encourage design of measures to include green infrastructure.
		Will it create better access to green space to enhance mental and physical health benefits for all Londoners, particularly those with existing mental health conditions?	Relocation of Road Space to improve walking environment, and greater emphasis on walking will improve access to green spaces for benefits of all Londoners	+	None required

Topic	Objective	Assessment guide questions	TS and LIP Objectives and Targets – Walking, see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it result in a greener public realm that can enhance mental health benefits?	Measures will support this.	+	None required.
Noise and vibration	To minimise noise and vibration levels and disruption to people and communities across London and reduce inequalities in exposure	Will it improve access to quiet and tranquil places for all?	Greater emphasis on walking, better access to greenspaces and the development of public spaces or pocketparks along with the relocation of road space to improve the walking environment will support this aspect.	+	None required
		Will reduce levels of noise generated?	Mode shift is unlikely to be sufficient to reduce noise levels.	0	None required
		Will it reduce inequalities in exposure to ambient noise?	Mode shift is unlikely to be sufficient to reduce noise levels.	0	None required
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Dependence on design and location of the proposed road scheme. Mode shift is unlikely to be sufficient to reduce noise levels	0	None required
		Will it reduce night time noise in residential areas?	Dependence on design and location of the proposed road scheme. Mode shift is unlikely to be sufficient to reduce noise levels	0	None required
		Will it reduce the number of people exposed to high levels of noise with the potential to cause annoyance, sleep disturbance or physiological effects?	Dependence on design and location of the proposed road scheme. Mode shift is unlikely to be sufficient to reduce noise levels	0	None required

Topic	Objective	Assessment guide questions	TS and LIP Objectives and Targets – Walking, see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Dependence on design and location of the proposed road scheme. Mode shift is unlikely to be sufficient to reduce noise levels	0	None required
Safety and security	To contribute to safety and security and generate the perceptions of safety;	Will it promote the design and management of green spaces that helps to reduce crime and anti-social behaviour?	Greater emphasis on walking will support this through increased “natural surveillance”.	+	None required

5.6 Matrix 3. LIP and TS Objectives and Targets – Cycling

Table 5.7: SEA Matrix 3. LIP and TS Objectives and Targets – Cycling.

Topic	Objective	Assessment guide questions	LIP and TS Objectives and Targets – Cycling see Appendix A		
			Assessment	Scale of Effect	Mitigation or Enhancement
Air Quality	To reduce emissions and concentrations of harmful atmospheric pollutants, particularly in areas of poorest air quality, and reduce exposure	Will it help to reduce emissions of priority pollutants (e.g. PM ₁₀ , NO _x , NO ₂)?	Encouraging mode shift and active travel through cycling will support emissions reduction.	+	None required
		Will it help to achieve national and international standards for air quality?	Mode shift at the level of the proposal is unlikely to have a significant impact at the national level, but is broadly positive in this direction.	0	None required

Topic	Objective	Assessment guide questions	LIP and TS Objectives and Targets – Cycling see Appendix A		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it reduce the number of people exposed to poor air quality, particularly for vulnerable communities and ‘at risk’ groups?	Encouraging mode shift and active travel is likely to improve local air quality conditions and benefit vulnerable communities.	+	None required
		Will it result in air quality changes which negatively impact the health of the public?	The promotion of active travel and modal shifts will not have a negative impact on health	0	None required
		Will it reduce the number of premature deaths caused by poor air quality?	Although the objective will have positive impacts on air quality it is difficult to draw direct conclusions relating to premature deaths.	0	None required
		Will it improve air quality around areas which may have high concentrations of vulnerable people such as schools, outdoor play areas, care homes and hospitals?	The promotion of modal shift and active travel is likely to have positive impacts on local air quality, including schools, outdoor play areas, care homes and hospitals.	0	None required
Attractive neighbourhoods	To create attractive, mixed use neighbourhoods, ensuring new buildings and spaces are appropriately designed that promote and enhance existing sense of place and distinctiveness, reducing the need to travel by motorised transport.	Will it protect and enhance the character, integrity and liveability of key streetscapes and townscapes, including removing barriers to use?	Greater emphasis on active travel through cycling – including safety improvements and permeability schemes – will positively impact neighbourhoods and barriers to their use.	+	None required
		Will it improve the use of the urban public realm by improving its attractiveness and access?	Greater emphasis on active travel through cycling will improve public realm attractiveness by reducing the dominance of motor vehicles, while improving access by way of cycle routes, cycle parking, cycle permeability and promotion of cycling.	+	None required

Topic	Objective	Assessment guide questions	LIP and TS Objectives and Targets – Cycling see Appendix A		
			Assessment	Scale of Effect	Mitigation or Enhancement
Climate change adaptation	To ensure London adapts and becomes more resilient to the impacts of climate change and extreme weather events such as flood, drought and heat risks	Will it protect London from climate change impacts?	Changes to services and modal shift to more active travel will not lead to physical changes to protect London from climate change.	0	None required
		Will it help London function during extreme weather events (e.g. heat, drought, flood) without impacts on human health and/or well-being?	Changes to services and modal shift to more active travel will not lead to any direct impact on this respect.	0	None required
		Will it reduce health inequalities and impacts on vulnerable groups / communities and at risk groups?	Changes to services and modal shift to more active travel is not likely to reduce health inequalities.	0	None required
		Will it improve access to services during severe weather events?	Changes to services and modal shift to more active travel will improve access, though no difference during severe weather.	0	None required
		Will it reduce exposure to heat during heatwaves?	Changes to services and modal shift to more active travel through cycling are not likely to reduce exposure to heat during heatwaves.	0	Not required
		Will it enable those vulnerable during severe weather events to recover?	Not applicable	0	Not required

Topic	Objective	Assessment guide questions	LIP and TS Objectives and Targets – Cycling see Appendix A		
			Assessment	Scale of Effect	Mitigation or Enhancement
Climate change mitigation	To help tackle climate change through reducing greenhouse gas emissions and moving towards a zero carbon London by 2050	Will it help reduce emissions of greenhouse gases (including from transport), and help London meet its emission targets?	The promotion of and provision for active travel will support mode shift and associated emissions reduction. Although GHG emissions reduction will predominantly be achieved by changes in vehicle technology, mode shift has an important contribution to achieving emissions reduction.	+	None required
		Will it reduce health inequalities and impacts on more vulnerable communities and at risk groups	The promotion of and provision for active travel will support mode shift and associated emissions reduction. Although GHG emissions reduction will predominantly be achieved by changes in vehicle technology, mode shift has an important contribution to achieving emissions reduction including the effect on vulnerable communities and at risk groups.	+	None required
Energy use and supply	To manage and reduce demand for energy, achieve greater energy efficiency, utilise new and existing energy sources effectively, and ensure a resilient smart and affordable energy system	Will it reduce the demand and need for energy, whilst not leading to overheating?	The objective is likely to reduce the demand and need for energy in the borough whilst not leading to overheating.	+	None required.
		Will it promote and improve energy efficiency in transport, homes, schools, hospitals and other public buildings?	The promotion of and provision for cycling should lead to greater energy efficiency in transport.	+	None required.
		Will it increase the proportion of energy both purchased and generated from renewable and sustainable sources?	Not applicable as cycling does not directly require power.	?	None required.

Topic	Objective	Assessment guide questions	LIP and TS Objectives and Targets – Cycling see Appendix A		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it encourage uptake of green/cleaner fuels and renewable energy provision across all transport providers and private cars?	Not applicable as cycling does not directly require power.	?	None required.
		Will it provide infrastructure to make a better use of renewable energy sources?	Not applicable as cycling does not directly require power.	?	None required.
		Will it reduce health inequalities and impacts of fuel poverty on vulnerable communities and at risk groups?	The promotion of and provision for active travel through cycling is likely to have positive impacts on vulnerable communities health inequalities.	+	None required
Fairness and inclusivity	To make London a fair and inclusive city where every person is able to participate, reducing inequality and disadvantage and addressing the diverse needs of the population.	Will it enable deficiencies of access to facilities to be positively addressed?	Greater emphasis on active travel through cycling, including the provision of new routes and a reduction in the dominance of motor vehicles will increase accessibility and inclusivity across the population.	+	None required
Historic Environment	To conserve and enhance the existing historic environment, including sites, features, landscapes and areas of historical, architectural, archaeological and cultural value in relation to their significance and their settings.	Will it protect and enhance sites, features and areas of historical, archaeological and cultural value/potential?	Measures aiming to promote and provide for active travel through cycling will support this.	+	None required
		Will it improve the wider historic environment and sense of place?	Greater emphasis on active travel through cycling and improved cycling networks will support this.	+	None required

Topic	Objective	Assessment guide questions	LIP and TS Objectives and Targets – Cycling see Appendix A		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it protect and enhance the historic environment, including removing barriers to use from vulnerable communities and at risk groups?	Greater emphasis on active travel through cycling and improved cycling networks will support this.	+	None required
		Will it protect and enhance valued/important historic environment and streetscape settings through inclusive design and management?	Greater emphasis on active travel through cycling and improved cycling networks will support this.	+	None required
Mental and physical Wellbeing	To improve the mental and physical health and wellbeing of Londoners and to reduce health inequalities across the city and between communities.	Will it improve connectivity to key services by promoting active modes of transport, thereby helping to reduce emissions from road transport	Greater emphasis on active travel through cycling, improved cycling infrastructure and a more attractive environment for cycling will support this. Measures directly support this objective	++	None required
		Will it help to reduce health inequalities and their key contributory factors for all Londoners?	Greater emphasis on walking, cycling and public transport will support this.	+	None required
		Will it reduce at risk and vulnerable groups' exposure to poor air quality?	The promotion of active travel principles should provide a modest contribution to this.	+	None required
		Will it reduce flooding, heat and drought risk for at risk and vulnerable communities?	The objective will not have any direct discernable impact which can be correlated with reducing flooding, heat and drought risk.	0	None required

Topic	Objective	Assessment guide questions	LIP and TS Objectives and Targets – Cycling see Appendix A		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it improve access to greenspaces for recreational and health benefits?	Greater emphasis on cycling, including the provision of new routes, will lead to improved accessibility and more active travel to or via green spaces.	++	None required
		Will it help to reduce the number of people dying prematurely from preventable causes such as extreme heat and poor air quality?	The promotion of active travel principles should provide a small contribution to this.	+	None required
Natural Capital and Natural Environment	To protect, connect and enhance London's natural capital (including important habitats, species and landscapes) and the services and benefits it provides, delivering a net positive outcome for biodiversity	Will it enhance the potential for the green space network to provide ecosystem services?	No direct effects	0	None required
		Will it protect and improve the quality and extent of sites of importance for nature conservation and help restore wildlife habitats?	No direct effects.	0	None required
		Will it provide opportunities to enhance the natural environment or restore wildlife habitats?	No direct effects.	0	None required
		Will it protect and enhance the biodiversity of the region's waterbodies to achieve a good ecological status?	No direct effects.	0	None required
		Will it increase the planting of green roofs, green walls and soft landscaping?	No direct effects.	0	None required

Topic	Objective	Assessment guide questions	LIP and TS Objectives and Targets – Cycling see Appendix A		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it create better access to green space to enhance mental and physical health benefits for all Londoners, particularly those with existing mental health conditions?	Measures relating to the improvement of the cycling network will have a positive contribution to this.	+	None required
		Will it result in a greener public realm that can enhance mental health benefits?	Application of the objective may result in greener streets at a local level, but positive impact may be small in aggregate.	0	None required
Noise and vibration	To minimise noise and vibration levels and disruption to people and communities across London and reduce inequalities in exposure	Will it improve access to quiet and tranquil places for all?	Measures relating to the improvement of the cycling network will have a positive contribution to this.	+	None required
		Will reduce levels of noise generated?	Mode shift is unlikely to be sufficient to noticeably reduce noise levels	0	None required
		Will it reduce inequalities in exposure to ambient noise?	Mode shift is unlikely to be sufficient to noticeably reduce noise levels	0	None required
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Mode shift is unlikely to be sufficient to noticeably reduce noise levels	0	None required
		Will it reduce night time noise in residential areas?	Mode shift is unlikely to be sufficient to noticeably reduce noise levels	0	None required
		Will it reduce the number of people exposed to high levels of noise with the potential to cause annoyance, sleep disturbance or physiological effects?	Mode shift is unlikely to be sufficient to noticeably reduce noise levels	0	None required

Topic	Objective	Assessment guide questions	LIP and TS Objectives and Targets – Cycling see Appendix A		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Mode shift is unlikely to be sufficient to noticeably reduce noise levels	0	None required
Safety and security	To contribute to safety and security and generate the perceptions of safety;	Will it promote the design and management of green spaces that helps to reduce crime and anti-social behaviour?	Greater emphasis on cycling will support this through increased “natural surveillance”.	+	None required

5.7 Matrix 4. LIP and TS Objectives and Targets – Public Transport

Table 5.8: SEA Matrix 4. LIP and TS Objectives and Targets – Public Transport.

Topic	Objective	Assessment guide questions	LIP and TS objectives and Targets - Public Transport, see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
Air Quality	To reduce emissions and concentrations of harmful atmospheric pollutants, particularly in areas of poorest air quality, and reduce exposure	Will it help to reduce emissions of priority pollutants (e.g. PM ₁₀ , NO _x , NO ₂)?	Measures related to improving accessibility and public transport networks are anticipated to have a positive benefit on reducing growth in emissions.	+	None required
		Will it help to achieve national and international standards for air quality?	Mode shift is not likely to be sufficiently great to give a significant improvement in air quality at a national level.	0	None required

Topic	Objective	Assessment guide questions	LIP and TS objectives and Targets - Public Transport, see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it reduce the number of people exposed to poor air quality, particularly for vulnerable communities and 'at risk' groups?	Measures related to improving accessibility and public transport networks are likely to contribute to the reduction of exposure to poor air quality for vulnerable communities, although not to a significant extent.	0	None required
		Will it result in air quality changes which negatively impact the health of the public?	Improved public transport network will not have a negative impact on health.	0	None required
		Will it reduce the number of premature deaths caused by poor air quality?	Mode shift is not likely to be sufficiently great to reduce number of people exposed to poor air quality in addition to that due to changes in vehicle technology.	0	None required
		Will it improve air quality around areas which may have high concentrations of vulnerable people such as schools, outdoor play areas, care homes and hospitals?	Measures related to improving accessibility and public transport networks are likely to contribute to the reduction of exposure to poor air quality for vulnerable people, although not to a significant extent.	+	None required
Attractive neighbourhoods	To create attractive, mixed use neighbourhoods, ensuring new buildings and spaces are appropriately designed that promote and enhance existing	Will it protect and enhance the character, integrity and liveability of key streetscapes and townscapes, including removing barriers to use?	Improving travel plans and public transport provision and sustainable access to it is likely to have positive impacts on character and liveability including removing barriers to use.	+	None required

Topic	Objective	Assessment guide questions	LIP and TS objectives and Targets - Public Transport, see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
	sense of place and distinctiveness, reducing the need to travel by motorised transport.	Will it improve the use of the urban public realm by improving its attractiveness and access?	Improving travel plans and public transport provision is likely to have positive impacts on public realm attractiveness by reducing the dominance of motor vehicles and access by expanding and improving services, providing cycle parking and increasing step-free access. Parking restrictions will enable many of these improvements and improve access.	+	None required
Climate change adaptation	To ensure London adapts and becomes more resilient to the impacts of climate change and extreme weather events such as flood, drought and heat risks	Will it protect London from climate change impacts?	Proposed measures will not lead to physical changes/ adaptation to climate change.	0	None required
		Will it help London function during extreme weather events (e.g. heat, drought, flood) without impacts on human health and/or well-being?	Proposed measures will not lead to physical changes/ adaptation to climate change.	0	None required
		Will it reduce health inequalities and impacts on vulnerable groups / communities and at risk groups?	Proposed measures are not likely to have any direct impact on health inequalities.	0	None required
		Will it improve access to services during severe weather events?	Proposed measures will not have a bearing on access to services during severe weather events.	0	None required
		Will it reduce exposure to heat during heatwaves?	Not applicable.	0	None required
		Will it enable those vulnerable during severe weather events to recover?	Not applicable.	0	None required

Topic	Objective	Assessment guide questions	LIP and TS objectives and Targets - Public Transport, see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
Climate change mitigation	To help tackle climate change through reducing greenhouse gas emissions and moving towards a zero carbon London by 2050	Will it help reduce emissions of greenhouse gases (including from transport), and help London meet its emission targets?	Mode shift is not likely to be sufficiently large scale to give a notable reduction in GHG emissions in addition to that due to result from changes in vehicle technology.	0	None required
		Will it reduce health inequalities and impacts on more vulnerable communities and at risk groups	Improved public transport network and accessibility are likely to have benefits to health inequalities in the borough, although not to a significant extent.	0	None required
Energy use and supply	To manage and reduce demand for energy, achieve greater energy efficiency, utilise new and existing energy sources effectively, and ensure a resilient smart and affordable energy system	Will it reduce the demand and need for energy, whilst not leading to overheating?	Public transport improvements are likely to lead to greater energy efficiency, although not to a significant extent.	0	None required
		Will it promote and improve energy efficiency in transport, homes, schools, hospitals and other public buildings?	Proposed measures on public transport improvements are likely to promote and improve greater energy efficiency in transport.	+	None required
		Will it increase the proportion of energy both purchased and generated from renewable and sustainable sources?	No direct effect.	0	None required
		Will it encourage uptake of green/cleaner fuels and renewable energy provision across all transport providers and private cars?	No direct effect.	0	Measures to improve public transport networks, reliability and accessibility should encourage uptake of green/cleaner fuels across all transport providers.

Topic	Objective	Assessment guide questions	LIP and TS objectives and Targets - Public Transport, see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it provide infrastructure to make a better use of renewable energy sources?	No direct effect.	0	None required
		Will it reduce health inequalities and impacts of fuel poverty on vulnerable communities and at risk groups?	No direct effect.	0	None required
Fairness and inclusivity	To make London a fair and inclusive city where every person is able to participate, reducing inequality and disadvantage and addressing the diverse needs of the population.	Will it enable deficiencies of access to facilities to be positively addressed?	Improvements of public transport reliability, expansion, connectivity and accessibility will positively impact on this objective..	+	None required
Historic Environment	To conserve and enhance the existing historic environment, including sites, features, landscapes and areas of historical, architectural, archaeological and cultural value in relation to their significance and their settings.	Will it protect and enhance sites, features and areas of historical, archaeological and cultural value/potential?	Proposed measures will contribute positively to local character and distinctiveness, enhancing historic environment and cultural value.	+	None required
		Will it improve the wider historic environment and sense of place?	Proposed measures will contribute positively to local character and distinctiveness, enhancing sense of place - the extent and scale of support is low.	0	None required
		Will it protect and enhance the historic environment, including removing barriers to use from vulnerable communities and at risk groups?	Proposed measures will contribute positively to local character and distinctiveness, removing barriers to accessibility.	+	None required

Topic	Objective	Assessment guide questions	LIP and TS objectives and Targets - Public Transport, see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it protect and enhance valued/important historic environment and streetscape settings through inclusive design and management?	Proposed measures will contribute positively to local character and distinctiveness, supporting inclusive design associated with the historic environment.	+	None required
Mental and physical Wellbeing	To improve the mental and physical health and wellbeing of Londoners and to reduce health inequalities across the city and between communities.	Will it improve connectivity to key services by promoting active modes of transport, thereby helping to reduce emissions from road transport	Proposed measures to improve reliability and accessibility to the public transport network will improve connectivity to key services.	+	None required
		Will it help to reduce health inequalities and their key contributory factors for all Londoners?	Measures unlikely to have direct impacts on this.	0	None required
		Will it reduce at risk and vulnerable groups' exposure to poor air quality?	Measures unlikely to have significant impacts on this.	0	None required
		Will it reduce flooding, heat and drought risk for at risk and vulnerable communities?	No direct effects	0	None required
		Will it improve access to greenspaces for recreational and health benefits?	Depends on the location of schemes delivered.	?	Measures focused on areas near to greenspace.
		Will it help to reduce the number of people dying prematurely from preventable causes such as extreme heat and poor air quality?	Measures unlikely to have direct impacts on this.	0	None required

Topic	Objective	Assessment guide questions	LIP and TS objectives and Targets - Public Transport, see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
Natural Capital and Natural Environment	To protect, connect and enhance London's natural capital (including important habitats, species and landscapes) and the services and benefits it provides, delivering a net positive outcome for biodiversity	Will it enhance the potential for the green space network to provide ecosystem services?	No direct effects.	0	None required
		Will it protect and improve the quality and extent of sites of importance for nature conservation and help restore wildlife habitats?	No direct effect.	0	None required
		Will it provide opportunities to enhance the natural environment or restore wildlife habitats?	No direct effect.	0	None required
		Will it protect and enhance the biodiversity of the region's waterbodies to achieve a good ecological status?	No direct effect.	0	None required
		Will it increase the planting of green roofs, green walls and soft landscaping?	No direct effect.	0	None required
		Will it create better access to green space to enhance mental and physical health benefits for all Londoners, particularly those with existing mental health conditions?	Dependent on the design of specific schemes.	?	Encourage design of measures to include green infrastructure.
		Will it result in a greener public realm that can enhance mental health benefits?	Dependent on the design of specific schemes.	?	Measures focused on areas near to greenspace.

Topic	Objective	Assessment guide questions	LIP and TS objectives and Targets - Public Transport, see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
Noise and vibration	To minimise noise and vibration levels and disruption to people and communities across London and reduce inequalities in exposure	Will it improve access to quiet and tranquil places for all?	Depends on the location of schemes delivered.	?	Measures focused on quiet and tranquil places.
		Will reduce levels of noise generated?	Measures unlikely to have a significant impact on noise levels	0	None required.
		Will it reduce inequalities in exposure to ambient noise?	Measures unlikely to have a significant impact on noise levels	0	None required.
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Measures unlikely to have a significant impact on noise levels	0	None required.
		Will it reduce night time noise in residential areas?	Measures unlikely to have a significant impact on noise levels	0	None required.
		Will it reduce the number of people exposed to high levels of noise with the potential to cause annoyance, sleep disturbance or physiological effects?	Measures unlikely to have a significant impact on noise levels	0	None required.
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Measures unlikely to have a significant impact on noise levels	0	None required.
Safety and security	To contribute to safety and security and generate the perceptions of safety;	Will it promote the design and management of green spaces that helps to reduce crime and anti-social behaviour?	Measures to improve areas around stations and accessibility to the public transport network will support these factors.	+	Measures focused on areas with highest levels of crime and anti-social behaviour.

5.8 Matrix 5. LIP and TS Objectives and Targets - Liveable Neighbourhoods

Table 5.9: SEA Matrix 5. LIP and TS Objectives and Targets - Liveable Neighbourhoods.

Topic	Objective	Assessment guide questions	LIP and TS Objectives and Targets – Liveable Neighbourhoods see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
Air Quality	To reduce emissions and concentrations of harmful atmospheric pollutants, particularly in areas of poorest air quality, and reduce exposure	Will it help to reduce emissions of priority pollutants (e.g. PM ₁₀ , NO _x , NO ₂)?	Encouraging healthier lifestyles and active travel will help shift a model from cars to walking, cycling and use of public transport. These measures together with an implementation of liveable neighbourhoods measures will support emissions reduction. Promotion of City Fringe Low Emission Neighbourhood and expansion of Zero Emission Network for across local businesses will help reduce growth in emissions of priority pollutants.	+	None required
		Will it help to achieve national and international standards for air quality?	Mode shift and healthy streets proposals are not likely to be sufficiently great to give a significant improvement in air quality at the national level in addition to that due to changes in vehicle technology.	0	None required
		Will it reduce the number of people exposed to poor air quality, particularly for vulnerable communities and 'at risk' groups?	Proposal to support timed closures of school and playground streets will help reduce the exposure of children to poor air locally. However, on a boroughwide level proposed measures are unlikely to be sufficiently great to give a significant improvement in air quality in addition to that due to changes in vehicle technology.	+	None required

Topic	Objective	Assessment guide questions	LIP and TS Objectives and Targets – Liveable Neighbourhoods see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it result in air quality changes which negatively impact the health of the public?	No negative effects from these measures.	0	None required
		Will it reduce the number of premature deaths caused by poor air quality?	Measures are unlikely to contribute to significant reductions in emissions of pollutants in addition to the effects of changes in vehicle technology.	0	None required
		Will it improve air quality around areas which may have high concentrations of vulnerable people such as schools, outdoor play areas, care homes and hospitals?	Proposal to support timed closures of school and playground streets will help reduce the exposure of children to poor air locally. However, on a boroughwide level proposed measures are unlikely to be sufficiently great to give a significant improvement in air quality in addition to that due to changes in vehicle technology.	+	None required
Attractive neighbourhoods	To create attractive, mixed use neighbourhoods, ensuring new buildings and spaces are appropriately designed that promote and enhance existing sense of place and distinctiveness,	Will it protect and enhance the character, integrity and liveability of key streetscapes and townscapes, including removing barriers to use?	Greater emphasis on walking, cycling, public transport, reducing the dominance of motor vehicles and encouraging ultra-low emission vehicles will positively impact these factors. Implementation of liveable neighbourhoods measures will enable many of these improvements.	+	None required

Topic	Objective	Assessment guide questions	LIP and TS Objectives and Targets – Liveable Neighbourhoods see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
	reducing the need to travel by motorised transport.	Will it improve the use of the urban public realm by improving its attractiveness and access?	Greater emphasis on walking, cycling, public transport, reducing the dominance of motor vehicles and encouraging ultra-low emission vehicles will positively impact these factors. Implementation of liveable neighbourhoods measures such as a reduction in car parking and increase tree canopy coverage will enable many of these improvements.	++	None required
Climate change adaptation	To ensure London adapts and becomes more resilient to the impacts of climate change and extreme weather events such as flood, drought and heat risks	Will it protect London from climate change impacts?	Changes to services and modal shift to more active travel will not lead to physical changes to protect London from climate change.	0	None required
		Will it help London function during extreme weather events (e.g. heat, drought, flood) without impacts on human health and/or well-being?	Changes to services and modal shift to more active travel will not lead to physical changes to protect London from climate change.	0	None required
		Will it reduce health inequalities and impacts on vulnerable groups / communities and at-risk groups?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it improve access to services during severe weather events?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it reduce exposure to heat during heatwaves?	Increase in trees canopy coverage will contribute to a reduction of local exposure to heat during heatwaves	+	None required

Topic	Objective	Assessment guide questions	LIP and TS Objectives and Targets – Liveable Neighbourhoods see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it enable those vulnerable during severe weather events to recover?	Measures are unlikely to have any direct effect in this respect.	0	None required
Climate change mitigation	To help tackle climate change through reducing greenhouse gas emissions and moving towards a zero carbon London by 2050	Will it help reduce emissions of greenhouse gases (including from transport), and help London meet its emission targets?	Encouraging healthier lifestyles and model shift from private car to active travel, as well as a promotion of City Fringe Low Emission Neighbourhood, expansion of Zero Emission Network across local businesses and development of Freight Action Plan will contribute to the reduction of GHG.	++	None required
		Will it reduce health inequalities and impacts on more vulnerable communities and at-risk groups	Measures are unlikely to have any direct effect in this respect.	0	None required
Energy use and supply	To manage and reduce demand for energy, achieve greater energy efficiency, utilise new and existing energy sources effectively, and ensure a resilient smart and affordable energy system	Will it reduce the demand and need for energy, whilst not leading to overheating?	Encouraging healthier lifestyles and model shift from private car to active travel will help reduce the demand and need for energy.	+	None required
		Will it promote and improve energy efficiency in transport, homes, schools, hospitals and other public buildings?	Encouraging healthier lifestyles and model shift from private car to active travel will lead to greater energy efficiency.	+	None required
		Will it increase the proportion of energy both purchased and generated from renewable and sustainable sources?	Promotion of City Fringe Low Emission Neighbourhood, expansion of Zero Emission Network across local businesses, development of Freight Action Plan and installation of EV charging facilities will contribute to this.	+	None required

Topic	Objective	Assessment guide questions	LIP and TS Objectives and Targets – Liveable Neighbourhoods see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it encourage uptake of green/cleaner fuels and renewable energy provision across all transport providers and private cars?	Promotion of City Fringe Low Emission Neighbourhood, expansion of Zero Emission Network across local businesses, development of Freight Action Plan and installation of EV charging facilities will contribute to this.	+	None required
		Will it provide infrastructure to make a better use of renewable energy sources?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it reduce health inequalities and impacts of fuel poverty on vulnerable communities and at-risk groups?	Measures are unlikely to have any direct effect in this respect.	0	None required
Fairness and inclusivity	To make London a fair and inclusive city where every person is able to participate, reducing inequality and disadvantage and addressing the diverse needs of the population.	Will it enable deficiencies of access to facilities to be positively addressed?	Greater emphasis on walking, cycling and public transport and reducing the dominance of motor vehicles will increase accessibility for these groups. The delivery of liveable neighbourhoods measures will enable many of these improvements.	+	None required
Historic Environment	To conserve and enhance the existing historic environment, including sites, features, landscapes and areas of historical, architectural, archaeological and	Will it protect and enhance sites, features and areas of historical, archaeological and cultural value/potential?	Greater emphasis on walking, cycling and public transport will support this.	+	None required.
		Will it improve the wider historic environment and sense of place?	Greater emphasis on walking, cycling and public transport will support this.	+	None required.

Topic	Objective	Assessment guide questions	LIP and TS Objectives and Targets – Liveable Neighbourhoods see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
	cultural value in relation to their significance and their settings.	Will it protect and enhance the historic environment, including removing barriers to use from vulnerable communities and at-risk groups?	Greater emphasis on walking, cycling and public transport, as well as implementation of other liveable neighbourhoods measures will support this.	+	None required
		Will it protect and enhance valued/important historic environment and streetscape settings through inclusive design and management?	Greater emphasis on walking, cycling and public transport, as well implementation of other of liveable neighbourhoods measures (reduction in car parking, increase in tree canopy coverage) will support this.	+	None required.
Mental and Physical Wellbeing	To improve the mental and physical health and wellbeing of Londoners and to reduce health inequalities across the city and between communities.	Will it improve connectivity to key services by promoting active modes of transport, thereby helping to reduce emissions from road transport	Greater emphasis on walking, cycling and public transport and reducing the dominance of motor vehicles, as well implementation of other of liveable neighbourhoods measures (increase in tree canopy coverage) will directly support mental and physical wellbeing.	++	None required
		Will it help to reduce health inequalities and their key contributory factors for all Londoners?	The promotion of healthier lifestyles by walking and cycling should provide a modest contribution to this.	+	None required
		Will it reduce at risk and vulnerable groups' exposure to poor air quality?	Proposal to support timed closures of school and playground streets will help reduce the exposure of kids to poor air locally.	+	None required
		Will it reduce flooding, heat and drought risk for at risk and vulnerable communities?	Measures are unlikely to have any direct effect in this respect.	0	None required

Topic	Objective	Assessment guide questions	LIP and TS Objectives and Targets – Liveable Neighbourhoods see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it improve access to greenspaces for recreational and health benefits?	Depends on the location of schemes delivered.	?	Measures to support access to greenspace.
		Will it help to reduce the number of people dying prematurely from preventable causes such as extreme heat and poor air quality?	Measures are unlikely to have any direct effect in this respect.	0	None required
Natural Capital and Natural Environment	To protect, connect and enhance London's natural capital (including important habitats, species and landscapes) and the services and benefits it provides, delivering a net positive outcome for biodiversity	Will it enhance the potential for the green space network to provide ecosystem services?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it protect and improve the quality and extent of sites of importance for nature conservation and help restore wildlife habitats?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it provide opportunities to enhance the natural environment or restore wildlife habitats?	Increase in a tree canopy coverage from 18.5 to 25% in 2025 will contribute to enhancing the natural environment in the borough	+	None required
		Will it protect and enhance the biodiversity of the region's waterbodies to achieve a good ecological status?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it increase the planting of green roofs, green walls and soft landscaping?	Measures not identified to have any direct effect in this respect.	+	

Topic	Objective	Assessment guide questions	LIP and TS Objectives and Targets – Liveable Neighbourhoods see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it create better access to green space to enhance mental and physical health benefits for all Londoners, particularly those with existing mental health conditions?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it result in a greener public realm that can enhance mental health benefits?	Increase in a tree canopy coverage from 18.5 to 25% in 2025 will support this aspect	+	None required.
Noise and vibration	To minimise noise and vibration levels and disruption to people and communities across London and reduce inequalities in exposure	Will it improve access to quiet and tranquil places for all?	Greater emphasis on walking, cycling and public transport and reducing the dominance of motor vehicles – including filtered permeability, as well as an increase in the tree canopy coverage, will support this aspect.	+	None required
		Will reduce levels of noise generated?	Mode shift is unlikely to be sufficient to reduce noise levels	0	None required
		Will it reduce inequalities in exposure to ambient noise?	Mode shift is unlikely to be sufficient to reduce noise levels.	0	None required
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Mode shift is unlikely to be sufficient to reduce noise levels	0	None required
		Will it reduce night time noise in residential areas?	Mode shift is unlikely to be sufficient to reduce noise levels	0	None required

Topic	Objective	Assessment guide questions	LIP and TS Objectives and Targets – Liveable Neighbourhoods see Appendix A.		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it reduce the number of people exposed to high levels of noise with the potential to cause annoyance, sleep disturbance or physiological effects?	Mode shift is unlikely to be sufficient to reduce noise levels	0	None required
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Proposal to support timed closures of school and playground streets will contribute to the local reduction of noise pollution and protect the vulnerable group. However, at the boroughwide level, the mode shift is unlikely to be sufficient to reduce noise levels	+	None required
Safety and security	To contribute to safety and security and generate the perceptions of safety;	Will it promote the design and management of green spaces that helps to reduce crime and anti-social behaviour?	Greater emphasis on walking, cycling and public transport will support this through increased “natural surveillance”.	+	None required

5.9 Matrix 6. LIP Long Term Proposals

Table 5.10: SEA Matrix 6. LIP Long Term Proposals.

Topic	Objective	Assessment guide questions	LIP Long term proposals up to 2041		
			Assessment	Scale of Effect	Mitigation or Enhancement
Air Quality	To reduce emissions and concentrations of harmful atmospheric pollutants, particularly in areas of poorest air quality, and reduce exposure	Will it help to reduce emissions of priority pollutants (e.g. PM ₁₀ , NO _x , NO ₂)?	Measures will contribute to reduction of emission of priority pollutants. However, it is unlikely that the reduction will be significant in addition to effects of changes in vehicle technology and other MTS policies.	+	None required
		Will it help to achieve national and international standards for air quality?	Measures will contribute to reduction of emission of priority pollutants. However, it is unlikely that the reduction will be significant in addition to effects of changes in vehicle technology and other MTS policies.	+	None required
		Will it reduce the number of people exposed to poor air quality, particularly for vulnerable communities and 'at risk' groups?	Measures are unlikely to contribute to significant reductions in poor air quality in addition to the effects of changes in vehicle technology and other MTS policies.	0	None required
		Will it result in air quality changes which negatively impact the health of the public?	No negative effects from these measures.	0	None required
		Will it reduce the number of premature deaths caused by poor air quality?	Measures are unlikely to contribute to significant reductions in emissions of pollutants in addition to effects of changes in vehicle technology and other MTS policies.	0	None required

Topic	Objective	Assessment guide questions	LIP Long term proposals up to 2041		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it improve air quality around areas which may have high concentrations of vulnerable people such as schools, outdoor play areas, care homes and hospitals?	Measures will contribute to the reduction of emission of priority pollutants. However, it is unlikely that the reduction will be significant in addition to effects of changes in vehicle technology and other MTS policies.	+	None required
Attractive neighbourhoods	To create attractive, mixed-use neighbourhoods, ensuring new buildings and spaces are appropriately designed that promote and enhance existing sense of place and distinctiveness, reducing the need to travel by motorised transport.	Will it protect and enhance the character, integrity and liveability of key streetscapes and townscapes, including removing barriers to use?	Public realm improvements, making the environment more attractive for active travel, highway schemes at key locations, train station improvements and reducing the dominance of motor vehicles in neighbourhoods will improve streetscapes and townscapes.	+	None required
		Will it improve the use of the urban public realm by improving its attractiveness and access?	Making the environment more attractive for active travel, highway schemes at key locations and reducing the dominance of motor vehicles in neighbourhoods will improve use of the public realm.	++	None required
Climate change adaptation	To ensure London adapts and becomes more resilient to the impacts of climate change and extreme weather events such as flood, drought and heat risks	Will it protect London from climate change impacts?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it help London function during extreme weather events (e.g. heat, drought, flood) without impacts on human health and/or well-being?	Dependent on the design of specific schemes delivered.	?	Encourage the design of measures to include climate adaptation, including the introduction of SUDs through transport schemes.
		Will it reduce health inequalities and impacts on vulnerable groups / communities and at-risk groups?	Measures are unlikely to have any direct effect in this respect.	0	None required

Topic	Objective	Assessment guide questions	LIP Long term proposals up to 2041		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it improve access to services during severe weather events?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it reduce exposure to heat during heatwaves?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it enable those vulnerable during severe weather events to recover?	Measures are unlikely to have any direct effect in this respect.	0	None required
Climate change mitigation	To help tackle climate change through reducing greenhouse gas emissions and moving towards a zero carbon London by 2050	Will it help reduce emissions of greenhouse gases (including from transport), and help London meet its emission targets?	Measures will contribute to reduction of GHG through mode shift, although not to a significant extent.	0	None required
		Will it reduce health inequalities and impacts on more vulnerable communities and at-risk groups	Measures are unlikely to have any direct effect in this respect.	0	None required
Energy use and supply	To manage and reduce demand for energy, achieve greater energy efficiency, utilise new and existing energy sources effectively, and ensure a resilient smart and affordable energy system	Will it reduce the demand and need for energy, whilst not leading to overheating?	Measures are unlikely to contribute to significant reductions in demand for energy in addition to the effects of changes in vehicle technology and other MTS policies.	0	None required
		Will it promote and improve energy efficiency in transport, homes, schools, hospitals and other public buildings?	Measures will support energy efficiency in transport, although to a modest extent.	+	None required

Topic	Objective	Assessment guide questions	LIP Long term proposals up to 2041		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it increase the proportion of energy both purchased and generated from renewable and sustainable sources?	This is dependent on the energy procurement policies of London Overground (LO) and other train operating companies (TOCs) as well as the vehicle industry and suppliers of vehicle charging points.	?	Encourage LO and TOCs and suppliers of vehicle charging points to procure greater proportion of energy from renewable sources for traction.
		Will it encourage uptake of green/cleaner fuels and renewable energy provision across all transport providers and private cars?	This is dependent on the energy procurement policies of London Overground (LO) and other train operating companies (TOCs) as well as the vehicle industry and suppliers of vehicle charging points.	?	Encourage LO and TOCs and suppliers of vehicle charging points to procure greater proportion of energy from renewable sources for traction.
		Will it provide infrastructure to make a better use of renewable energy sources?	This is dependent on the energy procurement policies of London Overground (LO) and other train operating companies (TOCs) as well as the vehicle industry and suppliers of vehicle charging points..	?	Encourage LO and TOCs and suppliers of vehicle charging points to procure greater proportion of energy from renewable sources for traction.
		Will it reduce health inequalities and impacts of fuel poverty on vulnerable communities and at-risk groups?	Measures are unlikely to have any direct effect in this respect.	0	None required
Fairness and inclusivity	To make London a fair and inclusive city where every person is able to participate, reducing inequality and disadvantage and addressing the diverse needs of the population.	Will it enable deficiencies of access to facilities to be positively addressed?	Improvements in accessibility will be provided, particularly by encouraging more active travel and improving rail station accessibility	+	None required

Topic	Objective	Assessment guide questions	LIP Long term proposals up to 2041		
			Assessment	Scale of Effect	Mitigation or Enhancement
Historic Environment	To conserve and enhance the existing historic environment, including sites, features, landscapes and areas of historical, architectural, archaeological and cultural value in relation to their significance and their settings.	Will it protect and enhance sites, features and areas of historical, archaeological and cultural value/potential?	Dependent on the location of the schemes delivered.	?	None required.
		Will it improve the wider historic environment and sense of place?	Removal of Lea Bridge Road Roundabout, creation of Clapton town centre and similar measures will create a better sense of place.	+	None required.
		Will it protect and enhance the historic environment, including removing barriers to use from vulnerable communities and at-risk groups?	Dependent on the location of the schemes delivered.	?	None required
		Will it protect and enhance valued/important historic environment and streetscape settings through inclusive design and management?	Dependent on the location of schemes brought forward.	?	None required.
Mental and physical Wellbeing	To improve the mental and physical health and wellbeing of Londoners and to reduce health inequalities across the city and between communities.	Will it improve connectivity to key services by promoting active modes of transport, thereby helping to reduce emissions from road transport	Implementation of new cycling and walking links and facilities. Creation of Clapton town centre and similar measures will improve the sense of community, support for active travel and enhanced urban realm will support mental and physical wellbeing.	++	None required
		Will it help to reduce health inequalities and their key contributory factors for all Londoners?	Measures are unlikely to have any direct effect in this respect.	0	None required

Topic	Objective	Assessment guide questions	LIP Long term proposals up to 2041		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it reduce at risk and vulnerable groups' exposure to poor air quality?	Poor air quality is unlikely to be reduced to any notable extent in addition to the effects of changes in vehicle technologies and other MTS policies.	0	None required
		Will it reduce flooding, heat and drought risk for at risk and vulnerable communities?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it improve access to greenspaces for recreational and health benefits?	Development of walking and cycling links to green areas across the borough along with measures supporting walking and cycling will improve access to green spaces for recreation and health benefits.	+	None required
		Will it help to reduce the number of people dying prematurely from preventable causes such as extreme heat and poor air quality?	Measures are unlikely to have any direct effect in this respect.	0	None required
Natural Capital and Natural Environment	To protect, connect and enhance London's natural capital (including important habitats, species and landscapes) and the services and benefits it provides, delivering a net positive outcome for biodiversity	Will it enhance the potential for the green space network to provide ecosystem services?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it protect and improve the quality and extent of sites of importance for nature conservation and help restore wildlife habitats?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it provide opportunities to enhance the natural environment or restore wildlife habitats?	Measures are unlikely to have any direct effect in this respect.	0	None required

Topic	Objective	Assessment guide questions	LIP Long term proposals up to 2041		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it protect and enhance the biodiversity of the region's waterbodies to achieve a good ecological status?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it increase the planting of green roofs, green walls and soft landscaping?	Dependent on the design of specific schemes delivered.	?	Encourage the design of measures to include green infrastructure.
		Will it create better access to green space to enhance mental and physical health benefits for all Londoners, particularly those with existing mental health conditions?	Development of green lanes which connect green areas across borough along with measures supporting walking and cycling will improve access to green spaces for benefits of all Londoners	+	None required
		Will it result in a greener public realm that can enhance mental health benefits?	Measures will support this.	+	None required.
Noise and vibration	To minimise noise and vibration levels and disruption to people and communities across London and reduce inequalities in exposure	Will it improve access to quiet and tranquil places for all?	Schemes connecting green spaces with walking and cycling links and enhanced public realm will improve access to quiet and tranquil places for all.	+	None required
		Will reduce levels of noise generated?	Proposed railway schemes might lead to increase the level of noise. However other measures supporting active travel and enhanced urban realm will support noise reduction.	0	None required

Topic	Objective	Assessment guide questions	LIP Long term proposals up to 2041		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it reduce inequalities in exposure to ambient noise?	Schemes supporting green development lanes, active travel enhanced urban realm will support noise reduction including inequalities in ambient noise exposure	+	None required
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Measures will not specifically protect vulnerable groups at risk from impacts of noise pollution.	0	None required
		Will it reduce night time noise in residential areas?	Depends on design of the specific measures/ transport schemes.	0?-	Ensure design of new schemes includes appropriate noise mitigation
		Will it reduce the number of people exposed to high levels of noise with the potential to cause annoyance, sleep disturbance or physiological effects?	Measures will not specifically reduce the number of people exposed to high levels of noise.	0	None required
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Measures will not specifically protect vulnerable groups at risk from noise pollution.	0	None required
Safety and security	To contribute to safety and security and generate the perceptions of safety;	Will it promote the design and management of green spaces that helps to reduce crime and anti-social behaviour?	Dependent on the design of specific measures.	?	Encourage designs to include measures for increased electronic and natural surveillance. Measures focused on areas with highest levels of crime and anti-social behaviour.

5.10 Matrix 7. LIP Short Term Proposals

Table 5.11: SEA Matrix 7. LIP Short Term Proposals.

Topic	Objective	Assessment guide questions	LIP Short Term Proposals		
			Assessment	Scale of Effect	Mitigation or Enhancement
Air Quality	To reduce emissions and concentrations of harmful atmospheric pollutants, particularly in areas of poorest air quality, and reduce exposure	Will it help to reduce emissions of priority pollutants (e.g. PM ₁₀ , NO _x , NO ₂)?	Reductions in pollutant emissions will result from measures.	+	None required
		Will it help to achieve national and international standards for air quality?	The objective is broadly positive but the scale of interventions are unlikely to impact at the national level.	0	None required
		Will it reduce the number of people exposed to poor air quality, particularly for vulnerable communities and 'at risk' groups?	Numbers of people exposed to poor air quality are unlikely to reduce in the short term.	0	None required
		Will it result in air quality changes which negatively impact the health of the public?	Air quality will improve, although not significantly in the short term.	0	None required
		Will it reduce the number of premature deaths caused by poor air quality?	Number of premature deaths unlikely to reduce in the short term.	0	None required
		Will it improve air quality around areas which may have high concentrations of vulnerable people such as schools, outdoor play areas, care homes and hospitals?	Numbers of people exposed to poor air quality are unlikely to reduce in the short term.	0	Measures focused on areas near schools, outdoor play areas, care homes and hospitals.

Topic	Objective	Assessment guide questions	LIP Short Term Proposals		
			Assessment	Scale of Effect	Mitigation or Enhancement
Attractive neighbourhoods	To create attractive, mixed use neighbourhoods, ensuring new buildings and spaces are appropriately designed that promote and enhance existing sense of place and distinctiveness, reducing the need to travel by motorised transport.	Will it protect and enhance the character, integrity and liveability of key streetscapes and townscapes, including removing barriers to use?	Measures will protect and enhance character, integrity and liveability of areas where implemented, including key destinations in the borough.	++	Measures focused on key streetscapes and townscapes.
		Will it improve the use of the urban public realm by improving its attractiveness and access?	Measures will improve attractiveness and access to areas where implemented, including key destinations in the borough.	++	None required
Climate change adaptation	To ensure London adapts and becomes more resilient to the impacts of climate change and extreme weather events such as flood, drought and heat risks	Will it protect London from climate change impacts?	GHG emissions unlikely to be significantly reduced in the short term.	0	None required
		Will it help London function during extreme weather events (e.g. heat, drought, flood) without impacts on human health and/or well-being?	No direct effects on these factors.	0	None required
		Will it reduce health inequalities and impacts on vulnerable groups / communities and at risk groups?	Health inequalities unlikely to be reduced in the short term.	0	None required
		Will it improve access to services during severe weather events?	Unlikely to have any direct impact in this respect.	0	None required
		Will it reduce exposure to heat during heatwaves?	Unlikely to have any direct impact in this respect.	0	None required
		Will it enable those vulnerable during severe weather events to recover?	Unlikely to have any direct impact in this respect.	0	None required

Topic	Objective	Assessment guide questions	LIP Short Term Proposals		
			Assessment	Scale of Effect	Mitigation or Enhancement
Climate change mitigation	To help tackle climate change through reducing greenhouse gas emissions and moving towards a zero carbon London by 2050	Will it help reduce emissions of greenhouse gases (including from transport), and help London meet its emission targets?	GHG emissions unlikely to reduce significantly in the short term.	0	None required
		Will it reduce health inequalities and impacts on more vulnerable communities and at risk groups	Unlikely to have any direct impact in this respect.	0	None required
Energy use and supply	To manage and reduce demand for energy, achieve greater energy efficiency, utilise new and existing energy sources effectively, and ensure a resilient smart and affordable energy system	Will it reduce the demand and need for energy, whilst not leading to overheating?	Unlikely to have any direct impact in this respect.	0	None required
		Will it promote and improve energy efficiency in transport, homes, schools, hospitals and other public buildings?	Unlikely to have any direct impact in this respect in the short term.	0	None required
		Will it increase the proportion of energy both purchased and generated from renewable and sustainable sources?	Unlikely to have any direct impact in this respect in the short term.	0	None required
		Will it encourage uptake of green/cleaner fuels and renewable energy provision across all transport providers and private cars?	Unlikely to have any direct impact in this respect in the short term.	0	None required
		Will it provide infrastructure to make a better use of renewable energy sources?	Unlikely to have any direct impact in this respect in the short term.	0	None required

Topic	Objective	Assessment guide questions	LIP Short Term Proposals		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it reduce health inequalities and impacts of fuel poverty on vulnerable communities and at risk groups?	Unlikely to have any direct impact in this respect in the short term.	0	None required
Fairness and inclusivity	To make London a fair and inclusive city where every person is able to participate, reducing inequality and disadvantage and addressing the diverse needs of the population.	Will it enable deficiencies of access to facilities to be positively addressed?	Improvements in accessibility will be provided along corridors, in neighbourhoods and key locations in the borough.	+	None required
Historic Environment	To conserve and enhance the existing historic environment, including sites, features, landscapes and areas of historical, architectural, archaeological and cultural value in relation to their significance and their settings.	Will it protect and enhance sites, features and areas of historical, archaeological and cultural value/potential?	Dependent on the location of schemes brought forward.	?	None required
		Will it improve the wider historic environment and sense of place?	Dependent on the location of schemes brought forward.	?	None required
		Will it protect and enhance the historic environment, including removing barriers to use from vulnerable communities and at risk groups?	Dependent on the location of schemes brought forward.	?	None required
		Will it protect and enhance valued/important historic environment and streetscape settings through inclusive design and management?	Dependent on the location of schemes brought forward.	?	None required.

Topic	Objective	Assessment guide questions	LIP Short Term Proposals		
			Assessment	Scale of Effect	Mitigation or Enhancement
Mental and physical Wellbeing	To improve the mental and physical health and wellbeing of Londoners and to reduce health inequalities across the city and between communities.	Will it improve connectivity to key services by promoting active modes of transport, thereby helping to reduce emissions from road transport	Active modes encouraged, and emissions reduced, but not significantly in the short term.	+	None required
		Will it help to reduce health inequalities and their key contributory factors for all Londoners?	Unlikely to have direct impacts on this in the short term.	0	None required
		Will it reduce at risk and vulnerable groups' exposure to poor air quality?	Unlikely to have direct impacts on this in the short term.	0	None required
		Will it reduce flooding, heat and drought risk for at risk and vulnerable communities?	Unlikely to have direct impacts on this in the short term.	0	None required
		Will it improve access to greenspaces for recreational and health benefits?	Depends on the location of schemes delivered.	?	Measures focused on areas near to greenspace.
		Will it help to reduce the number of people dying prematurely from preventable causes such as extreme heat and poor air quality?	Unlikely to have direct impacts on this in the short term.	0	None required
Natural Capital and Natural Environment	To protect, connect and enhance London's natural capital (including important habitats, species and landscapes) and the services and	Will it enhance the potential for the green space network to provide ecosystem services?	Measures will help deliver these, although not to a very significant extent in the short term.	+	None required.

Topic	Objective	Assessment guide questions	LIP Short Term Proposals		
			Assessment	Scale of Effect	Mitigation or Enhancement
	benefits it provides, delivering a net positive outcome for biodiversity	Will it protect and improve the quality and extent of sites of importance for nature conservation and help restore wildlife habitats?	Unlikely to have any direct impacts in this respect.	0	None required
		Will it provide opportunities to enhance the natural environment or restore wildlife habitats?	Unlikely to have any direct impacts in this respect.	0	None required
		Will it protect and enhance the biodiversity of the region's waterbodies to achieve a good ecological status?	Unlikely to have any direct impacts in this respect.	0	None required
		Will it increase the planting of green roofs, green walls and soft landscaping?	Unlikely to have any direct impacts in this respect.	0	None required
		Will it create better access to green space to enhance mental and physical health benefits for all Londoners, particularly those with existing mental health conditions?	Dependent on the design of specific schemes.	0	Encourage design of measures to include green infrastructure.
		Will it result in a greener public realm that can enhance mental health benefits?	Dependent on the design of specific schemes.	?	Ensure measures actively seek to incorporate greening and planting.
Noise and vibration	To minimise noise and vibration levels and disruption to people and communities across London and reduce inequalities in exposure	Will it improve access to quiet and tranquil places for all?	Unlikely to reduce noise levels significantly in the short term.	0	None required
		Will reduce levels of noise generated?	Unlikely to reduce noise levels significantly in the short term.	0	None required

Topic	Objective	Assessment guide questions	LIP Short Term Proposals		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it reduce inequalities in exposure to ambient noise?	Unlikely to reduce noise levels significantly in the short term.	0	None required
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Unlikely to reduce noise levels significantly in the short term.	0	None required
		Will it reduce night time noise in residential areas?	Unlikely to reduce noise levels significantly in the short term.	0	None required
		Will it reduce the number of people exposed to high levels of noise with the potential to cause annoyance, sleep disturbance or physiological effects?	Unlikely to reduce noise levels significantly in the short term.	0	None required
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Unlikely to reduce noise levels significantly in the short term.	0	None required
Safety and security	To contribute to safety and security and generate the perceptions of safety;	Will it promote the design and management of green spaces that helps to reduce crime and anti-social behaviour?	Measures will support these factors.	+	None required.

5.11 Monitoring

The LIP does not currently include specific proposals for environmental monitoring. However, in relation to the effects identified in the SEA, Temple and Steer recommend that key indicators from the set compiled by the London Sustainable Development Commission (LSDC) on Quality of Life issues be used by Hackney Council to monitor the environmental effects of the final LIP. The LSDC indicator set is designed to gauge how London is performing against key measures of a sustainable city that supports and enhances quality of life. It has been specifically designed to be used by policy-makers to monitor trends and to inform future policy-making.

The recommended indicators for monitoring are set out in **Table 5.12** below.

Table 5.12: Recommended indicators for monitoring the SEA for the LIP

No.	Indicator	Measure
	Environment	
1, 2	CO ₂ emissions	Total CO ₂ emissions in London
4	Oxides of nitrogen emissions	Tonnes of NO _x emitted in London
5	Particulate emissions	Tonnes of PM _{2.5} and PM ₁₀ emitted in London
8b	Flood risk (surface water)	Properties at risk of surface water flooding
	Social	
10	Healthy Life Expectancy	Healthy life expectancy at birth for men and women
N/A ¹⁴	Child Obesity	Percentage of overweight and obese children in Reception Year (aged 4-5) and Year 6 (aged 10-11)
15	Happiness	Self-reported levels of happiness
16	Satisfaction with London	% of Londoners satisfied with the capital as a place to live
18	Social integration	% of people who think their local area is a place where people from different backgrounds get on well together
	Economic	
19	Gross Value Added	Gross Value Added (GVA) per head (£) in London
20	Employment	Employment rate in London
24	Income inequality	Disposable income differentials in London
25	Child poverty	Children living in households below 60 per cent median income
27	London Living Wage	% of people earning less than London Living Wage (LLW) per hour in London

¹⁴

Department of Health

statistics on prevalence of childhood obesity available at www.data.london.uk.

6.0 Next Steps

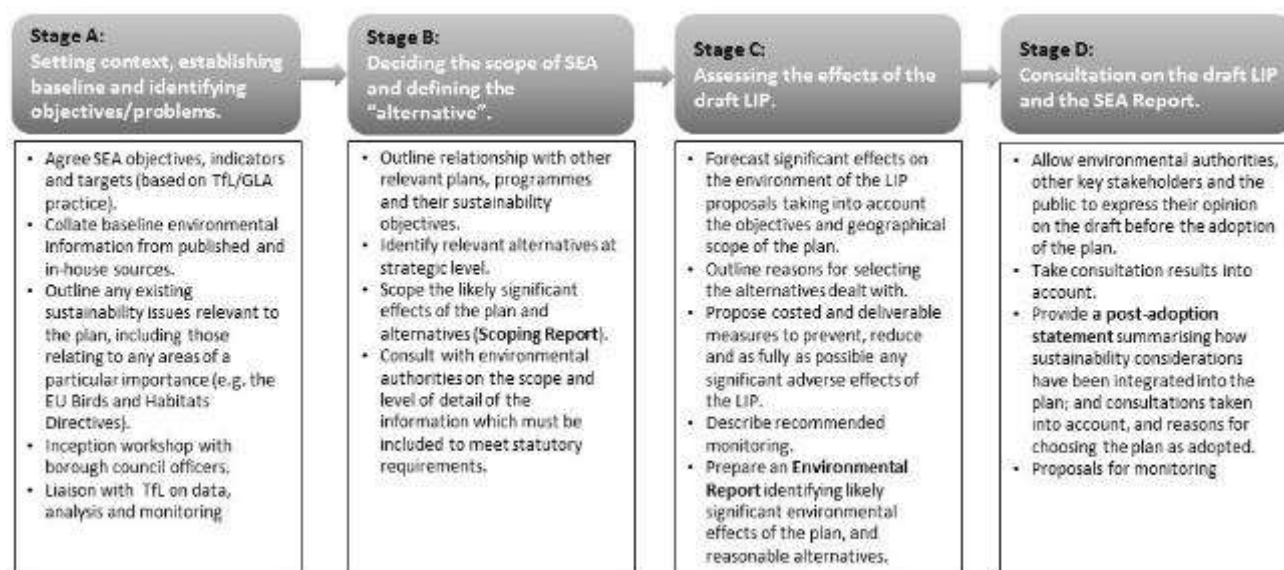
6.1 Development of the LIP

A draft of the LIP was submitted to Transport for London in November 2018 for comment. Taking account of the comments received from TfL together with the analysis presented in this Environmental Report, Hackney Council will make any revisions to the LIP that may be necessary and a final version will be approved in early 2019. The LIP will come into operation in April 2019.

6.2 Remaining Stages in the SEA Process

The stages that Temple and Steer are following in the SEA process are shown in **Figure 6.1** below.

Figure 6.1: Stages in the SEA Process



Adapted from: ODPM (2005) - **A Practical Guide to the Strategic Environmental Assessment Directive**

This Environmental Report represents the output from Stage C of the process illustrated above.

During Stage D, Temple and Steer will prepare the Post-Adoption Statement on behalf of Hackney Council, who will publish this in turn. The Post-Adoption Statement will clearly summarise the way that consultation has influenced the assessment process, demonstrate how feedback has been considered, identify changes that have been made and the reasons for choosing the preferred policies and options. We will ensure this is clearly and sensitively set out, avoiding potential difficulties with interested stakeholders.

In line with the requirements of the SEA Regulations, the Borough Council will monitor the effects of the LIP. This will feed into any future LIP progress reporting.

Appendix F - Equalities Impact Assessment Report

London Borough of Hackney Equality Impact Assessment Form

The Equality Impact Assessment Form is a public document which the Council uses to demonstrate that it has complied with Equality Duty when making and implementing decisions which affect the way the Council works.

The form collates and summarises information which has been used to inform the planning and decision making process.

All the information needed in this form should have already been considered and should be included in the documentation supporting the decision or initiative, e.g. the delegate powers report, saving template, business case etc.

Equality Impact Assessments are public documents: remember to use at least 12 point Arial font and plain English.

Title of this Equality Impact Assessment:

Equalities Impact Assessment for Local Implementation Plan 3 (2019-22)

Purpose of this Equality Impact Assessment:

The purpose of this draft Equality Impact Assessment is to assess the impact of Hackney's Local Implementation Plan 2019 - 2022 on the nine protected characteristics identified in the Public Sector Equality Duty. The Equality Duty requires public bodies to consider equalities and good community relations at every stage of the decision making process in order that the Council's policies and practices eliminate unlawful discrimination; advance equality of opportunity; and, foster good relations.

Officer Responsible

Name: Tobias Newland	Ext:8475
Directorate: Neighbourhoods and Housing	Department/Division: Streetscene

1. Summarise why you are having to make a new decision

The Mayor of London's Transport Strategy (MTS) was published in April 2017. Under the GLA Act (1999) London boroughs are required to produce a new Local Implementation Plan for Transport (LIP) saying how each borough will assist the Mayor in achieving his transport objectives in the MTS with the overarching aim being a shift towards sustainable transport use in London so that 80% of all London journeys are by walking, cycling or public transport by 2041.

The LIP also aims to support other Hackney Council policies, strategies and initiatives to contribute to addressing the overall aim to reduce inequality and social exclusion within communities and between Hackney and the rest of the country.

It explains the relationship between Hackney's transport objectives and practices within the borough's current Sustainable Community Strategy and proposed Local Plan 33. It also demonstrates our commitment to promote sustainable modes of travel and the integration of transportation into the Council's key services and delivery areas.

The LIP must contain three distinct sections

- A list of 'Borough Transport Objectives' which are informed by data and reflect the priorities identified in other local plans and strategies and covering the period 2019 to 2022 and a longer term perspective looking forward to 2041 reflecting the timeframe of the MTS. Hackney has been assisted in this process by the fact that, unlike many other boroughs, it has relatively recently produced its own Hackney Transport Strategy (2015-2025) which covers the period of the LIP.
- A Delivery Plan detailing how these objectives will be achieved, and in particular how TfL funding will be allocated. The delivery plan sets out schemes and initiatives to be taken forward by the council over the next three years using core LIP

funding from TfL as well as but also how alternative sources of funding from a variety of funding bids; non-core TfL funding and developer contributions. In addition currently unfunded and aspirational schemes are described for the medium and long term. Details of this are given in **Chapter Three** of the LIP.

- A Performance Monitoring Plan illustrating how progress towards achieving the objectives will be measured. This includes targets for a number of mandatory performance indicators set by TfL, alongside Hackney's local indicators and targets. **Table 6** on pages 104-113 of the LIP shows a full table of MTS and borough performance indicators

Borough transport objectives

A key local source for Hackney's new LIP was the Hackney Transport Strategy (2015-2025) whose outcomes and targets have been reviewed and refreshed in the light of newly available data. The Hackney Transport Strategy contains six plans including a Liveable Neighbourhoods Plan; a Walking Plan; a Cycling Plan; a Road Safety Plan; a Public Transport Plan and a Sustainable Development SPD. Development management guidelines contained in draft Hackney Local Plan 33 have also been drawn on extensively. On a London level as well as the MTS reference has been made to the draft London Plan as well as a variety of other London Mayoral strategies.

This chapter of the LIP is structured along the lines of the nine broad outcomes put forward in the MTS along with a section on the modal shift required to meet the overarching 80% sustainable transport aim. The Hackney response to each is outlined below.

Changing the Transport Mix

This section sets a 91% sustainable transport mode share for Hackney in 2041 and includes a variety of medium term walking and cycling targets needed to achieve this as well as a couple of engineering/travel demand management approaches that might be used to achieve this - road space reallocation and road user charging.

1. London's streets will be healthy and more Londoners will travel actively

Outlines how Hackney will create Liveable Neighbourhoods and increase levels of physical activity through encouraging walking, cycling and public transport. It will shape all of its proposals for the street environment and public realm using the Healthy Streets criteria¹⁵. Key initiatives discussed include improving air quality; 'filtering'; on-street cycle parking; car-free streets; timed road closures to help children to travel to schools safely and to play on local streets. To do this it will be necessary to reduce levels of motor traffic and on-street car parking in order to address some the problems created by car traffic such as traffic accidents, congestion and poor air quality.

2. London's streets will be safe and secure

Describes how Hackney is working to reduce road danger and traffic collisions through adopting a Vision Zero approach. Building on Hackney's existing road safety targets, it charts a path to completely eliminating deaths and injuries from road accidents by 2041. Protecting vulnerable road users (pedestrians, cyclists and riders of mopeds and motorbikes) is one of its key priorities. It also addresses reducing crime and the fear of crime on Hackney's streets and its transport network and the link between these issues and promoting sustainable transport choices.

3. London's streets will be used more efficiently and have less traffic on them

Expands on how Hackney will tackle traffic congestion in the borough through reducing the volume of motor traffic on its streets by reducing unnecessary trips and ensuring that those journeys that do take place use space efficient forms of transport such as buses, bicycles and car sharing vehicles as far as possible. Measures proposed include the strong management of parking and tackling rat running traffic passing through residential areas as well as reducing the level of private ownership of cars by individuals. Part of this

¹⁵ Healthy Streets audits involve a thorough quantitative assessment of ten key metrics of street design and the resultant use of the street including clean air; easy to cross; shade and shelter; used by pedestrians from all walks of life; places to stop; not too noisy; people choose to walk and cycle; people feel safe; things to see and do and people feel relaxed.

work stream involves looking at reducing, retiming and consolidating freight deliveries.

4. London's streets will be clean and green

Hackney is focused on tackling the urgent issue of poor air quality on its streets (caused by emissions of NOx, CO2 and particulates and 50% of which comes from transport) which is now believed to kill more people than car crashes. The use of electric vehicles is being encouraged through the installation of charging points on the streets including rapid charging points and facilities which allow EVs to be charged from lamp columns. The shift to low emission vehicles is also being accelerated by making the drivers of polluting vehicles pay a fee for the harm they cause. The borough has been successful in its lobbying to extend the Ultra Low Emission Zone (ULEZ) to cover the whole of Inner London including all of Hackney. The borough and has now introduced even stricter emission controls in Shoreditch and the City Fringe area. Greening and the planting of trees is also a key part of creating Healthy Streets and Liveable Neighbourhoods and Hackney is committing to increasing its tree canopy coverage; introduce sustainable drainage to prevent floods and improve links between parks and open spaces.

5. The public transport network will meet the needs of a growing London

Hackney will continue to push to improve its public transport services to support its growing population. It will continue to work to support the development of Crossrail 2 including a new transport hub at Dalston and an eastern branch to the project to serve Hackney Central and Hackney Wick.

6. Public transport will be safe, affordable and accessible to all

Describes the borough's commitment to make the transport system accessible to all whether this is in the physical sense of accessibility, of having access to train stations that do not require passengers to climb stairs or the economic sense of the word: affordability. Have completed its bus stop accessibility programme, Hackney now aims to have make all of its train stations Step Free beginning with Hackney Downs and Dalston Kingsland. The borough also commits to improving the transport services available to the mobility impaired through Dial-a-Ride and other Community Transport Services.

7. Journeys by public transport will be pleasant, fast and reliable

In this section the desire to increase local public transport usage is described with particular emphasis on improving and protecting the bus network through improving bus speeds including extending the use of bus priority where appropriate. The borough will also continue to support capacity upgrades for the London Overground. The borough will also work to extend the effective area served by its local stations by installing and improving cycle parking hubs.

8. Active, efficient and sustainable travel will be the best option in new developments

Hackney's is focused on the need to ensure that new housing, commercial and industrial development does not add to problems on the congested road network and that the design of new developments works to enable this. At the core of this is that no new (non-disabled) car parking will be provided on new residential developments. Minimising the impacts of freight deliveries to new developments is another key aim of the plan including deliveries during the construction phase.

9. Transport investment will unlock the delivery of new homes and jobs

This section looks at the links between new development and transport infrastructure in a broader strategic sense that new high trip-

generating development needs to be located in areas of high public transport accessibility. Growth areas outlined in Hackney's Local Plan (such as Dalston, Hackney Central and the City Fringe) are linked to the borough's transport aspirations. A key consideration is how Crossrail 2 will enable densification and sustainable transport-oriented development in station catchment areas.

Statutory context

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 document sets out long terms goals and transport objectives for the London Borough of Hackney for the next 20 years, and includes delivery proposals for the period 2019/20 - 2021/22 and the targets and outcomes the borough are seeking to achieve. A more detailed delivery plan is provided for the financial year 2019/20.

Hackney's Transport Strategy was adopted in 2015 and covers a 10 year period 2015-2025 and has as its overarching vision

“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 resident, 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”

Objectives from the Hackney's Transport Strategy, which predates the MTS but largely aligns with it due to Hackney being a leading borough in sustainable transport, are extensively referenced throughout.

This LIP identifies how the London Borough of Hackney will work towards achieving the MTS goal of achieving an 80% walking, cycling and public transport mode share across London by 2041 by developing local priorities and targets to assist with this aim.

Local approval process

The Hackney Transport Strategy was approved by Cabinet in October 2015 following full public consultation in 2014. This document covers the period between 2015 and 2025 and therefore has been drawn from for the development of LIP3 and policies stated in Hackney Transport Strategy are evident in this document.

Full public consultation on the Local Implementation Plan took place between November 2018 and January 2019. The consultation appeared on the borough's website, and was available for any member of the public to respond to. The results from the public consultation were used to update the plan and a full consultation report was produced and published on the council's website.

The consultation appeared on the borough's website, and was available for any member of the public to respond to.

It is proposed that the Final LIP will be considered by the Cabinet in March 2019.

Statutory consultation

The GLA Act 1999 places a duty on boroughs, when preparing a LIP, to consult with the following organisations:

- The relevant Commissioner or Commissioners of Police for the City of London and the Metropolis
- TfL
- Such organisations representing disabled people as the boroughs consider appropriate
- Other London boroughs whose area is, in the opinion of the council preparing the LIP, likely to be affected by the plan
- Any other body or person required to be consulted by the direction of the Mayor

Stakeholder organisations

In addition, Hackney consulted directly with a variety of representative bodies with the council writing to each organization drawing attention to the consultation and where it could be found on the borough's website and the closing date for responses.

These organisations fall in the following categories:

- Statutory consultees (listed above)
- Policy bodies
- Non-statutory consultees
- National agencies
- Transport and environment groups
- Business groups
- Community groups
- Residents' groups and associations

Statutory duties

As well as meeting its statutory duties the borough has commissioned a strategic environmental assessment (SEA) and, as recommended, has produced this equality impact assessment (EQIA) on the proposals contained in its LIP. These assessment consider the impact of the LIP outcomes and programmes on the environment and demographic and social groups in the borough and recommend changes and mitigations where appropriate.

The draft EQIA and a SEA Scoping Report were made available on the borough's website during the consultation period. This final version of the EQIA has been amended in the light of responses received during the consultation in early 2019 in tandem with amendments made to comply with the mitigation recommended by when the main Environmental Report of the Strategic Environmental Assessment. Following the adoption of the LIP the final part of the Strategic Environmental Assessment will be the publication of a post adoption statement which will also be published on the Council's website

LIP approval

Hackney will submit its final LIP to the Mayor in March 2019 and expects approval at the end of the month.

2. Who are the main people that will be affected?

It is considered that because the scope of the document is borough-wide; all members of the public, residents, workers and visitors of the Borough as well as business and partner organisations could be potentially affected.

How relevant is the LIP to the following equality strands?

	Age	Disability	Gender	Gender identity	Race	Religion / Belief	Sexual Orientation	Pregnancy & Maternity
Relevance	High	High	High	Medium	Medium	Medium	Medium	Medium

Demographic context and transport issues

Age

Hackney's population is growing rapidly; at the present rate of growth the population will reach 317,000, a growth of 43,000, by 2033. Hackney is a young borough. The 43% of Hackney's population in their 20s and 30s is one of the highest in the country and compares to just 24% in this age group nationally and 40% in Inner London. A further 25% of the population is under 20. And there are fewer older people; with the 7% of Hackney's population aged over 65 being just one-third of the national figure of 21% (9% in Inner London).¹⁶ The proportion of older people in the borough is expected to rise.

The health of young and old are impacted disproportionately from the effects of poor air quality. The LIP3's objectives to improve air quality through expanding electric vehicle charging infrastructure; timed street closures and prioritising sustainable travel over private motor travel will particularly benefit these groups. Schemes that target improved footway improvements, crossing facilities are also important to both young and old, while improving accessibility to bus services and other forms of public transport are equally important to older people and parents with young children. The LIP's focus on Vision Zero (working to eliminate deaths and serious injuries from road traffic collisions by 2041) should help to reduce the number and severity of road traffic accidents for young and old.

Older people are more likely to feel vulnerable and suffer from mobility issues so measures outlined in the LIP3 for Healthy Streets incorporating improved crossings; less traffic dominated streets; footway improvements and better lighting are likely to benefit this group as are the installation of accessible stations.

Younger people are also more likely to walk or cycle than other groups, so measures that aim to improve walking and cycling for the wider community will particularly benefit this group. The school travel plan and School Streets programmes will assist those young people who are at school and encourage them to travel more healthily. Outside of the educational environment, Play Streets will be of benefit to this group.

¹⁶ <https://www.hackney.gov.uk/media/2664/Facts-and-figures/pdf/facts-and-figures>, ONS 2016 Mid-Year Estimates, ONS, June 2017 and also London's Population by Age <https://www.trustforlondon.org.uk/data/londons-population-age/> citing ONS 2016 Mid-Year Estimates.

Disability

In November 2017, 4.1% of the local population (11,234 people) were claiming Disability Living Allowance or Attendance Allowance. In the 2011 Census, 14.6% of Hackney respondents said they a long-term illness that limited their daily activities in some way, compared with 13.6% for London and 17.9% for England and Wales.

There are an estimated 12,102 disabled children (aged 0-19) in Hackney and the City of London.¹⁷ Estimates suggest that 2.4% of adults in City and Hackney have a learning disability (ranging from 2.6% in those aged under 45, to 1.8% in those aged 85+) - this equates to 4,937 people in Hackney.¹⁸

Hackney's lower than average rates for disability and long-term illness are likely to be due to its relatively young population, as disability rates tend to increase with age. Some 7% of Hackney's residents provide at least one hour's unpaid care and support each week to a friend, neighbour or relative because of illness or old age.¹⁹ This is a smaller proportion than for London or in England and Wales. Again, this is likely to be because Hackney has a much lower older age population than on average.

The main modes of transport used by disabled Londoners at least once a week are walking (78%), bus (55%), car as a passenger (44%) and car as a driver (24%). Disabled Londoners are most likely to use public transport for the purposes of shopping, personal business and leisure. They are considerably less likely to commute than non-disabled Londoners due to lower rates of employment (partly due to the older age profile of disabled people).

While barriers to public transport use are dependent upon their physical impairment the most commonly raised issues include; varying levels of physical accessibility of the transport system, over-crowding; concerns over anti-social behaviour and crime and accessibility of public transport information.

Within Hackney, common barriers to travel raised by groups representing disabled people include; obstructions to movement caused by cars parked on the pavement, off-carriageway cycle parking and poorly located advertising boards, accessibility to the Overground

¹⁷ LB Hackney, Disabled Children's Needs Assessment for London Borough of Hackney and the City of London, 2017

¹⁸ LB Hackney, Adult Learning Disability Needs Assessment, 2015

¹⁹ ONS Census, 2011

network and bus stops; difficulties with pedestrian crossings and dropped kerbs; lack of street seating and concerns with shared surface schemes. There are also some concerns raised about the reliability of Dial-a-ride, Community Transport and Taxicard services and fears over the loss of ticket hall staff at public transport stations. Those that use cars have called for more parking bays dedicated to disabled people. Similarly, the needs of non-cohabiting carers parking permits may be an issue.

It is important to ensure that the street environment within the borough is suitable for all users through the removal of unnecessary barriers to movement. Disabled people will particularly benefit from those elements of the plan that improve the accessibility of public transport and the overall public realm and efforts to reduce conflicts between pedestrians and cyclists. The LIP must also look to balance the needs between discouraging the use of private car journeys in the borough and facilitating the travel requirements for vulnerable residents including carers.

Race and Ethnicity

Just over a third (36%) of respondents to the 2011 Census in Hackney described themselves as White British. The remainder was made up of Black and minority ethnic groups, with the largest group Other White, followed by Black African, 11.4%. The number of Black Caribbean people fell slightly in the first decade of the century. They made up 7.8% of Hackney's population, as opposed to 10.3% in 2001.

Hackney is home to a number of smaller national and cultural communities. Hackney has the largest group of Charedi Jewish people in Europe who predominately live in the North East of the borough and represent an estimated 7.4% of the borough's overall population²⁰.

Hackney also has a well-established Turkish and Kurdish community; At least 5.6% of the Hackney population describe themselves as Turkish, Turkish Cypriot or Kurdish (according to the 2011 Census). These populations are often captured in the White British/Other White, Other Ethnic Group or, for Turkish people, Arab. Other significant communities in Hackney include Chinese, Vietnamese and Eastern Europeans especially Polish, Western Europeans particularly Spanish and French people, Australasians and residents from North, and Latin America.

²⁰ Mayhew population estimate, 2011

Ethnic Breakdown of Hackney's Population (Census 2011)

Ethnic Group	Hackney %	London %	England %
White: English/Welsh/Scottish/Northern Irish/British	36.2	44.9	79.8
White: Irish	2.1	2.2	1.0
White: Gypsy or Irish Traveller	0.2	0.1	0.1
White: Other White	16.2	12.6	4.6
Mixed/multiple ethnic group: White and Black Caribbean	2.0	1.5	0.8
Mixed/multiple ethnic group: White and Black African	1.2	0.8	0.3
Mixed/multiple ethnic group: White and Asian	1.2	1.2	0.6
Mixed/multiple ethnic group: Other Mixed	2.0	1.5	0.5
Asian/Asian British: Indian	3.1	6.6	2.6
Asian/Asian British: Pakistani	0.8	2.7	2.1
Asian/Asian British: Bangladeshi	2.5	2.7	0.8
Asian/Asian British: Chinese	1.4	1.5	0.7
Asian/Asian British: Other	2.7	4.9	1.5

Black/African/Caribbean/Black British: African	11.4	7.0	1.8
Black/African/Caribbean/Black British: Caribbean	7.8	4.2	1.1
Black/African/Caribbean/Black British: Other Black	3.9	2.1	0.5
Other ethnic group: Arab	0.7	1.3	0.4
Other ethnic group: any other ethnic group	4.6	2.1	0.6

Minority ethnic groups have relatively low access to cars and generally are more likely to work unsociable hours when the level and frequency of public transport services are less than during peak periods. The use of cars is higher amongst Asian Londoners compared to other minority ethnic groups (38% of Asian Londoners drive a car at least once a week compared to 25% of black Londoners). The use of cars amongst all ethnic minority groups is lower than for white Londoners

Some black and minority ethnic (BAME) groups tend to have lower levels of active travel and suffer disproportionately from obesity and being overweight. BAME groups will generally benefit from the policies in the LIP that promote improvements to public transport and those elements that will improve service reliability, safety and security.

People from the BAME backgrounds want to be able to feel safe from harassment and abuse when accessing public transport or as pedestrians on the street. General improvements to safety, such as improved street lighting and a well-frequented quality public realm will help to achieve this. The LIP's emphasis on walking and cycling will also help in addressing low levels of active travel by the group.

Gender

There are slightly more females than males currently living in the borough. Some 137,235 residents are female, 50.2% of the

population, and 136,291 residents are male, 49.8%²¹

Women generally have lower levels of access to cars than men and are more likely to travel by bus, where men are more likely to travel by train, underground or car. Personal safety in public spaces and on public transport is often felt to be an issue particularly for women. Poor design of street lighting or bus shelters may increase feelings of vulnerability and result in a reduced sense of personal security. Objectives and actions in our LIP that have help address personal security concerns, particularly whilst travelling after dark, are an important aspect for this group. These may include the provision of taxi-ranks, mini-cabs and safe public transport options at night and from busy areas of our night time economy.

Gender re-assignment

Data on the transgender population is not available at a borough level. The Gender Identity Research and Education Society GIRES, currently estimate there are 650,000 (1% of the population) whose gender identity is incongruent with their assigned gender. This equates to around 2,700 people in Hackney. According to NHS England data, numbers seeking medical support are lower, although increasing by 20% each year.²²

Within this group will be people who do not identify with a specific gender. The Practical Androgyny website estimates that around 0.4% of the UK population, 1 in 250 people in the UK is Non-Binary.²³ This equates to around 1,200 people in Hackney.

Safety and security on trains, buses and stations is known to be of concern to people from this group who often feel vulnerable to attack. An online government survey on transgender issues highlighted that respondents feared most for their safety on the streets and using public transport.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/85499/transgender-survey.pdf

²¹ ONS, Mid-Year Population Estimates 2017

²² GIRES, Written Evidence to the Women and Equality Parliamentary Select Committee, 2015

²³ Practical Androgyny, How Many People in the United Kingdom are Non-Binary, 2014

Many of the same situations that apply to women, faith groups and minority ethnic groups will also therefore apply to this group.

Religion and belief

Hackney's communities represent a diversity of religions and beliefs. Nearly 40% say that they are Christian, 28% say they have no religious belief, 14% say they are Muslim and 6% say they are Jewish. Hackney has significantly more people of the Jewish and Muslim faiths and a higher proportion of people with no religion and those who did not state a religion than London and the UK.

Religion and Belief (Census 2011)

Religion	Hackney %	London %	England %
Christian	38.6	48.4	59.4
Buddhist	1.2	1.0	0.5
Hindu	0.6	5.0	1.5
Jewish	6.3	1.8	0.5
Muslim	14.1	12.4	5.0
Sikh	0.8	1.5	0.6
Other religion	0.5	0.6	0.4
No religion	28.2	20.7	24.7
Religion not stated	9.6	8.5	7.2

The impact of anti-social behaviour on faith groups tends to relate to visible signs of a person's faith and is often linked to ethnic minority groups. While in many cases, the objectives and proposals outlined in the LIP are likely to benefit different faith groups in much the same way as other target groups in many cases this will vary dependent on faith and customs of the individual and groups involved.

Trips where a large number of people travel to other destinations, including sites of worship, can have a significant impact on travel movements. Other factors to consider may include; the times that services are held -often these will be outside the peak 'rush hour' timings which may mean that public transport is less crowded, but also it may run less frequently, making alternatives to the car potentially less attractive/viable compared to people travelling to their place of work; the size of the groups travelling (typically a family as opposed to an individual) and cultural and religious customs e.g. in some interpretations of Jewish law, operating a motor vehicle constitutes multiple violations of the prohibited activities on Shabbat (the Jewish holy day). Such issues are very much on a case-by-case basis and may need to be researched and discussed with the relevant groups involved e.g. through a site or faith-specific Travel Plan.

Sexual orientation

The July 2017 GP patient survey indicated that, in Hackney there were comparatively high numbers of people who identify as gay or lesbian (5%), bisexual (1%), other (3%). In addition a further 11% preferred not to say. These figures may also under-represent the size of this population, given the problems involved in disclosure of sexual orientation. Some 2.7% of respondents to the Office for National Statistics Household Survey for the year to December 2016 from London identified as Lesbian, Gay or Bisexual.

Safety and security on trains, buses and stations is known to be of concern to people from this group who cite fear of intimidation and/or abuse as a potential barrier to travel (TfL, 2012, p9). Many of the same situations that apply to women, faith groups, and minority ethnic groups will also therefore apply to people in this community.

Pregnancy and maternity

There were 4,447 live births to women in Hackney in 2016. The fertility rate for Hackney is 59.7 live births per 1,000 women of child-bearing age compared to 55.1 in London and 62.5 in England.²⁴ In some parts of Hackney fertility rates are amongst the highest in London, particularly in certain wards in the north-east of the borough.²⁵

Many of the issues raised earlier about public transport and the public realm that impact on woman, disabled people and older people are relevant here. Research undertaken by TfL before the launch of the Baby on Board badge schemes in 2006 showed that pregnant women often felt awkward - even intimidated - having to ask if they could sit down on public transport. Given that women are often the primary care givers for young children, projects that promote more accessibility and ease of movement will have a positive impact on the general population including pregnant women and parents with young children. Improvements such as dropped kerbs, new paving, reduced gradients and the installation of Equality Act 2010 - compliant infrastructure at bus stops and rail stations will improve accessibility for parents travelling with young children in pushchairs.

Key transport issues relating to EIA groups.

The key transport issues relating to this EIA include; improving accessibility for all to employment, essential services and leisure facilities, road safety, personal security and environmental concerns such as public realm and air quality improvements. The table below provides a summary of the expected impacts of the LIP (2019-2022).

²⁴ ONS, Live Births by Area of Usual Residence, 2016

²⁵ ONS, Births and Deaths by Ward, 2015

ANALYSING THE ISSUES

3. What research or consultation(s) have been carried out?

The draft LIP has been informed through a thorough analysis of past, previous and predicted transport trends, through analysis of Census data and review of national, regional and sub-regional policy and guidance that were in themselves, subject to EIAs for example, the Mayor of London's Transport Strategy (MTS) and the Council's Transport Strategy [2015-2025].

4 (a) What positive impact could there be overall, on different equality groups, and on cohesion and good relations?

The LIP prioritises walking, cycling and public transport in addition to improving road safety, our public realm and reducing pollution and harmful emissions suggesting that the overall equalities impact will be generally positive. The overall impact of the Strategy should result in a more accessible borough for all groups to move around easily through a choice of transport modes. The LIP will build on the progress that the Transport Strategy [2015-2025] and LIP 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.

Examples of how some of the LIP's policies and proposals are expected to impact on specific EIA groups can be summarised as follows:

Assessment of the LIP's objectives on equality groups.

Key: P - Positive Impact; N – Neutral Impact; A – Adverse Impact

Objective	Age	Disability	Gender	Gender Reassignment	Race	Religion and beliefs	Sexuality	Pregnancy and maternity	Commentary
1. Reallocation of Road Space The council will continue to reallocate carriageway road space from private motor vehicles to cycle route provision or cycle parking, walking or bus infrastructure. (C08)	P	P	P	P	P	P	P	P	Pedestrian, Cycle and bus infrastructure improvements should benefit all groups but particularly older persons, parents with young children and those with mobility impairments. All decisions about reallocation of road space need to take into account the needs of elderly and mobility impaired.
2. To increase walking levels in Hackney for journeys to work, recreation and education and to our town centres by promoting modal shift	P	P	P	P	P	P	P	P	Increased walking has health benefits and contributes to fewer motorised journeys. All sectors of the community would benefit from better air quality and

Objective	Age	Disability	Gender	Gender Reassignment	Race	Religion and beliefs	Sexuality	Pregnancy and maternity	Commentary
from private vehicles and buses. (W)									safer roads arising from less traffic.
3. Ensure that the needs of older people and those with visual and mobility impairments are considered in all plans and proposals to upgrade the public realm. (W)	P	P	N	N	N	N	N	P	The benefit to older and disabled people is clear from this objective, but many of the benefits will extend to all groups.
4. To make Hackney's roads the most attractive and safest roads for cycling in the UK, and a place where it is second nature for everyone to cycle, no matter what their age, background or ethnicity.	P	P	P	P	P	P	P	P	Increased cycling has health and congestion reduction benefits - these include improved air quality and a safer environment. This will be of benefit to all groups. Improvements to cycle infrastructure will be sensitive in particular to the needs of pedestrians and public transport users.

Objective	Age	Disability	Gender	Gender Reassignment	Race	Religion and beliefs	Sexuality	Pregnancy and maternity	Commentary
<p>5. Reduce the dominance of vehicles to support more sustainable transport options. Hackney will explore the use of road user charging with the Mayor of London and neighbouring boroughs. (LN23)</p>	P	P	P	P	P	P	P	P	<p>Reducing the dominance of vehicles is a key enabler for sustainable transport, however as above it is accepted some mobility impaired people may continue to be dependent on motorised modes to an extent and their needs would need to be taken into account through discounts and exemptions for any proposed scheme. This would enable them to fully benefit from the air quality and decongestion benefits which would be the key aim of any road user charging scheme. In addition behaviour change which road charging is designed to achieve may be more difficult among groups with large families such as the Charedi Jewish</p>

Objective	Age	Disability	Gender	Gender Reassignment	Race	Religion and beliefs	Sexuality	Pregnancy and maternity	Commentary
									population who in some cases are currently quite car dependent.
6. Transport will play an important role in improved resident's health and wellbeing as well as tackling obesity levels through higher rates of active travel (HTS)	P	P	P	P	P	P	P	P	Improved health through active travel will have positive impacts for all EQIA groups particularly those groups in Hackney that have been identified as having particular issues with Type 2 diabetes and obesity. Efforts to promote active travel need to be sensitive to the needs of the elderly and mobility impaired.
7. Hackney will continue to support timed closures to support School Streets and play streets and encourage greater adoption of the initiative in areas of high deprivation and childhood obesity. We will introduce at least 12	P	P	P	P	P	P	P	P	While children enabled to travel by active and sustainable modes to school will be the primary beneficiaries of this objective, These schemes will have positive impacts for parents and children in

Objective	Age	Disability	Gender	Gender Reassignment	Race	Religion and beliefs	Sexuality	Pregnancy and maternity	Commentary
School Streets by 2022. (LN20, MC)									particular. Playstreets are also beneficial for social cohesion and community spirit which benefits all groups. In addition as the school run has such a large influence on peak traffic flows with their attendant negative consequences. So the benefits of this should extend to all EQIA groups. However consideration has to be given to disabled residents who need access to their properties.
8. All roads in Hackney need to be suitable for cycling with the exception of the A12 (C16)	P	P	P	P	P	P	P	P	Increased cycling has health and congestion reduction benefits - these include improved air quality and a safer environment. This will be of benefit to all groups.

Objective	Age	Disability	Gender	Gender Reassignment	Race	Religion and beliefs	Sexuality	Pregnancy and maternity	Commentary
<p>9. Hackney will have the most liveable and sustainable neighbourhoods and streets in London and residents will not need to own a private car because of the ease of using sustainable modes of transport (LN)</p>	P	P	P	P	P	P	P	P	<p>Liveable and sustainable neighbourhoods enabled by reduced car ownership will have positive impacts on all equality groups in terms of congestion, air quality and health. The majority of Hackney's households (65%) do not own cars. Any measures to provide alternatives to private ownership will benefit them.</p> <p>It is recognised that some residents including disabled and older people and carers that will require the use of a car particularly where the use of Community Transport or Dial A Ride cars or car clubs are unsuitable. These considerations will</p>

Objective	Age	Disability	Gender	Gender Reassignment	Race	Religion and beliefs	Sexuality	Pregnancy and maternity	Commentary
									<p>be taken into account in applications for car free housing, planning applications generally and through the consultation process for changes to street design. Behaviour change may be more difficult among groups with large families such as the Charedi Jewish population who in some cases are currently quite car dependent.</p>
<p>10. The council will continue to implement smarter travel programmes to support the uptake of active travel work (C42, C45, W23, W24)</p>	P	N	P	P	P	P	P	P	<p>Increased walking and cycling and public transport use has health and congestion reduction benefits - these include improved air quality and a safer environment.</p> <p>However as above it is accepted that</p>

Objective	Age	Disability	Gender	Gender Reassignment	Race	Religion and beliefs	Sexuality	Pregnancy and maternity	Commentary
									cycling and walking may not be appropriate for some groups reliant on motorised transport and their needs will need to be assessed on a case by case basis and through the flexible customised approaches encapsulated in the Smarter Travel engagement method.
11. Reducing road danger for all our residents but particularly more vulnerable groups such as the older people and children, cyclists, pedestrians and motorcyclists. (HTS)	P	P	P	P	P	P	P	P	This objective will benefit all residents in the borough. Schoolchildren, older people and BAME groups have been identified as being most at risk of being injured on our roads. Measures will be targeted to particularly benefit these equality groups.

Objective	Age	Disability	Gender	Gender Reassignment	Race	Religion and beliefs	Sexuality	Pregnancy and maternity	Commentary
<p>12. Hackney is a place where people feel they get on well with others of different backgrounds. We plan to build on this strength and, in the context of population growth and development, to foster a greater sense of living in a socially cohesive place. (HTS)</p>	P	P	P	P	P	P	P	P	<p>The goal should help to improve interaction and promote social cohesion between all groups.</p>
<p>13. Continue to work with partners to reduce crime and the fear of crime on the bus network (PT22)</p>	P	P	P	P	P	P	P	P	<p>The LIP should help reduce crime and the fear of crime on buses and improve the safety for all groups. Measures to be considered could include improved lighting and in some instances the installation of CCTV.</p>
<p>14. Every household in the borough will have access to secure cycle parking (C)</p>	P	P	P	P	P	P	P	P	<p>Secure cycle parking helps to enable Increased cycling which has health and congestion reduction benefits - these</p>

Objective	Age	Disability	Gender	Gender Reassignment	Race	Religion and beliefs	Sexuality	Pregnancy and maternity	Commentary
									include improved air quality and a safer environment. This will be of benefit to all groups.
15. To work with the local policing team to enforce 20mph limits on Hackney roads (C51-c)	P	P	P	P	P	P	P	P	Reduced speeds are a measure proven to reduce the frequency and injury severity of road traffic collisions. This objective will benefit all residents in the borough. Schoolchildren, older people and BAME groups have been identified as being most at risk of being injured on our roads.
16. Cycle training will continue to be available to everyone in Hackney (C, C47)	P	P	P	P	P	P	P	P	Cycle training can help give people the confidence to begin cycling and improves levels of safety amongst cyclists. Increased cycling has health and

Objective	Age	Disability	Gender	Gender Reassignment	Race	Religion and beliefs	Sexuality	Pregnancy and maternity	Commentary
									congestion reduction benefits - these include improved air quality and a safer environment. This will be of benefit to all groups.
17. Pedestrians and cyclists will co-exist harmoniously, cyclists will adhere to road rules and be considerate to pedestrians (C13)	P	P	P	P	P	P	P	P	Managing pedestrian cycle conflict through engagement activities will mean that improving facilities for cycling will not come at the expense of making walking more difficult. Hence active travel with all of its health and decongestion benefits can be maximised to benefit of all groups
18. Reduce the level of motor traffic in Hackney (HTS, MTS, LN)	P	P	P	P	P	P	P	P	Reducing the level of motor traffic can bring health and traffic decongestion and improved public realm benefits to all groups when they are encouraged to

Objective	Age	Disability	Gender	Gender Reassignment	Race	Religion and beliefs	Sexuality	Pregnancy and maternity	Commentary
									travel actively and/or by public transport. Those elderly or disabled people who remain dependent on cars for some trips can benefit from decreased journey times in the road space that has been freed up.
19. Reduce the dominance of cars by reducing car parking to support more sustainable modes of transport (LN17)	P	P	P	P	P	P	P	P	Reducing the supply of parking is a proven effective measure to encourage sustainable travel and can bring health and traffic decongestion and improved public realm benefits to all groups when they are encouraged to travel actively and/or by public transport. Those elderly or disabled people who remain dependent on cars for some trips can benefit from decreased journey times in

Objective	Age	Disability	Gender	Gender Reassignment	Race	Religion and beliefs	Sexuality	Pregnancy and maternity	Commentary
									the road space that has been freed up. Some designated parking for disabled people should be retained on or off street to prevent an unfair impact on these groups.
20. Improve the efficiency of our streets with the continued reduction of motorised vehicles. This will include a restriction of the levels of external vehicular traffic entering and exiting the borough and using it as a rat-run to get elsewhere (LN14, LN15, LN23)	P	P	P	P	P	P	P	P	A reduction in through traffic will result in less congestion and better air quality for all residents. BAME groups tend to live nearer busy arterial roads – therefore a reduction in traffic should benefit this group in particular.
21. Hackney will work with partners and stakeholders to develop a Freight Action Plan for the borough to reduce the impacts of deliveries and servicing on our road network by	P	P	P	P	P	P	P	P	Reducing the impact of freight on the road network will help encourage active and sustainable transport use through reducing road traffic domination and

Objective	Age	Disability	Gender	Gender Reassignment	Race	Religion and beliefs	Sexuality	Pregnancy and maternity	Commentary
2019 and progress trials. (MC, LN26)									create healthier and safer streets for all groups.
22. Hackney will work with partners to facilitate and promote ultra low or zero emission deliveries and last mile deliveries in the borough (LN6)	P	P	P	P	P	P	P	P	Lower emission freight deliveries will help address poor air quality issues on local streets in Hackney. All groups should benefit.
23. Work with businesses to promote Hackney's "Driving for Better Business" Policy with the aim of managing Work Related Road Risk WRRR and to encourage the adoption of the CLOCS scheme where relevant. (LN26)	P	P	P	P	P	P	P	P	Reducing the road danger risk freight on the road network will help encourage active and sustainable transport use through reducing road traffic domination and create healthier and safer streets for all groups.
24. Hackney will seek to reduce NO2 emissions to achieve the National Air Quality objective of	P	P	P	P	P	P	P	P	Improved air quality should benefit all groups but especially children with

Objective	Age	Disability	Gender	Gender Reassignment	Race	Religion and beliefs	Sexuality	Pregnancy and maternity	Commentary
<p>40mg/m³ or less and work with the Mayor of London to meet maintain compliance with the national air quality objective. Transport-related emissions of NO₂, CO₂, PM₁₀ and PM_{2.5} will all be monitored as part of the delivery of this LIP. (LN3)</p>									<p>asthma who are more at risk from the effects of pollution because of faster breathing rates and the fact that their lungs are still developing. Air pollution can also be particularly damaging to elderly people with chronic health conditions. BAME groups could also benefit more as there is a tendency for them to live nearer busy arterial roads which currently suffer from high levels of air pollution. Reducing CO₂ emission will benefit all members of society as the risks of climate change are reduced.</p>
<p>25. Hackney's neighbourhoods and streets will be equipped to facilitate the transition to</p>	P	P	P	P	P	P	P	P	<p>The benefit in terms of improved air quality and reduced CO₂ emissions</p>

Objective	Age	Disability	Gender	Gender Reassignment	Race	Religion and beliefs	Sexuality	Pregnancy and maternity	Commentary
<p>electric vehicle technology, and traffic based air pollution is no longer affecting the health of residents. (LN25)</p>									<p>as described above benefit all groups. Care needs to be taken to so that electric vehicle charging infrastructure does not create footway obstructions.</p>
<p>26. We will support businesses to reduce their emissions through the City Fringe Low Emission Neighbourhood, create low emission town centres and continue to expand the Zero Emission Network for businesses across the borough (LN4)</p>	P	P	P	P	P	P	P	P	<p>Improved air quality should benefit all groups but especially children with asthma who are more at risk from the effects of pollution because of faster breathing rates and the fact that their lungs are still developing. Air pollution can also be particularly damaging to elderly people with chronic health conditions. . BAME groups could also benefit more as there is a tendency for them to live nearer busy arterial roads</p>

Objective	Age	Disability	Gender	Gender Reassignment	Race	Religion and beliefs	Sexuality	Pregnancy and maternity	Commentary
									which currently suffer from high levels of air pollution. The City Fringe LEN maximises these benefits by focusing on an area of existing poor air quality.
27. Hackney's neighbourhoods and streets will be prepared for the implications of climate change. (LN, MC)	P	P	P	P	P	P	P	P	This objective will benefit all equality groups particularly those that live near areas of localised flooding and heat stress.
28. We will develop a Public Realm Green Infrastructure Plan, with the aim of ensuring the selection and spatial distribution of our trees and plants is driven by the best available research to improve Hackney's resilience to climate change-induced extreme weather	P	P	P	P	P	P	P	P	This objective will benefit all equality groups particularly those that live near areas of localised flooding, heat stress and poor air quality

Objective	Age	Disability	Gender	Gender Reassignment	Race	Religion and beliefs	Sexuality	Pregnancy and maternity	Commentary
events, such as floods and heatwaves, and contribute towards fighting the borough's poor air quality <i>(MC)</i>									
29. Hackney will better connect green spaces to each other and to the wider public realm, creating parks without borders <i>(MC)</i>	P	P	P	P	P	P	P	P	The objective will benefit all equality groups
30. Enhanced residents' access to jobs, training and essential services without increasing congestion on public transport or roads. <i>(HTS)</i>	P	P	P	P	P	P	P	P	All residents of the borough should benefit through increased access to employment, goods and services which should reduce deprivation.
31. Crossrail 2 proposals will be well advanced with an alignment through Hackney that maximises benefits to the borough. <i>(PT)</i>	P	P	P	P	P	P	P	P	All residents of the borough should benefit through increased access to employment, goods and services which should reduce deprivation. Travel pattern

Objective	Age	Disability	Gender	Gender Reassignment	Race	Religion and beliefs	Sexuality	Pregnancy and maternity	Commentary
									of BAME and school children groups show high public transport trips. Therefore this objective should benefit these groups in particular. New stations will be required to be Equality Act 2010 - compliant thus benefiting older people, those with children and those with mobility impairments.
32. The east of the borough will have seen a substantial improvement in public transport services. (PT)	P	P	P	P	P	P	P	P	Eastern Hackney has higher levels of BAME and other low income groups than the rest of the borough and improving transport links here will help improve the access to jobs and services for these groups

Objective	Age	Disability	Gender	Gender Reassignment	Race	Religion and beliefs	Sexuality	Pregnancy and maternity	Commentary
33. Stations in Hackney will contribute positively to local character and distinctiveness and will be built to the highest standards of design offering a safe, secure and attractive environment at all times. (PT)	P	P	P	P	P	P	P	P	Perceptions of security and safety at stations can be a strong influence on whether stations are used by women particularly after dark.
34. The accessibility of Hackney's public transport will have been vastly improved with a fully accessible bus stop network, increased real-time service information, and step free access to the majority of stations in the borough. (PT)	P	P	N	N	N	N	N	P	Improving accessibility of the public transport network will be particular benefit to elderly and disabled people as well as pregnant women and parents with young children.
35. Hackney will have improved community transport services for those who find it hard to access public transport, to support independent living so that they can access jobs, education and essential services. (PT)	P	P	N	N	N	N	N	N	This objective will benefit elderly and disabled people with mobility issues

Objective	Age	Disability	Gender	Gender Reassignment	Race	Religion and beliefs	Sexuality	Pregnancy and maternity	Commentary
36. Hackney will work with TfL to halt and reverse the recent declines in public transport use in the borough. (MC)	P	P	P	P	P	P	P	P	Increasing public transport patronage involves tackling the barriers to public transport use which includes addressing the reasons why particular groups use public transport less, so this objective should be positive for all groups.
37. Hackney will work with TfL to develop and protect Hackney's bus network to serve the borough and ensure the bus speeds are maintained or improved. (MC)	P	P	P	P	P	P	P	P	The bus network is currently the most accessible form of mass public transport both in terms of network extent, affordability and ease of use by the mobility impaired. This objective should be positive for all groups.
38. The Overground network will have had further improvements providing additional	P	P	P	P	P	P	P	P	Capacity improvements on the Overground should reduce overcrowding on the network helping make travel on

Objective	Age	Disability	Gender	Gender Reassignment	Race	Religion and beliefs	Sexuality	Pregnancy and maternity	Commentary
capacity on congested routes. (PT)									these trains more pleasant for all groups.
39. The council will continue to review the level of cycle parking at stations and public transport interchanges in order to ensure that (wherever possible) supply meets demand (PT8)	P	P	P	P	P	P	P	P	There are numerous environmental, social and health benefits for all sectors. However cycling improvements may not have specific benefit for those with mobility impairments although parking for disability adapted bicycles can be included. In general, however, increased cycling has health, congestion and air quality benefits for young and old.
40. All new development must contribute to the Healthy Streets approach to improve air quality, reduce congestion and make Hackney's diverse communities become greener, healthier and more attractive places in which to live, play and	P	P	P	P	P	P	P	P	The Healthy Streets design check aims to make London's streets "welcoming places for everyone to walk, spend time in and engage in community life." So measuring the mix of people using and

Objective	Age	Disability	Gender	Gender Reassignment	Race	Religion and beliefs	Sexuality	Pregnancy and maternity	Commentary
do business. (LP33)									enjoying the street is a key metric which should mean that all groups benefit from changes to the street. The clean air objective will be of especial benefit to young people and those with chronic health conditions more prevalent among the elderly. The safety objective will benefit the several groups (based on religion, sexual identity and ethnicity) who currently sometimes feel threatened in public spaces. The places to stop and rest objective will be of particular benefit to disabled and elderly people.
41. All new residential development in the borough will be Car Free. (LP33)	P	N	P	P	P	P	P	P	Reducing the supply of parking is a proven effective measure to encourage

Objective	Age	Disability	Gender	Gender Reassignment	Race	Religion and beliefs	Sexuality	Pregnancy and maternity	Commentary
									sustainable travel and can bring health and traffic decongestion and improved public realm benefits to all groups when they are encouraged to travel actively and/or by public transport. Those elderly or disabled people who remain dependent on cars for some trips can benefit from decreased journey times in the road space that has been freed up. Some designated parking for disabled people should be retained on or off street to prevent an unfair impact on these groups.
42. New development must provide cycling parking for building users and visitors in	P	P	P	P	P	P	P	P	Secure cycle parking helps to enable Increased cycling which has health and

Objective	Age	Disability	Gender	Gender Reassignment	Race	Religion and beliefs	Sexuality	Pregnancy and maternity	Commentary
accordance with Hackney's cycle parking standards and will include provisions to support cycle usage. (LP33)									congestion reduction benefits - these include improved air quality and a safer environment. This will be of benefit to all groups
<p>43. New development will only be permitted where it</p> <p>(c) reduces the need to travel by encouraging high-density and high trip generating development around transport nodes</p> <p>(d) encourages mixed use development; compact growth and regeneration (LP33)</p>	P	P	P	P	P	P	P	P	Reducing the need to travel in particular by motor vehicle can bring health and traffic decongestion and improved public realm benefits to all groups when they are encouraged to travel actively and/or by public transport. Those elderly or disabled people who remain dependent on cars for some trips can benefit from decreased journey times in the road space that has been freed up. Mixed use development means that access to

Objective	Age	Disability	Gender	Gender Reassignment	Race	Religion and beliefs	Sexuality	Pregnancy and maternity	Commentary
									goods and services close to where people live is ensured without the need to travel.
44. New development must fully mitigate any adverse impacts upon the capacity of transport infrastructure and public transport services including pavements and other walking routes, cycle routes, bus and rail services, rail stations and roads (LP33)	N	N	N	N	N	N	N	N	The benefits of sustainable low trip generating development will not only be of benefit to the residents of the new developments but will also extend to existing residents in the borough including those from all EIA groups who will have any adverse effects on the transport network mitigated by the developer.

4 (b) What negative impact could there be overall, on different equality groups, and on cohesion and good relations?

No negative impacts have been identified. The vast majority of the 42 LIP objectives and schemes arising to support the delivery of these objectives offer a positive impact on the eight protected characteristics.

DELIVERY – MAXIMISING BENEFITS AND MANAGING RISKS

No	Objective	Actions	Outcomes highlighting how these will be monitored	Timescales / Milestones	Lead Officer
1	Ensure that issues and concerns raised by EIA groups in the Strategy are addressed satisfactorily	The Council will continue to periodically arrange general liaison meetings with representatives of Age UK East London, Disability Back Up, Living Streets, Hackney Head teachers and other relevant stakeholders to discuss a range of issues - both location/scheme specific and strategic objectives.	The objectives and outcomes of the Transport Strategy will be monitored on a regular basis to identify if and where adverse impacts occur and mitigation measures will be proposed if required	On-going (meetings expected to continue 2 times a year)	Tobias Newland/ Kate Hart

Appendix G –

Local Implementation Plan - Consultation Report

1. Introduction

- 1.1 Consultation on the draft version of the Draft Local Implementation Plan 2019-2022 document was open to the public and stakeholders for initially between the 12th of November 2018 and the 16th December 2018 but was extended to 6 January 2019 to allow greater public participation.
- 1.2 Under the GLA Act, 1999 boroughs are required to consult the following when preparing their LIP:
- Commissioner of the Met Police or City of London Police
 - TfL
 - Such organisations representing disabled people as the borough considers appropriate – Age UK and Disability Backup in Hackney were consulted
 - Adjoining boroughs
- 1.3 In addition to the statutory consultees, a wide range of non-statutory consultees were consulted on the draft LIP including national agencies such as Environment Agency, Canal and River Trust, English Heritage; London organisations such as London Councils, London Travelwatch, London Fire Brigade and Lee Valley Park; transport groups such as Living Streets, Licenced Taxi Drivers Association [LTDA], London Cycling Campaign, Motorcycle Action Group, Abellio Greater Anglia; and local MPs.
- 1.4 This report considers the written submissions received from individuals, Transport for London and key stakeholder groups.

Consultation Approach

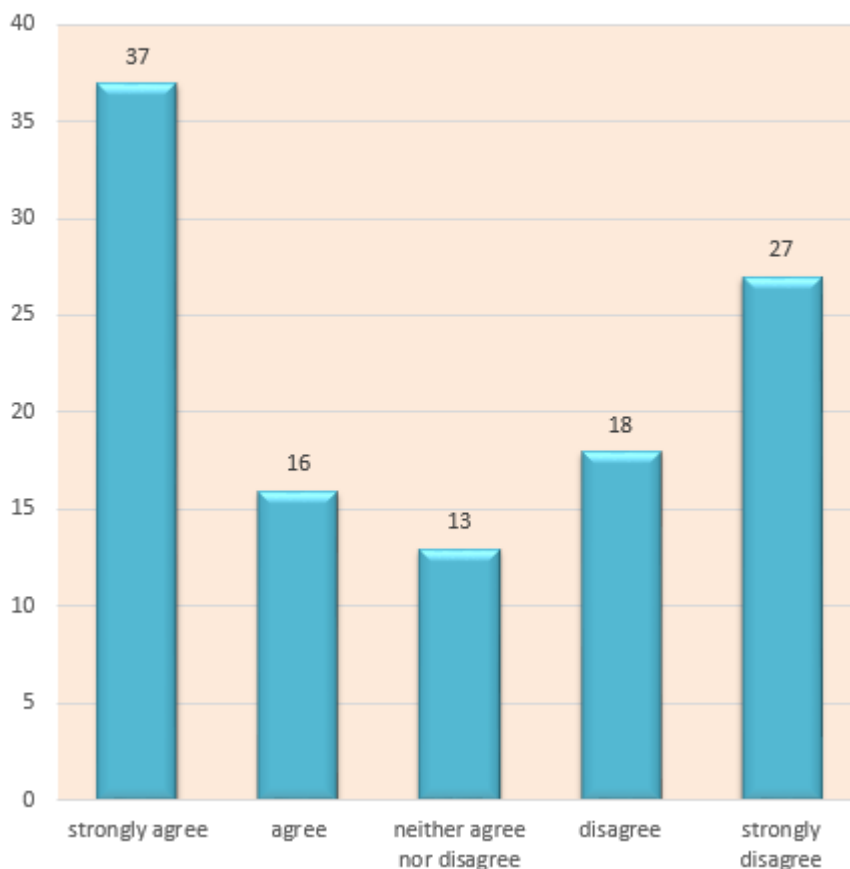
- 1.5 The draft Local Implementation Plan 2019-2022 consultation exercise was publicised in the following ways:
- Full page ad in Issue 439 of Hackney Today (19 November 2018)
 - Written piece on the LIP consultation also in Issue 439 of Hackney Today (19 November 2018) - see PDF attached
 - Full page ad in Issue 440 of Hackney Today (3 December 2018)
 - Quarter page ad in Issue 441 of Hackney Today (17 December 2018) announcing deadline extended
 - News release on news.hackney.gov.uk on 21 November 2018
 - Press release also sent to local media
 - Made featured consultation on Citizen Space for much of the consultation period
 - Outreached to Hackney staff in Staff Headlines e-bulletin
 - Drop-in sessions at Martello Street (15 November 2018) and Pitfield Street (6 December 2018)
 - Talk at Hackney Sustainability Day?

- Full page adverts in two issues of Hackney Today- distributed to each household in the borough
 - One quarter page advert in Hackney Today announcing the extension of the consultation period.
 - Editorial piece on the LIP consultation in Hackney Today.
 - News release on news.hackney.gov.uk on 21 November 2018
 - Press release sent to local media
 - Copies of all documents of the LIP were available at all local libraries and at the Hackney Service Centre as well as being available on request. Questionnaires and summary documents were also provided.
 - The LIP was available online on the Council website and also at Citizen Space. It was the featured consultation on Citizen space for much of the consultation period
 - staff email bulletins
 - E-shot of consultation document available online sent to statutory and equalities stakeholders, members and staff
 - Adverts on Council social media channels including regular Twitter updates Facebook?
- 1.6 Member and stakeholder involvement included:
- Meetings with key internal and partner officers and organisations
 - Drop-in events including Cycle Pitstop at (Martello Street 15th November) and Cycle Pitstop Pitfield Street 6th December)
 - Presentation at Hackney Sustainability Day (Hackney Town Square, 17th November).
 - Workshop sessions with lead and ward members
 - Presentations at Hackney Downs, Stoke Newington and Cazenove ward forums
- 1.7 Members of the public and residents were able to feedback their comments in the following ways:
- Online questionnaire
 - Paper questionnaire found in Libraries and sent out on request
 - By email to the Council's movegreener@hackney.gov.uk address. These responses tended to be more detailed than those sent to the online questionnaire.
 - Inclusion in agenda items on meetings of key ward forum events
 - Feedback given to officers in person at ward forums.
- 1.8 The consultation document gave a high level summary of the LIP and sought views on Hackney's plans for achieving the nine MTS outcomes. For each outcome respondents were able to express agreement or disagreement with the borough's plans and were also given a space to include free text comments. In addition there was a question on Hackney's long term plans for changing the transport mix in the borough and another for general comments on the LIP.
- 1.9 It should be noted that the final version of the LIP also contains corrected typos as well as other minor textual changes to provide clarifications.

2. Consultation Responses

- 2.1 In total, there were 120 online and paper responses were received from members of public and interested groups. These included responses from TfL the Freight Trade Association; the London Taxi Drivers Association; The Environment Agency; the London Cycling Campaign in Hackney; Hackney Living Streets, Councillor Simche Steinberger and Councillor Vincent Stops. Comments were also received from internal stakeholders within Hackney Council including Community Safety and Sustainable Transport.
- 2.2 The following analysis is an amalgamation of comments received from all the various feedback sources. The numerical analysis only reflects the 111 consultation responses received via Citizen Space which ask consultees to rate the outcomes on a five-point scale from 'strongly agree' to 'strongly disagree'. The descriptive comments are organised by responses received on the nine MTS Outcomes which are listed below.
- 2.3 It should be noted that just as there is overlap and interdependency between the MTS Outcomes the consultation feedback comments contain an amount of duplication between the outcomes. The summary below reflects a certain degree of rationalisation in presenting the comments so that a comment received as a response to one outcome, for instance, may be described in the summary response to a different outcome where it feels useful and appropriate to do so. This allows thematically similar comments to be grouped together in a coherent way. For instance, comments with location specific suggestions and potential schemes, initially scattered among the responses to the different outcomes of the LIP have been merged with the summary of comments received on the delivery plan.
- London's streets will be healthy and more Londoners will travel actively
 - London's streets will be safe and secure
 - London's streets will be used more efficiently and have less traffic on them
 - London's streets will be clean and green
 - The public transport network will meet the needs of a growing London
 - Public transport will be safe, affordable and accessible to all
 - Journeys by public transport will be pleasant, fast and reliable
 - Active, efficient and sustainable travel will be the best option in new developments
 - Transport investment will unlock the delivery of new homes and jobs

1. Hackney's streets will be healthy and more Londoners will travel actively



Some 48% of consultees agreed or agreed strongly with the objectives proposed for this outcome as opposed to 41% who disagreed or disagreed strongly with it.

Themes which emerged around the feedback received on **active travel and healthy streets** included:

- Support for Healthy Streets and traffic reduction
- Healthy Streets important to tackling climate change and improving air quality
- Support for emphasis on walking and cycling
- Support for making streets child friendly and enabling children to walk or cycle to school
- Support for active travel unlocked through a reduction in car use.
- Valuing the health benefits of encouraging walking

Opposing views included:

- Pedestrian and cyclists interests should not be placed above car users
- Roads should be widened rather than narrow
- Healthy Streets is too utopian and restricts freedom in practice.
- Belief that amount and type of exercise people get is a private matter not suitable for public policy

Many comments focused on the provision of various types of **cycle infrastructure**:

- Support for filtered permeability schemes
- Support for segregated cycle routes in preference to 'Quietways'
- Bus routes should not prevent installation of segregated cycle routes
- Good maintenance of cycle tracks
- Properly signed cycle contraflow road
- More advance cycle signals requested
- Opposition to dockless bike hire
- Support for bike docks
- Bikeability map does not reflect real conditions

More critical comments included

- Noting the drawback of cycle lanes with many side street and crossovers
- Opposing the removal of bus lanes to create cycle tracks
- Belief that cycle infrastructure is causing traffic to divert onto untreated roads

A number of comments focused on the **role of the public realm in encouraging walking**:

- Support for streets with seating and shelter provided.
- Removal footway obstructions and clutter
- Use of raised table crossings at side streets
- Support for high quality road crossings for pedestrians and cyclists
- Support for footway maintenance
- Dropped kerbs
- Concern about long delays in pedestrian signal timings
- Call for improvement in access to and levels of service on canal towpaths
- Concerns about the impact of traffic in creating hostile walking environments

Some people were worried that active and sustainable transport could potentially have negative impacts on **accessibility**. Typical comments on this:

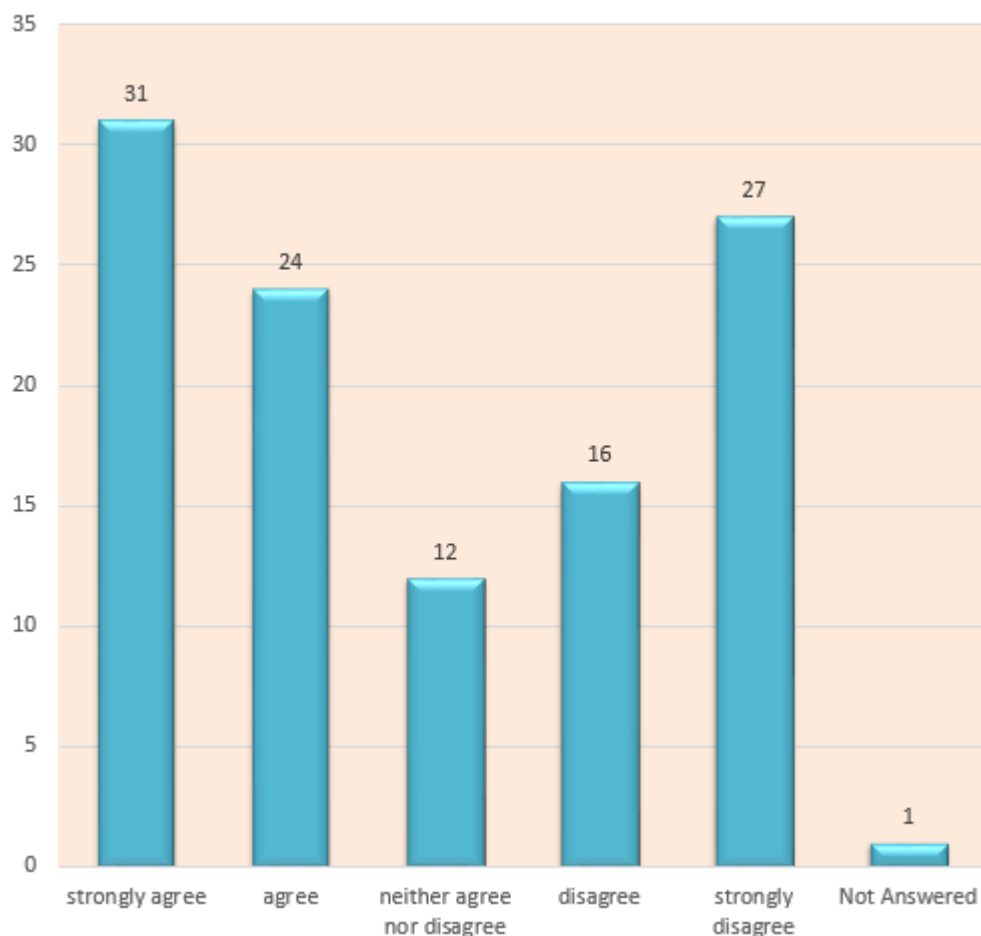
- Focus on active travel ignores the needs of the disabled
- Impact of parking controls on mobility of disabled
- Taxis in providing public transport for the elderly and disabled and should be exempt from road closures and any road user charges

Encouraging active travel and clean air around schools was a concern of many who supported timed road closure schemes around schools - known as **School Streets**

- Support for School Streets
- Increase target for number of School Streets to 20
- Extend operating hours of School Streets
- Integrate School Streets with pocket parks
- Parents should be banned from dropping off children at all schools

But others doubted the effectiveness of School Streets, believing that the effects of traffic displaced by School Streets will still have a negative road danger and air quality impact on children travelling to the school.

2. Hackney's streets will be safe and secure



Some 49% of consultees agreed or agreed strongly with the objectives proposed for this outcome as opposed to 39% who disagreed or disagreed strongly with it.

Traffic reduction was widely seen as important to contributing to the aim of reducing KSIs to zero. Comments on this included:

- Use of permeable filters in reducing demand for motorised traffic
- Freight consolidation
- Restrictions on HGV routes
- Reduction of traffic from Hackney Council fleet vehicles
- Investigating the introduction of a workplace parking levy
- Traffic reduction is not happening on main roads with high pedestrian flows

Other comments focused on **20mph speed limits, speed humps** and **enforcement against poor driver behaviours**. Comments included

- Support for 20mph speed limits
- Support for more speed cameras and speed humps and enforcement actions
- Electronic speed signage needs enforcement
- Need to tack aggressive driving
- Failure to stop at pedestrian crossings and blocking crossings

- Parking in cycle lanes
- Not giving way to pedestrians at side roads
- Mobile phone use
- Contracts to force improved driving behaviour of Council contractors
- Better enforcement of vehicle safety, emissions and insurance cover and unlicensed drivers.
- Enforcement against dangerous parking eg near junctions
- Poorly managed roadworks endangering cyclists and pedestrians
- Speed humps lead to constant acceleration and decelerations
- Doubt whether 20mph suitable for main roads

Road maintenance issues were also seen as important for safety including mending **potholes** while also mentioning **littering**, **street cleaning** and **flytipping**.

Cycle pedestrian conflict issues were also mentioned by several notably:

- Complaints about cycle pedestrian conflict in London Fields and on Victoria Park Road
- Cyclists riding on pavements
- Cyclist not stopping at red lights,
- Aggressive cycling and cycling too fast.

Cycle theft and the need for **secure cycle parking** was also raised.

- Serious of cycle theft problem
- Support for Secure On Street Bike Parking
- Requiring businesses to provide visitor cycle parking
- Support for cycle hangars and wider rollout of programme
- Council should run an insurance policy for bike owners.

Community safety specifically the need to feel safe on the streets from crime and other anti-social behaviour (ASB) is another issue for many. Types of crime mentioned in the responses included alcohol and drug-related ASB; street muggings, stabbings, burglaries, aggressive begging; prostitution, gangs. Comments included:

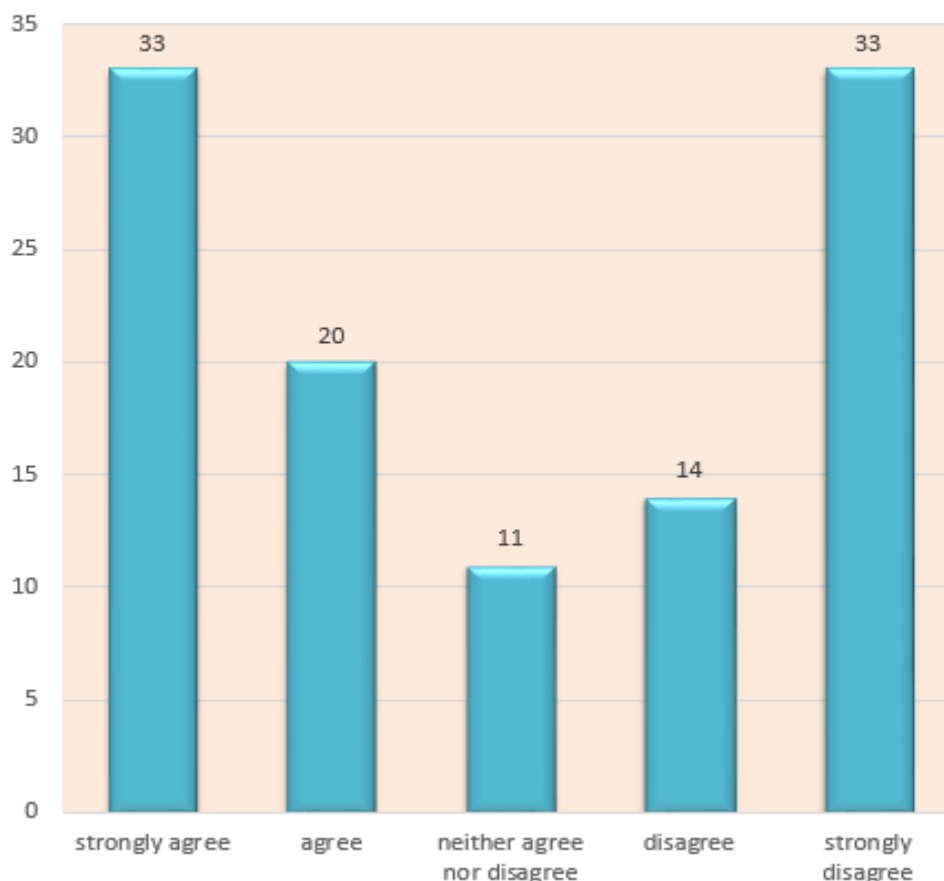
- Doubt over whether reducing crime can be tackled by transport or public realm interventions
- More spending on police; more visible police and bigger presence needed
- Longer prison sentences needed
- Safer Neighbourhood teams under-resourced
- LIP contains no strategy to reduce current London and Hackney crime wave
- Fear that road closures can result in increase in crime and ASB
- More people on bikes and walking means more natural surveillance
- Poor Lighting

Crime on public transport was also a concern with comments such as

- Aggressive begging at bus stops
- Buses are not safe late at night
- Fear of terrorist attacks on public transport
- Not feeling safe on public transport

- Increased police presence needed on all public transport

3. Hackney's streets will be used more efficiently and have less traffic on them



Some 48% of consultees agreed or agreed strongly with the objectives proposed for this outcome as opposed to 41% who disagreed or disagreed strongly with it.

Opinions on this outcome were relatively polarised with the question resulting in the lowest number of consultees with a neutral view (neither agree nor disagree). This was also the only outcome where the proportion strongly disagreeing with the outcome (30%) matched the proportion strongly agreeing.

Typical comments received on the efficient use of road space included:

- Private cars and taxis waste energy resources and use up too much space. Walking, cycling and public transport are much more efficient in both respects.
- Public transport planning must eliminate the need to travel by car as far as possible
- Support for canals as walking and cycling routes
- Motorbikes are efficient users of road space and not mentioned in the LIP

Many comments focused on a travel demand management though **parking** controls and the possibility of the council considering introducing some form of **road user charging**.

On **parking** comments included:

- Controlled parking zones should cover the whole of the borough
- Support for replacing car parking with cycle hangars
- Support for emissions based car permit prices
- Car parking permit prices should rise each year ahead of inflation
- Support on a household maximum number of parking permits
- Council should reduce the overall supply of on-street parking year-on-year
- Parking restrictions unfair for elderly and disabled
- Workplaces that offer free parking should be required to pay an equal amount to employee who don't use the parking spaces

On **road user charging** comments included:

- Support for road user charging will improve air quality
- Support for reducing through traffic not originating in the borough
- Any road user charging should be London-wide and should be simple and transparent probably a simple extension of the existing congestion charging scheme
- Low emission vehicles should not be exempt as this scheme would be about congestion rather than emissions
- Opposition for a borough-wide charging scheme
- Road user charging is unfair to low income groups
- Road user charging will involve joint working with other boroughs.

Incentives for non-motorised active travel through the installation of **permeable filters** or **road closures** was the subject of many comments:

- Council should adopt a street hierarchy to support further filtering strategically
- Praise for the effect of the De Beauvoir filters
- Home zones following the northern European model would be helpful
- Filters assist in long-term traffic reduction and that displaced traffic is a temporary effect.
- Improved road safety created by road closures make road safety worse on other roads where traffic is displaced to
- Filters are unfair to disabled people more reliant on the use of cars
- Fear that road closures can result in increase in crime and ASB
- Road closures lead to more people walking and cycling and an improvement in natural surveillance
- Road closures associated with gentrification and tend to benefit affluent areas
- Road closures can result in a transfer of traffic from areas which are not illegally polluted to roads which are which is illegal and immoral.

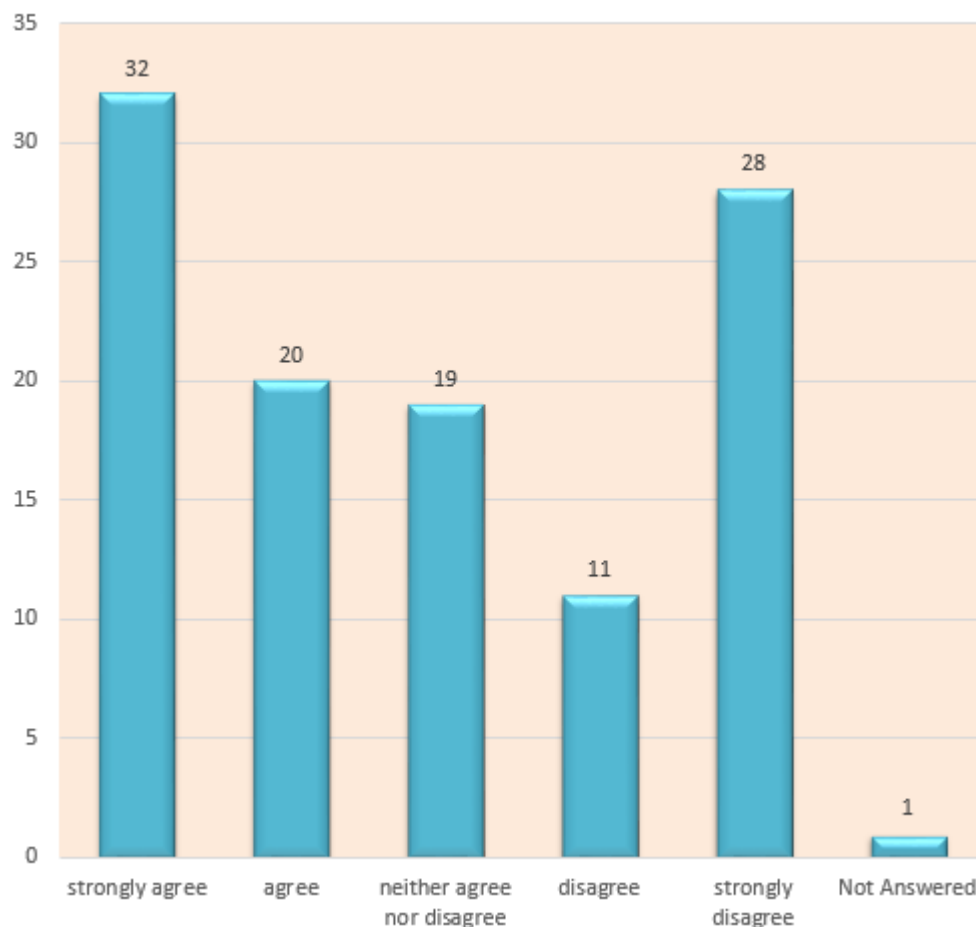
A number of comments discussed the general role of **cars** in the transport system.

- Support for reducing car ownership
- Car ownership targets could be more ambitious
- Support Hackney's opposition to Silvertown Tunnel
- Medium term traffic reduction targets should be more ambitious
- Introduce penalties for single occupancy vehicles
- More ambitious targets for car clubs needed
- More family friendly car clubs with car seats
- All car club vehicles should be ULEZ compliant
- Cars exist for a reason - they are convenient and efficient if used in the right way.
- End the 'War on the Motorist'
- Council is using motorists as a cash cow

Comments received on increasing the efficiency of **freight traffic** included

- Support for proposed Freight Action Plan
- Support for freight consolidation
- Support for neighbourhood drop-off points
- Greater restrictions of HGV routes
- Discourage home delivery of online shopping.
- Support for cargo bike based delivery and neighbourhood cargo bike sharing
- Freight traffic is essential and will always be motorised and cannot be reduced

4. Hackney's streets will be clean and green



Some 47% of consultees agreed or agreed strongly with the objectives proposed for this outcome as opposed to 35% who disagreed or disagreed strongly with it.

Comments received on **air quality** included:

- Support for expanded ULEZ
- Support for cleaner and greener buses
- More interim targets on air pollution reduction required prior to 2041.
- School Streets should restrict traffic for the whole of the school day
- Eliminate vehicle tax exemptions for older vehicles
- Fear of displacing traffic and resultant air quality problems onto main road
- Bus stops outside schools should be removed
- ULEZ is unfair to elderly and poor less able to switch to sustainable transport
- Traffic reduction will not improve air quality as aircraft and canal boats also pollute
- Barbeques in London Fields should be restricted

Comments on electric vehicles included:

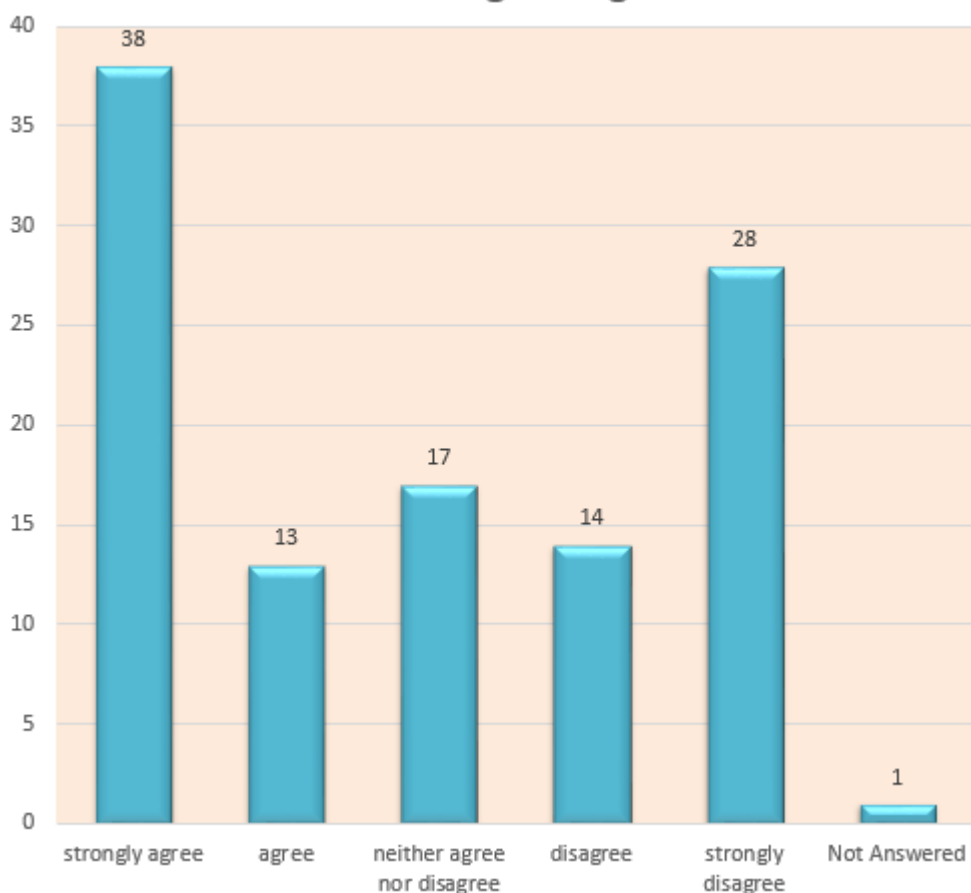
- Increase number of electric vehicle charging points and rapids
- Charge points should be free to use.

- EV charging points should be in the carriageway rather than the pavement. They are an eyesore; take up pedestrian space and their cables are a trip hazard
- Opposition to lamp post charging because of clutter and trip hazards
- ULEVs should not be allowed access to cycle streets and filtered roads. They are still a source of road danger, congestion and have an impact in their manufacturing process
- Objection to the target to provide charge points within 500m of 80% of residents by 2025. Will be bad for active travel and reducing car ownership
- Opposition to all subsidy for electric car ownership
- Poor service and value of money offered by Source London.
- Prices of ULEV cars mean that pollution-based pricing discriminates against lower income households who can't afford to make the switch.
- Green transport infrastructure should be in place before alternatives are penalised.
- Support subsidy of electric bike use.

Comments on parks and greening received include:

- Support for urban greening
- Interfaces between parks and surrounding roads must be better designed, with crossings directly aligned with park gates.
- All parks in Hackney should also be open 24 hours a day.
- Support for expansion of parklets and pocket parks
- Oppose use of glyphosates in public areas, especially playgrounds and parks.
- Support for canals as walking and cycling routes
- More trees will require more tree wardens to maintain them
- Water fountain provision should also be extended across the borough, particularly in parks.

5. The public transport network will meet the needs of a growing London



Some 46% of consultees agreed or agreed strongly with the objectives proposed for this outcome as opposed to 38% who disagreed or disagreed strongly with it.

Comments were around concerns about **bus services**

- Opposition to bus cuts especially the 48, 277 and 106
- Support for improving bus services
- Support for comprehensive bus priority lanes
- Bus cuts have greater impact in Hackney because of the lack of tube stations
- Bus cuts could result in more cars on the roads

Comments on the **Overground** included:

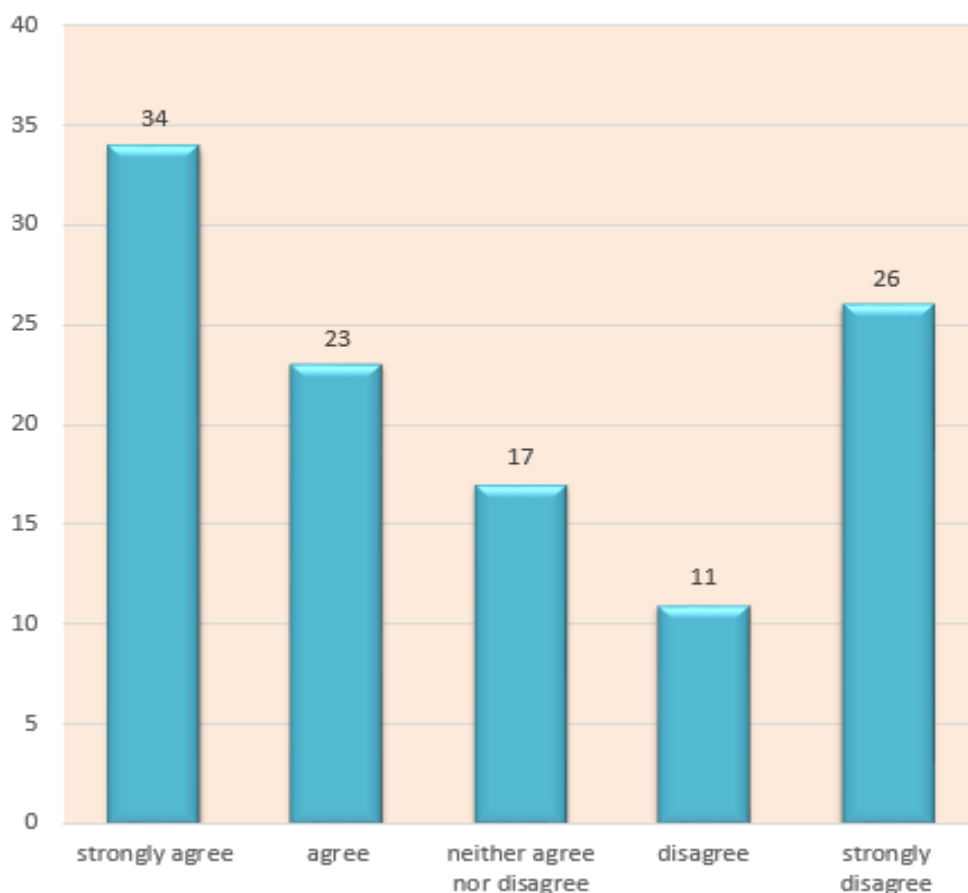
- Overground development has improved transport services in Hackney
- Maintain staff at each station to ensure the safety of passengers
- Too many weekend disruptions on the Overground
- Overcrowding on the Overground
- Services are too infrequent
- More frequent trains on the London Fields line to Liverpool Street
- Buses should stop directly outside stations, closer and more conveniently than any car parking or drop off areas.

- All stations should have large numbers of covered and secure cycle parking spaces

Comments on **Crossrail** included:

- Support for Crossrail 2
- Concerns about the environmental impact of development at the transport hub in Dalston.
- Support for bringing Crossrail to Hackney Central
- Crossrail is being delayed
- Doubts over whether Crossrail 2 will ever be built.
- Support for Crossrail 2 Eastern Branch needed for the many new homes in Hackney Wick

6. Public transport will be safe, affordable and accessible to all



Some 51% of consultees agreed or agreed strongly with the objectives proposed for this outcome as opposed to 33% who disagreed or disagreed strongly with it.

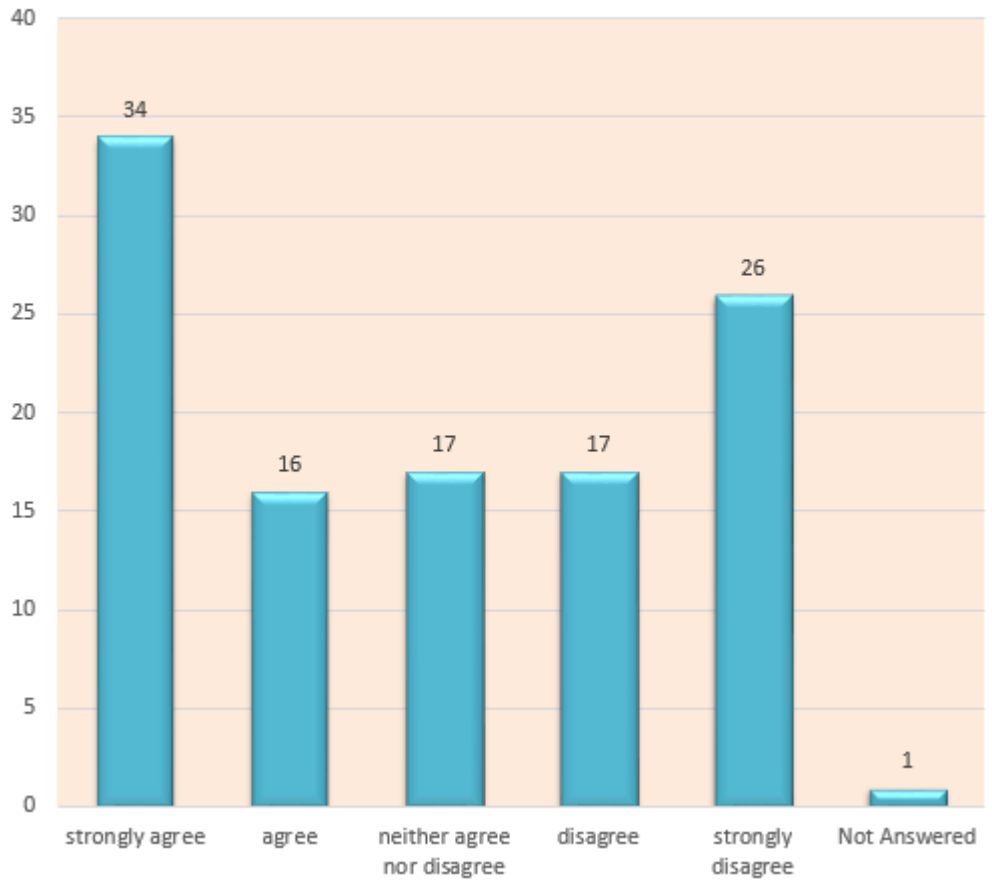
Comments on **accessibility** included:

- Expanding accessibility of train stations is very important.
- The underground is not accessible to wheelchair users,
- Buggy space and wheelchair space on buses and trains is insufficient to meet even existing demand
- Many of the bus stops have vans loading and unloading in them
- Bus cuts mean that disabled people will have to make more interchanges to complete their journey
- Taxis provide an important form of accessible public transport
- Public transport will never be accessible for all people, there will be many times when private transport will be better.
- Many people with mobility issues cannot walk to train or bus stops
- Legible London signage needs to be supplemented with tactile signage or speaking signs that provide information to visually impaired people

Comments on **affordability** included:

- Fares on the Overground and tube are too high
- The more affordable fares are, then the more likely you are to be able to persuade people to leave their cars at home, or even to get rid of their cars
- TfL should continue to hold down fares
- Public transport should be free

7. Journeys by public transport will be pleasant, fast and reliable



Some 45% of consultees agreed or agreed strongly with the objectives proposed for this outcome as opposed to 39% who disagreed or disagreed strongly with it. This outcome attracted the lowest proportion of agreement.

Many responses were about the reasons for **delays to buses**. Typical comments included.

- Rise in general traffic is slowing down buses
- Minicabs/Uber slowing down buses
- Traffic reassignment schemes slowing down buses
- Construction traffic is slowing down buses
- Roadworks are slowing down buses
- Poorly and illegally parked delivery vehicles are slowing down buses.
- Wider pavements are slowing down buses
- On street parking is slowing down buses
- Cyclists in bus lanes are slowing down buses
- Cycle lanes are slowing down buses
- Bus on bus congestion is slowing buses

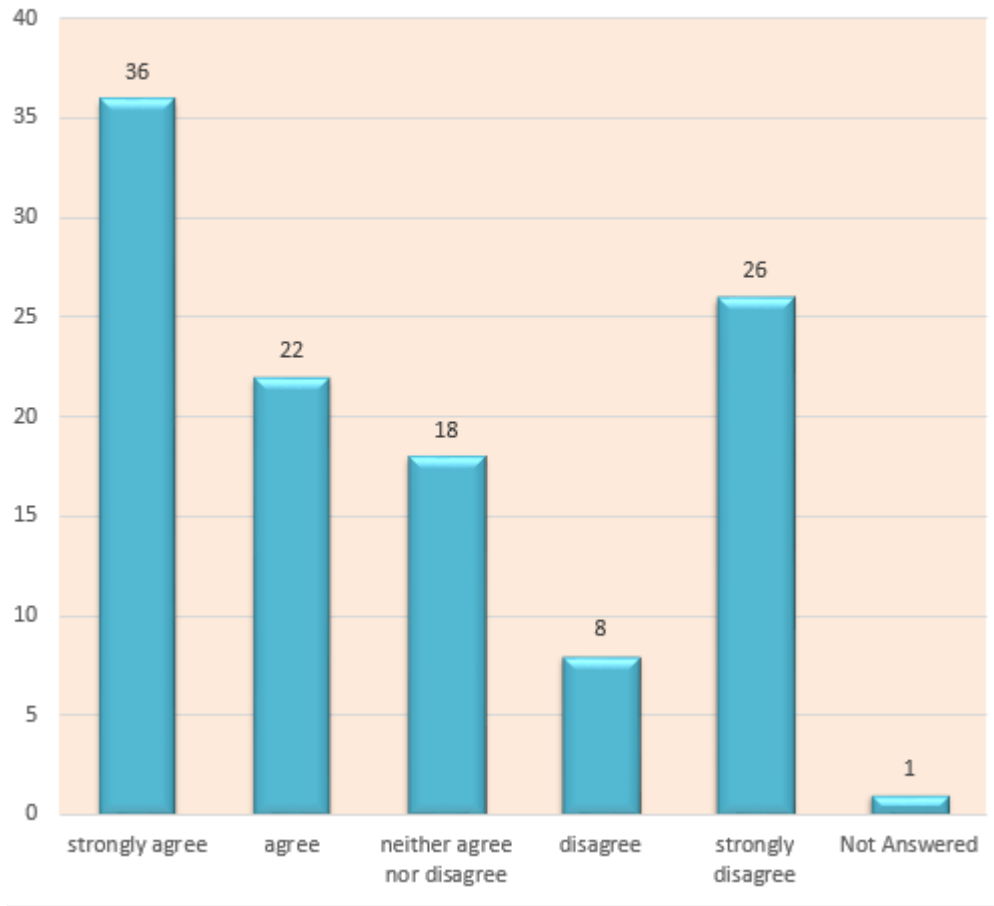
Potential suggested solutions to the problem included:

- Bus priority should be installed 24 hours on all bus routes
- Use of all doors could reduce dwell time of buses
- Greater use should be made of bus gates
- Double yellow lines should be installed on all bus routes
- Traffic reduction could help speed up buses

Other responses on buses addressed **discomfort** and **unreliability** of buses and public transport in general.

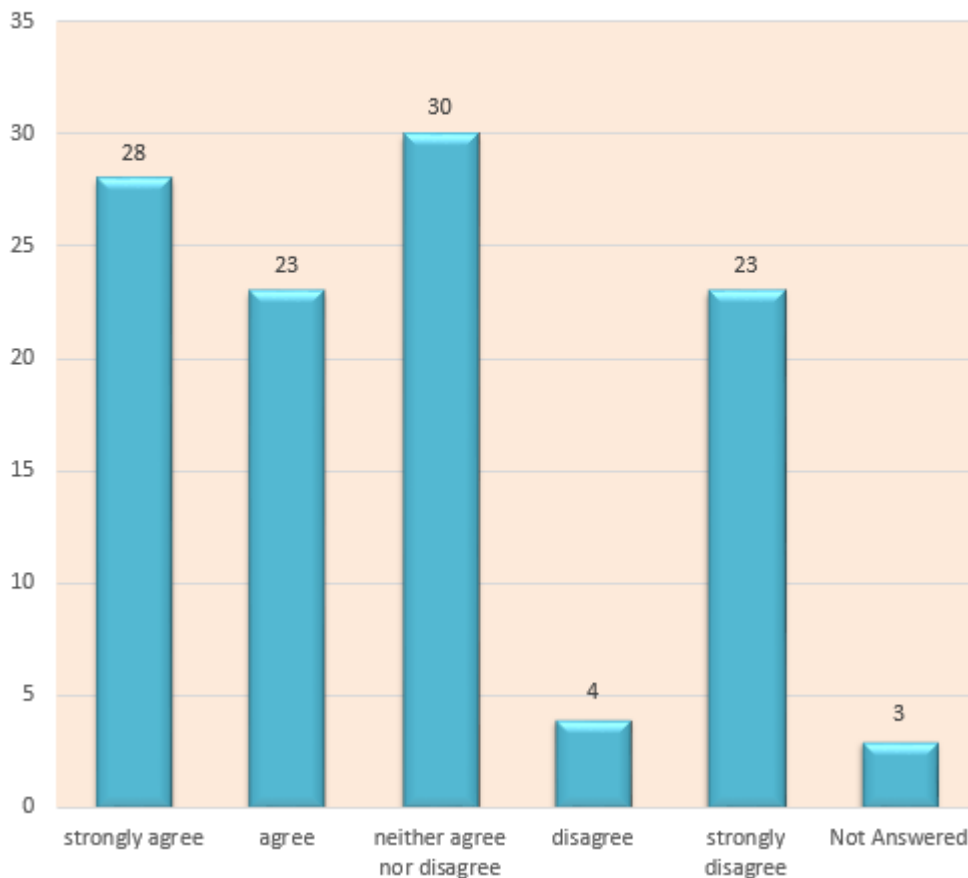
- More frequent buses are needed,
- More buses are needed
- Car driver willing to take public transport if it were fast and reliable
- Using public transport increases chance of catching contagious diseases
- Public transport is dirty and uncomfortable
- Increasing use of PT will result in overcrowding and make it unpleasant

8. Active, efficient and sustainable travel will be the best option in new developments



Some 52% of consultees agreed or agreed strongly with the objectives proposed for this outcome as opposed to 31% who disagreed or disagreed strongly with it. This objective had the highest levels of consultees agreeing with it.

9. Transport investment will unlock the delivery of new homes and jobs



Some 46% of consultees agreed or agreed strongly with the objectives proposed for this outcome as opposed to 24% who disagreed or disagreed strongly with it. The net difference between those agreeing and strongly agreeing with this objective (22 percentage points) was the highest among any of the outcomes. The objectives under this outcome also had the highest level of 'neutral' responses (27%) perhaps reflecting a certain ambivalence about development and whether or not it makes a positive impact on an area especially when there are many non-transport-related qualitative factors involved.

Many comments on these development management outcomes discussed the LIP's proposal to make all new residential developments **car free**.

- Make Car Free the default option for new developments
- Car Free should also be applied to non-residential developments
- Reallocate parking space to space for children's play
- Reallocate kerbside space away from parking as majority of residents do not own a car.
- Any investment that promotes car use, even indirectly, should be avoided.
- Doubt that Car Free is a viable option for major residential developments
- People should be able to park where they live
- Many people need cars for their jobs and have to park at home.

- Car Free might lead to residents using permits applied from nearby non-Car Free addresses.
- Negative economic impact of Car Free policies

Comments on **cycle parking and other sustainable transport infrastructure** on new developments included:

- New residential developments should include bike parking space.
- Cycle parking needs to be sheltered
- Consider cycle parking for adapted cycles, such as recumbent bikes, especially at junctions and corners.
- Include cycle parking for cargo bikes and child trailers.
- Cycling routes from new developments must be suitable for children
- Need more electric car clubs
- Support electric vehicle infrastructure on new developments

Deliveries and Servicing comments included:

- Reduce deliveries on new development
- Reduce minicab use on new development
- Minimise disruption relating to construction
- Minimise construction traffic

Comments on **density and land use** on new developments included:

- Green and open space on new developments is important
- Strongly in favour of mixed use developments and proper transport integration.
- Important to plan for children to have space to play actively
- Building high Density housing without open space could have negative socio-economic effects
- Hackney is already very densely populated.

Comments on **housing** and the potential effect of car free and housing policies on the borough's **demographics** included:

- More Council and affordable housing is needed.
- Council housing needs repair and refurbishment
- Families with young children and the elderly need cars, and car free discourages these demographics from the borough
- Car free discriminates against low income people who need cars more than more affluent people
- Concern about regeneration socially cleansing neighbourhoods
- Expensive flats unaffordable to local people springing up around stations.
- New flats being sold as an investment vehicle rather than to live in.
- Where will the money come from for development?
- Don't make all housing for transient renters
- Regeneration's effect on small independent businesses
- New housing creates need for other infrastructure like GP surgeries, new schools etc

Transport Mix

Many of the comments received on the borough's plans to change the **transport mix** focuses on modal shift and mode share targets including?

- Cycling targets are unachievable without a drastic change in the pace of cycle infrastructure planning
- More focus on buses less on cycling
- 40% Walking mode share for 2025 not ambitious enough
- 70% walking-to-school target for 2025 not ambitious enough.
- Support for the 91% sustainable mode share target for 2041
- Modal shift targets are not ambitious enough should be achieved well before 2041
- Sustainable mode share requires intermediate targets for 2021 and 2031

Some comments also focused on the borough's continuing efforts to **reduce private car use**:

- The plan is anti-car
- Alternatives to car use are too slow and inconvenient
- Alternatives to car use are inadequate
- Don't narrow roads widen them.
- Taxis should be exempt from road closures and road user charging.
- Cutting back on buses will increase reliance on cars
- Nearest shops are inaccessible except by car.
- What is the mechanisms that will cause car ownership/use to decrease
- Better engagement needed alongside traffic and parking restrictions to achieve modal shift
- Car tax and residents parking fees give motorists rights

Delivery Plan

Comments on the **delivery plan** are summarised below and are split into comments relating to northern Hackney and southern Hackney with the dividing line being the Balls Pond Road/Dalston Lane/Graham Road/Homerton High Street.

Comments on locations in **northern Hackney** included:

- Include a green route between Newington Green and Clissold Park using Church Walk and Clissold Rd,
- Church Walk just south of Howard Rd needs to be widened.
- Brownswood Road needs a traffic management scheme
- How can lift access at Clapton possibly be only £1million when the same thing at Stamford Hill, on a less constrained and complicated site, is put at £3million?
- Disagreement with the idea of creating a new town centre around the Lea Bridge roundabout.
- Plan road schemes in Stoke Newington in a coordinated manner.
- Include a cycle lane in the Brooke Road/Rendlesham Road/Nightingale scheme
- Pavements on Kingsland Road are inadequate
- Support Removal of Lea Bridge roundabout
- Improving walking and cycling permeability around Dalston
- Fear of loss of disabled parking when Stoke Newington Gryatory is removed
- Deficiencies in joint working with neighbouring boroughs especially with Islington and Haringey in the Finsbury Park and Manor House areas regarding road user pricing, but also in reducing road traffic collisions and local safety schemes
- Concern about School Street in Stoke Newington
- Rapid charge points needed in Stoke Newington
- Graham Road entrance to Hackney central would be fantastic and better integrate it with the bus network
- Too many buses on Graham Road

Comments on locations in **southern Hackney** included:

- The parallel route to the canal should extend to Victoria Park.
- Support Regents Canal parallel cycle route
- Improve Q13 on the junction between Rivington Street to Tabernacle Street
- Contraflow on Curtain Road is an excellent idea, but it must be properly segregated and signed. Just paint is a recipe for disaster.
- Cycle improvements at the Old Street roundabout are needed
- Support South Hackney one-way review
- Anti-Rat running scheme in the London Fields area do not go far enough
- Want more detail about Broadway Market scheme
- Quietways should be properly filtered eg Whiston Road
- Andrews Road between Mare Street and Broadway Market good candidate for filtering
- Problems around idling engines, dangerous reversing and three point turns around the school drop-off at Haggerston and Seabright Schools

- Better enforcement of 20mph needed (West side of London Fields)
- More speed humps Lauriston Road.
- Impact of London Fields road closures on Mare Street and Richmond Road and Graham Road
- Area around Middleton Road should be filtered
- Opposition to Lansdowne Road bus gate and School Street
- Barbeques in London Fields should be restricted
- The heavy handed ULEV Streets implementation around Shoreditch could cause loss of trade to local business
- Queues often form on Lansdowne Drive, between Trederwen Road and Shrubland Road. The queues generate horrible amounts of unhealthy exhaust.
- Cycling is allowed and encouraged in London Fields and Haggerston Park, but leaving both of these at the west side in particular is incredibly dangerous currently (on to Lansdowne Drive and Queensbridge Road respectively).
- Tree planting planned at cornering of Queensbridge Road and Albion Drive has not happened
- Bus between Queensbridge Road and the City is needed
- Road outside Hackney Wick station should be closed to motor traffic.
- Lifts are needed at London Fields station and Cambridge Heath station (not in Hackney but used by many Hackney residents).
- Bus 26 and 388 on Well Street are very slow at peak times

3. Changes Made Following Stakeholder Feedback

A - TfL

Ref	Comment	Suggested Change
1.1	<p>1.1 It is noted that the LIP does not follow the LIP template; as such an index cross referencing the borough's response to every requirement should be provided in the final submission, as per requirement 1.</p>	<p>See Appendix H below.</p>
1.2	<p>1.2 The borough has produced both a Strategic Environmental Assessment and Equality Impact Assessment in line with requirement 5. However, further information on how these have influenced the preparation of the LIP would be beneficial.</p>	<p>The Statutory duties paragraph will be rewritten to include the following: The SEA Scoping Report (Appendix E) was available on the borough's website during the consultation period. The Environmental Report resulting from this scoping was prepared by Steer Group and submitted to the Council in January 2019. The SEA concluded that that the Hackney LIP was not expected to have any significant adverse impacts on the environment, although the assessment of LIP outcomes and programmes has resulted in a number of changes to the LIP which are outlined in the consultation report in the Strategic Environment Assessment section.</p> <p>A draft EQIA was available on the Council's website during the public consultation period was revised finalised with comments received during the consultation. As a result of the comments received the following changes were made to the LIP</p> <p>1.Minor textual changes to the introductory sections to reflect the progression of this document from a pre-consultation draft to a finalised</p>

		<p>document.</p> <p>2. Objective 1 commentary. Insert the following line: “All decisions about reallocation of road space need to take into account the needs of elderly and mobility impaired.”</p> <p>3. Objective 4 commentary. Insert the following line: “Improvements to cycle infrastructure will be sensitive in particular to the needs of pedestrians and public transport users.”</p> <p>4. Objective 6 commentary. Insert the following line: “Efforts to promote active travel need to be sensitive to the needs of the elderly and mobility impaired”</p>
<p>1.3</p>	<p>1.3 Table 5 details high level risks with measures as per requirement 19. The table could include potential political risks due to future elections or the Brexit fallout.</p>	<p>Add new lines to the Risk Matrix in Table 5 on p107 under Public /Political Elections result in a change of political priorities.</p> <p>Risk: Low,</p> <p>Mitigation. Projects and programmes are rooted in a strong evidence base with multiple positive outputs and benefits meaning that programmes can be modified in the light of new political priorities rather than abandoned.</p> <p>Impact if not Mitigated: Existing projects and programme become undeliverable.</p> <p>Changes due to Brexit result in a change of political priorities.</p> <p>Risk: Low</p> <p>Mitigation: Projects and programmes are rooted in a strong evidence base with multiple positive outputs and benefits meaning that programmes can be modified in the light of new political priorities rather</p>

		<p>than abandoned. Seek new funding sources. Accept risk.</p> <p>Impact if not Mitigated: Existing projects and programmes become undeliverable.</p>
2.1	<p>2.1 Objective Setting Mode share. All requirements met. The borough demonstrates ambition to increase the sustainable mode share. Objectives set are well aligned with the MTS and a target has been set for overall mode share that aligns with the trajectory set in the borough data pack.</p>	<p>Comment noted no change needed.</p>
2.2	<p>2.2 We strongly welcome further ambitious mode share targets the borough has set for specific trip purposes, particularly the borough's ambition to encourage more children to walk to school and for residents to cycle to work.</p>	<p>Comment noted no change needed.</p>
3.1.1	<p>3.1.1 It is noted that the borough's target in relation to Outcome 1b- Percentage of population within 400m of strategic cycle network by borough- is particularly ambitious and this is welcomed.</p>	<p>Comment noted no change needed.</p>
3.1.2	<p>3.1.2 We welcome the borough's ambition to go beyond a route based approach to cycling in favour of the entire network being suitable for cycling.</p>	<p>Comment noted no change needed.</p>
2.1.1	<p>2.1.1 TfL note the borough's intention to seek to reverse the Mayor's decision to permit Motorcycles (Powered two wheelers) use of bus lanes on the Transport for London Road Network (TLRN). However, TfL stands in support of this approach as set out in Proposal 11 of the Mayor's Transport Strategy to improve motorcycle safety by (p69): "C) Calling on all boroughs to allow motorcycle access to their bus lanes, to end the inconsistency between highway authorities that causes unnecessary</p>	<p>Comment noted no change needed.</p>

	<p>confusion and risk to motorcyclists” We will seek to work with the borough to understand further the safety concerns the borough holds and to proactively seek solutions.</p>	
3.2.1	<p>3.2.1 TfL was pleased to read of the borough’s ‘doorstep to station’ whole journey approach to encouraging PT use which shows commitment to delivering in line with the Healthy Streets Approach.</p>	<p>Comment noted no change needed.</p>
3.2.2	<p>3.2.2 The main body of text for outcome 5 seems to lack detail of specific policy measures, however sufficient detail is provided in Appendix B of objectives and targets from the Hackney Transport Vision. It is recommended to include details of, or specific reference to, this list to strengthen this section.</p>	<p>Station 71 after paragraph beginning "Stations such as Dalston Kingsland..." insert the following text:</p> <p>"Hackney supports improvements to make more of the Borough's stations 'step free'. The borough has backed TfL's bid for 'step free' access to both Dalston Kingsland and Hackney Downs through the Department for Transport 's Access for All funding and will look at alternative funding pots such as S106 and CIL funding (as match funding) to seek to achieve further improvements at stations such as Stamford Hill..</p> <p>At Hackney Central Hackney continues to work with TfL to secure a second entrance to the station at Graham Road together with improvements to the existing ticket hall to reduce the problem of congestion there and on the ramps and staircases.</p> <p>The borough will also continue to liaise with TfL and the London Legacy Development Corporation (LLDC) to achieve better wayfinding and accessibility around the newly constructed Hackney Wick station.</p> <p>Overcrowding on the Overground particularly between Highbury & Islington and Stratford remains a concern and it is hoped that the introduction of 6 trains an hour will bring improvements here in 2019.</p>

3.2.2	Addition to Buses Outcome 7 addressing the point above.	The following text also needs to be introduced into Outcome 7 on page 79: "This will include revisiting bus lane operational hours to ensure that they are still fit for purpose; addressing pinch points (such as parked cars) and removing through traffic from selected roads to improve conditions for buses and cyclists."
3.3.2	3.3.2 We were particularly encouraged by the borough's commitment to improving accessibility with ambitious targets for station improvements.	Comment noted no change needed.
3.3.3	3.3.3 The borough is encouraged to celebrate its successes whereby 99% of the borough's bus stops are accessible but this is not referenced to in the LIP3.	<p>p73 after words "...living by disabled people."</p> <p>Insert " Bus stop accessibility means doing everything to make bus stops easy to use as part of a whole journey approach for disabled and mobility impaired (including pram and buggy users) passengers through</p> <ul style="list-style-type: none"> * Careful design of the bus stop location, bus shelter and associated street furniture allowing free access and egress by wheelchair users * Addressing the problems of the gap between the kerb and the bus through consideration of kerb heights; approach paths of vehicles; low floor buses and the use of ramps * Providing good facilities at bus stops such as seating and good lighting. <p>Insert the word "substantially" so that sentence about completion reads "substantially complete".</p> <p>Insert the phrase "making Hackney one of the most accessible boroughs in this respect."</p> <p>Insert the footnote:</p> <p>There is one remaining inaccessible bus stop in the borough on Mandeville Street which it has not been possible to bring up to the</p>

		accessibility standard as it is located in between three crossovers.
4.1	4.1 The LIP needs to contain longer term targets for 2041, for all outcomes as set out in the borough data pack. Setting these targets will demonstrate long term commitment to delivering the MTS outcomes in Hackney.	<p>1. Active Travel - Active Travel 2x10mins Insert new row in table for 2041 target = 70%. This is the Londonwide target. Amend T8 on p29 to reflect this. Amend T8 on p120 to reflect this</p> <p>2. Cycle Network Access - 400 metres of cycle route. Insert new line in table for 2041 for 2041 target = 100% Amend T9 on page 34 to reflect this Amend T9 on page 120 to reflect this</p> <p>3. KSIs - Insert new row in table for 2041 target = Vision Zero 0 KSIs Amend T10 on page 44 Amend T10 on page 120</p> <p>4. Car Ownership - Insert new row in table for 2041 target following datapack trajectory = 32,300 cars owned. Amend T13 on p55 Amend T13 on p121</p> <p>5. Step Free Access. The target and target year are in the wrong boxes in table 6. Amend.</p>
4.2	4.2 We note the boroughs' amended targets for outcome 2 for the year 2022 following the introduction of new Case Overview and Preparation Application (COPA) methodology. Following the move to new collision reporting systems, we have now completed initial back estimates for the number of people killed or seriously injured (KSI) for each borough between 2005 and 2017 (contained in the 2017 'Casualties in Greater London' factsheet, available on the TfL website alongside supporting data tables at https://tfl.gov.uk/corporate/safety-and-security/road-safety).	Noted
same	We will issue a revised set of borough trajectories for Outcome 2 and Vision Zero and need boroughs to update their targets to reflect these new trajectories in their final LIP for 2022 and 2030 (2041 is	Amend Outcome 2, Table 6 and the related Appendices accordingly. New trajectories were issued on February 6. The Targets for Hackney are 76 for 2022 and 53 for 2030. The new commentary on the Hackney

	unchanged at 0). The level of ambition remains unchanged, despite these revised figures. The borough is also asked to include the following text in the final LIP under Outcome 2 explaining the reasoning for the change in trajectories and targets:	Vision Zero Trajectory is pasted below and is also illustrated in a new Figure 17. The original commentary is also included for reference.
same	'The Metropolitan Police Service (MPS) introduced a new collision reporting system in November 2016 - the Case Overview and Preparation Application (COPA). The City of London Police also moved to the Collision Reporting And SHaring (CRASH) system in October 2015. This has had a number of impacts on the data that is available to Transport for London (TfL), and the London Boroughs in the ACCSTATS database for collision investigation.	Included in new Trajectory Commentary below
same	Under the new systems officers use an 'injury-based assessment' in line with DfT STATS 20 guidance and online self reporting is available. Both of these changes are expected to provide a better assessment of injury occurrence and severity but have made data collected from November 2016 onwards difficult to compare with earlier data.	Included in new Trajectory Commentary below
same	TfL commissioned the Transport Research Laboratory (TRL) to undertake a back-casting exercise to enable pre November 2016 data to be compared with post November 2016 data. These initial back cast estimates include the number of people killed or seriously injured (KSI) for each borough between 2005 and 2017 and this data has been used to update borough targets to align with those contained in the Mayor's Transport Strategy, namely a 65 percent reduction in KSIs by 2022 against the 2005-09 baseline, a 70 percent reduction in KSIs by 2030 against the 2010-14 baseline and zero KSIs by 2041. The targets contained in this final version of our LIP have been set against Outcome 2 for Vision Zero to reflect the reporting changes. The level of ambition remains unchanged, despite	Included in new Trajectory Commentary below

	these revised figures.'	
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Trajectory Commentary

Original Commentary

The road to 'Vision Zero' The MTS with a long term vision of zero KSI by 2041, sets a short term target of a 65% reduction in the number of people killed or seriously injured on London's streets by 2022 (against 2005-09 levels) and a 70% reduction by 2030 (against 2010-14 levels). The Hackney Transport Strategy target is to reduce KSIs by 40% from the 2005-2009 baseline. Hackney's KSI average for 2005-09 was 127 – level which had fallen to 100 during the 2010 to 2014 period.

The Hackney Transport Strategy target is to reduce KSIs in Hackney to 76 by 2020 - a 40% reduction from a 127 baseline. The MTS short term target is reduce KSIs in Hackney to 44 by 2022 – a 65% reduction from a 127 baseline. Hackney believes that both of these short term targets are now unrealistic and suffer from the same shortcoming, a baseline based on an old methodology with current performance based on COPA. Hackney remains strongly supportive, however, of making progress towards the long term Vision Zero objective, but we believe that the best option is to aim for the MTS medium term target for 2030 which is to reduce KSIs to 30 by 2030 - a 70% reduction from the 2010-2014.

The trajectory between the current number of KSIs (152) reducing to 30 by 2030 suggests that a short term target of reducing Hackney's KSI to 105 by 2022 would be appropriate. This represents a 17% reduction from the 2005-2009 baseline. The LIP3 target is outlined below in target T10 and the longer-term KSI target trajectory for Hackney (which merges with the MTS trajectory from 2030 is shown below in Figure 17.

TfL suggested text. Nb new Hackney commentary begins with the words "They also replace the KSI Targets in the Hackney Transport Strategy....."

A new KSI reporting methodology

The Metropolitan Police Service (MPS) introduced a new collision reporting system in November 2016 - the Case Overview and Preparation Application (COPA). The City of London Police also moved to the Collision Reporting And SHaring (CRASH) system in October 2015. This has had a number of impacts on the data that is available to Transport for London (TfL), and the London Boroughs in the ACCSTATS database for collision investigation.

Under the new systems officers use an 'injury-based assessment' in line with DfT STATS 20 guidance and online self reporting is available. Both of these changes are expected to provide a better assessment of injury occurrence and severity but have made data collected from November 2016 onwards difficult to compare with earlier data.

TfL commissioned the Transport Research Laboratory (TRL) to undertake a back-casting exercise to enable pre November 2016 data to be compared with post November 2016 data. These initial back cast estimates include the number of people killed or seriously injured (KSI) for each borough between 2005 and 2017 and this data has been used to update borough targets to align with those contained in the Mayor's Transport Strategy, namely a 65% reduction in KSIs by 2022 against the 2005-09 baseline, a 70% reduction in KSIs by 2030 against the 2010-14 baseline and zero KSIs by 2041.

The targets contained in this final version of our LIP have been set against Outcome 2 for Vision Zero to reflect the reporting changes. The level of ambition remains unchanged, despite these revised figures. They also replace the KSI targets in the Hackney Transport Strategy which were based on statistics in the old reporting system.

Hackney's Road to 'Vision Zero'

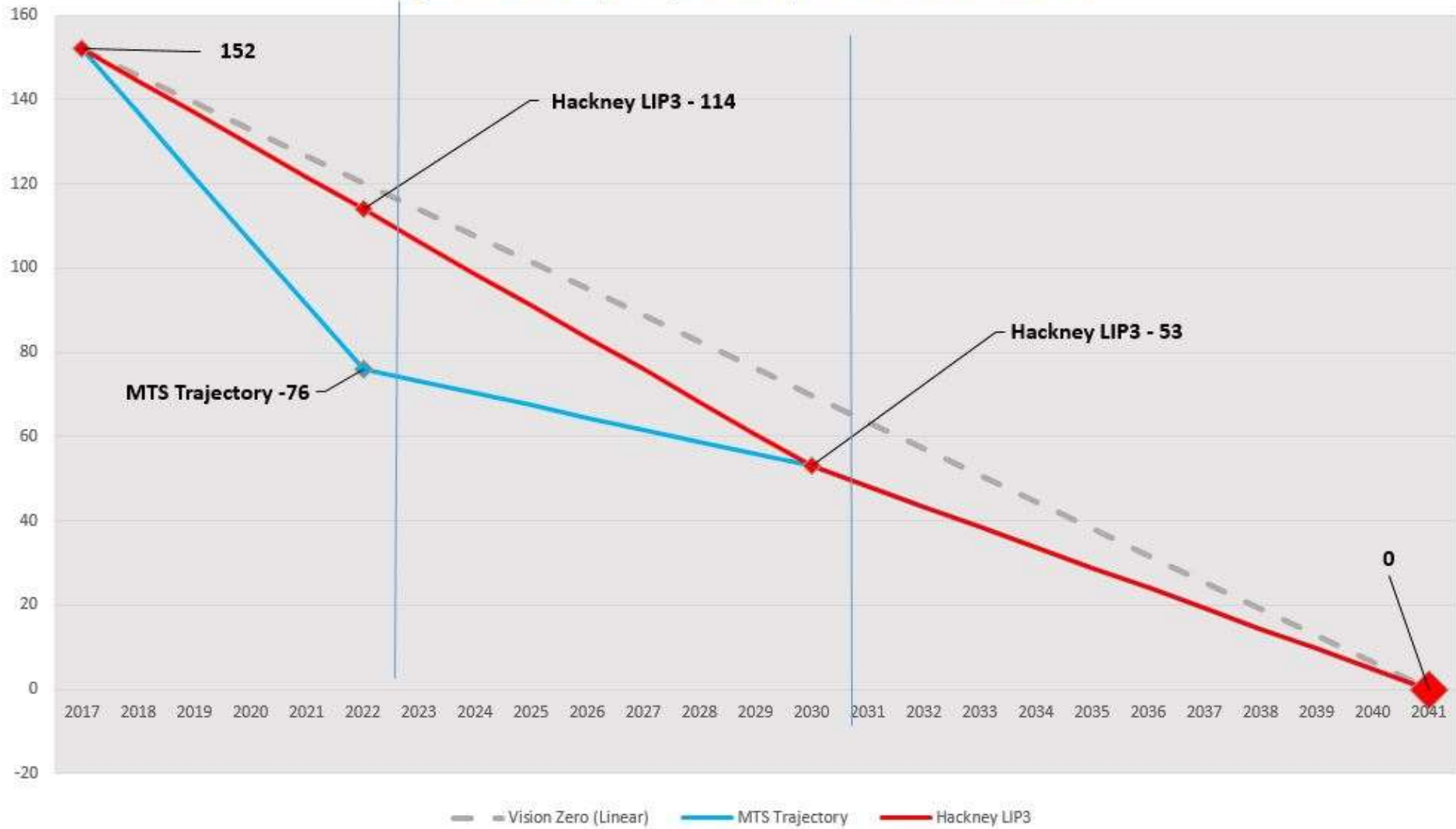
The new 2005-09 KSI baseline for Hackney is 218 and the new baseline for the 2010-14 period is 177. TfL have set Hackney KSI targets of 91 and 63 for 2022 and 2030 respectively.

It should be noted, however, that the short term TfL target involves a reduction in 12 KSIs per year compared to the average improvement in the medium term target trajectory (for 2030) of about 7 fewer KSIs each year. The target trajectory is therefore 'front-loaded' with the biggest targeted improvements in the five years to 2022.

While Hackney remains strongly supportive of working towards the long term Vision Zero objective, we believe that it is unrealistic to set such a 'front-loaded' target for 2022. Instead but we believe that the best option is to aim for and work steadily towards the MTS medium term target which is to reduce KSIs in the borough to 63 by 2030. To this end Hackney is setting a target of 118 for 2022 which represents a reduction of 46% from the 2005-09 baseline; and a target of 63 KSIs by 2030 on the road to completely eliminating KSIs by 2041. This is summarised below in **Figure 17** and target **T10**.

T10: Reduce the number of KSI casualties by 46% from a 2005-2009 baseline average of 218 to 118 on all roads, by 2022 and by 64% (from the 2010-2014 baseline of 177) to 63 by 2030 and to zero by 2041 (RSP, MTS)

Figure 17 - Hackney KSI (2017-2041) The Road to 'Vision Zero'



TfL Comments Continued

5.1	5.1 All requirements met with regards to provision of detail on longer-term plans in the borough.	Comment noted no change needed.
6.1	6.1 Encouraging wording of Road safety programmes in Appendix D embedding vision zero amongst policies in the borough”, however little detail is provided in the supporting commentary to specific interventions, justification and / or evidence for prioritising.	See Vision Zero Interventions text below

P104, Paragraph beginning “The borough’s walking and cycling schemes..” line 7 after “...pedestrians and cyclists.” Insert the following text

Vision Zero interventions will adopt a ‘safe systems’ approach including work on achieving safe streets; safe vehicles; safe speeds and safe behaviours. Details of this can be found in the Vision Zero commentary under Outcome 2.

Insert the following text on page 45, After the T10 Target box:

Adopting a ‘Safe Systems’ approach

Hackney will adopt a ‘safe systems’ approach in order to progress towards its Vision Zero targets including those aimed at encouraging safe streets; safe vehicles; safe speeds and safe behaviour. Vision Zero will be promoted in the context of developing a road safety plan which includes School Travel Planning; enforcement measures; safeguarding children work and Joint Strategic Needs Assessment (JSNA) around health and wellbeing profiles. Examples of the Vision Zero interventions are listed below.

Safe Streets

- Road safety engineering schemes
- Safer Schools Zones linked to proposals emerging from school travel plans
- School Streets
- Hackney Central Liveable Neighbourhood scheme

- 'Considerate Cycling' campaign
- 'Respect the Zebra' in conjunction with schools' Junior Road Safety Officer (JRSO) teams
- Awareness events relevant to shared spaces (pedestrians and cyclists) throughout the borough
- Safeways operations with the police

Safe Vehicles

- Supporting the Freight Operator Recognition Scheme (FORS)
- Supporting the Construction Logistics and Community Safety scheme (CLOCS)
- Promoting Safe Urban Driving Scheme (SUDS)
- Promoting Exchanging Places events
- Working with minibus drivers, raising awareness of legal responsibilities

Safe Speeds

- Promoting 20mph zones through increasing community awareness of them to enable self-enforcing speed limits
- Community Road Watch (CRW)
- Junior Road Watch (JRW)
- Installing Vehicle Activated Signage (VAS)
- Installing Speed Indicator Devices (SIDs)
- Liaising with police on installing Automatic Numberplate Recognition signs (ANPR)

Safe Behaviours

- Education, training and promotion
- Cycling Training to reduce barriers to cycling and to support safe cycling on the borough's roads
- School Travel Planning/JRSO vision zero pledges.
- Powered Two Wheelers (P2W) training promoting Compulsory Basic Training (CBT), intermediate training sessions provided by BikeSafe London and advanced training opportunities with Institute of Advanced Motorists (IAM) and the Royal Society for the Prevention of Accidents (RoSPA). Further promotional messages throughout the year aimed at specific groups i.e. fast food outlets. Ensure promotion of TfL 1-1 and after CBT courses for fast food delivery riders & couriers.

- Pedestrian and scooter training - primary schools
- Collaborations with older citizens groups
- Collaborations with public transport operators
- Safer transport team enforcement
- Promoting considerate behaviour in particular around shared spaces for pedestrians & cyclists.

TfL Comments Continued

6.2	<p>The LIP3 includes commentary on the parameters that were used for prioritisation of most of the proposals; however it isn't entirely clear how these have been used to derive the programme of investment. Additional detail is required on this.</p>	<p>See Scheme Prioritisation text below to be inserted on p96</p>
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Scheme Prioritisation

The following parameters were considered when deciding on the interventions and schemes to implement over the lifetime of the LIP3

The following four considerations were used to form a **longlist** of schemes

- Mayor of Hackney's 2018 manifesto commitments
- Mayor's Transport Strategy goals, challenges and outcomes
- Hackney Transport Strategy 2015-2025 Objectives
- LIP Objectives

The **shortlisting** for schemes was then undertaken taking on board the following policy considerations

- Health Streets criteria
- Modal shift towards sustainable modes (walking, cycling and public transport) and away from private cars
- Road traffic reduction
- Air quality improvement benefits
- Encourages active travel (walking and cycling)
- Road user hierarchy
- Road network hierarchy
- Road safety & accident reduction benefits (Vision Zero)
- Accessibility improvement benefits
- Public transport congestion relief
- Road congestion benefits
- CO2 reduction benefits
- Regeneration of town centres and local centres
- Public transport reliability improvements
- London Sub Regional Transport Plans
- Sustainable Community Strategy
- Local Plan objectives

The following **strategic corporate** criteria were also used to shortlist schemes

- Value for money
- Indices of deprivation in areas affected
- Synergies between proposed transport schemes
- Complementaries between proposed and completed schemes
- Complementarities between proposed schemes and schemes completed and proposed in other service areas of the Council such as Housing, Regeneration, Education, Social Services, Community Safety etc.
- Schemes with lack of alternative funding sources
- Schemes already commenced needing completion

- Schemes capable of meeting multiple objectives
- Schemes contributing to equitable social and economic outcomes across the borough

It should be noted that many of the above parameters were developed by Head of Service and officers for LIP2 and remain valid for LIP3. The shortlist of schemes were then agreed by the Deputy Mayor and Cabinet Member for Health, Social Care, Transport and Parks.

7.2	7.2 We suggest that this section could be strengthened slightly with detailed commentary of the annual programme provided in the body of the LIP3.	See Delivery Plan 1 Year Programme – New Commentary below
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Delivery Plan 1 Year Programme - New Commentary inserted on p102

2019-2020 LIP Programme

The annual programme of schemes and initiatives has been completed on Proforma A and submitted to TfL via the Borough Portal. The programme of schemes will be updated annually. This section provides a commentary for the borough's schemes and programmes for 2019-2020.

Healthy streets

Hackney is strongly committed to creating liveable and healthy street environments including promoting new ways of looking at kerbside space such as trials of parklets and installation of on-street cycle parking hangars. Pocket parks are also being installed in underutilised pieces of public realm where the opportunity arises. In some places former on-street parking bays are being converted into small parklets in residential and commercial locations. Many of these schemes are closely coordinated with tree planting and the expansion of sustainable urban drainage.

This is one part of a broader effort to support walking trips in the borough through a broad ranges of accessibility improvements interventions to improve walkability including wider pavements, dropped kerbs; Legible London signage and improvements to crossings such as installing pedestrian countdown facilities (PCaTs). Some 75 existing signal sites still do not have pedestrian countdown.

Pedestrian improvements are one of the main drivers behind the Ravensdale Road scheme. The Council is proposing Healthy Streets public realm works designed to address complaints regarding safety and speeding on this busy residential bus route which provides access for local synagogues, a church and schools.

The Council also supports 'Walk once a Week campaigns in conjunction with Living Streets. -Healthy Streets upgrades prioritized in the programme include schemes on Southgate Road, Downham Road, Graham Road, and Church Street. Southgate Road and Downham Roads are close to CS1 and the Islington borough boundary and have both generated a number of complaints regarding safety and speed in recent years.

The A1027 Graham Road (on an east-west axis between the B108 Queensbridge Road and the A107 Mare Street) suffers from similar issues as well problems relating to the high number of HGVs passing along the street. The scheme here will be closely coordinated with the changes planned in the Hackney Central Liveable Neighbourhood. The Healthy Streets upgrades planned for Church Street in Stoke Newington are also related to a nearby major scheme in this case the removal of the Stoke Newington gyratory. This local high street has long suffered from a high volume of traffic which has generated a number of concerns from residents.

While Local Implementation Plan funding allows the borough to schedule-in schemes, by its nature this work tends to have to be done incrementally as opportunities to refresh the public realm often arise in the context of new externally funded developments and section 106 agreements.

Hackney is ensuring that developers make commitments to improve both the immediate area within and around the buildings that they construct but also to mitigate any detrimental effects on the transport network. This latter part of development management process involves an ongoing need for the borough to monitor business and residential travel plans. The Council also has its own travel plan which monitors the way that Council staff travel to work and aims to make it more sustainable.

Cycling schemes

Hackney also continues to support cycling through its long-standing offer to provide free cycle training on demand to every adult who lives in the borough. This is just one of an extensive range of LIP-funded education, training and publicity activities for sustainable transport which include support for 'Cycle Pitstops', promotion at events and festivals and the printing of marketing materials. A related workstream is support for cycling in the community through Smarter Travel Estates and Community Cycle hubs including personalised travel planning; help accessing bikes, learning to ride, learning maintenance, confidence building and cycling as family.

Retrofitting secure residential cycle parking continues to be a high priority for the borough with the current emphasis on on-carriageway locations involving the reallocation of car parking spaces for cycle hangars. Other high priorities include social housing estates and train stations. We are currently reviewing the way we maintain and manage our hangars with a view to making the programme self-financing.

The borough is also currently upgrading Hackney's cycle network with the aim that every resident will live within 400 metres from a high quality cycle route by 2021. We are planning to achieve this rollout with investment in new designated cycle routes including three London Strategic Cycle Network routes;²⁶ a review of the delivery arrangements in the section of Quietway 13 in Broadway Market²⁷

About 2km of segregated cycle lanes as well as improved pedestrian facilities are being built in the Hackney section of the A105 Green Lanes as the first stage of a neighbourhood development scheme there. The Council also has a programme of local schemes aimed at improving cycle permeability. Many of these follow suggestions from members of the public and are often aimed at developing local connectors between other routes such as the Central London Cycle Grid, CS1 or the Quietways.

Road traffic reduction

The borough's walking and cycling schemes are all guided by a continuing programme of information gathering about movements on the Hackney street network including local traffic counts, surveys and modelling. Part of this involves compiling information about motor traffic to enable strong evidence-based road danger reduction campaigns. Road safety work in the borough guided by Vision Zero targets are increasingly focused on vulnerable road users which include riders or powered two wheelers and older people as

²⁶ These are the Hackney section of the Hackney Central to Isle of Dogs route via Victoria Park; the Camden to Tottenham route (via Seven Sisters Road and Amhurst Park and the Dalston to Lea Bridge route. These routes will be funded from the TfL Cycle programme rather than through core LIP funding.

²⁷ TfL Quietway programme funding

well as pedestrians and cyclists.

Vision Zero interventions will adopt a 'safe systems' approach including work on achieving safe streets; safe vehicles; safe speeds and safe behaviours. Details of this can be found in the Vision Zero commentary under Outcome 2. Care has been taken to embed Vision Zero thinking in all borough funded engineering projects.

Beyond preventing collisions it is often the fear of traffic dominated streets that discourage people from choosing active travel as a means to get around. Reducing speeding can not only reduce the number and severity of road collisions but can create a calmer feeling in public spaces and reduce motor traffic domination. This can be helped by the introduction of speed-measuring 20mph electronic signage. The Council is also seeking the ability to deploy mobile units (which will also be able to measure flows and speeds) at locations where residents report speeding issues. This should help reassure residents that their concerns are being taken seriously even where permanent or semi-permanent electronic signage is not installed.

Efforts to reduce the speed of traffic complements work to reduce the volume of traffic on local roads through reducing rat running in local neighbourhoods, part of which may be derived from traffic from outside the borough.

One focus is traffic reduction and rat-running in the London Fields area with a series of traffic management schemes planned at Richmond Road, Triangle Road and Sheep Lane. A School Street and associated bus gate has been implemented on a trial basis in the London Fields area in 2018. Work is continuing to develop the proposals wider, in this case to the east of the existing scheme, to keep vehicles away from the area completely (unless they need access). This scheme would contribute toward improving air quality in the local area and would be complementary to both the existing scheme and the forthcoming proposals for Broadway Market, being developed as part of the Quietways programme.

The Council also wishes to develop an area wide scheme to address rat-running, safety and speeding concerns reported by local residents in the area to the north-west of Lea Bridge Roundabout, bounded by the A107 Upper Clapton Road, B111 Northwold Road, A10 Rectory Road and Kenninghall Road. Initially individual roads were considered, but it is clear that options need to be developed on a wider basis.

One of the consequences of implementing the CS1 through Hackney was increased traffic on Crossway. Although not a designated road, this is a local road which carries buses and is an important connector route to Islington. However it is comparatively wide and therefore the Council wishes to implement a scheme in accordance with the Healthy Streets principles, to change how this road is

used and also improve local air quality.

Working with schools

Tackling the peak-time traffic, health and environmental problems associated with taking children to and from school is a high priority which the borough continues to address through school travel plans involving encouraging children, parents and teachers to walk, cycle or use public transport to get to school. Integral to this work is Hackney's LIP-funded road safety education curriculum delivered to all primary and secondary pupils in the borough. The promotional aspect of this work is supported by Safe School Zones which fund infrastructure improvements designed to reduce road danger around schools, such as new road crossing facilities and local traffic reduction schemes.

Other projects to mitigate the negative effects of the school run include the expansion of Hackney's successful School Streets project where cars are banned from entering certain streets around schools during this period. Hackney is committed to introducing 12 School Streets over the next few years. Temporary road closures (Play Streets) will also continue to be supported by Hackney to enable children to play in the street close to their home. As of July 2018 there were 43 streets that were hosting a play street with 13 estates having taken part in play streets and estate play sessions on public spaces.

Reducing emissions is an objective of several LIP-funded schemes including air quality (AQ) monitoring where a network of two referenced continuous monitors, three AQ Mesh pods and over 120 diffusion tubes is aimed at identifying the impact of local schemes and longer term trends. The installation of electric vehicle charging points where LIP money is being used in combination with funding from the Go Ultra Low City Scheme is also a major part of the borough's air quality work. A shift towards car sharing including the use of car club schemes (which the borough also continues to fund out of the LIP) can often help in this transition. There are currently three car club firms operating in the borough, Zipcar, DriveNow and Enterprise Car Club. Improvements to public transport including making buses reliable and easier to use also have a role in improving air quality.

As well as these LIP-funded schemes Hackney is also working on the implementation of its £8.7m Hackney Central Liveable Neighbourhoods programme, which is supported by £2.6m match funding from the LIP and developer contributions

This scheme aims to create a Liveable Neighbourhood in Central Hackney by improving the sense of place in this commercial heart of the borough, with the help of traffic reduction (removing through traffic from Amhurst Road) linked to improved walking and cycling routes throughout the area. The scheme will also treat in one coordinated intervention the three of the currently most dangerous

junctions on borough-controlled roads and improve accessibility at two railway stations.

B – Strategic Environmental Assessment (Environmental Report)

Log	Issue	Suggested Mitigation	Response
E1	Air Quality - Will it improve air quality around areas which may have high concentrations of vulnerable people such as schools, outdoor play areas, care homes and hospitals - The LIP targets for high emissions reduction will support significant improvements in air quality including for areas with high concentrations of vulnerable people -	Consider traffic management measures to reduce traffic flows in areas with high concentrations of vulnerable people	Page 65. Para beginning "We have also identified..." Amend to "We have also identified that where there are high traffic flows; bus stops and obstructions in roads can result in localised air pollution. This can be especially significant when situated near to a sensitive use such as a school, surgery, care home or hospital potentially creating the need for local traffic management."
E2	Energy Use - Will it increase the proportion of energy both purchased and generated from renewable and sustainable sources? - This is dependent on the energy procurement policies of London Overground (LO) and other train operating companies (TOCs) as well as the vehicle industry and suppliers to vehicle charging points...	Encourage LO and TOCs and suppliers to vehicle charging points to procure greater proportion of energy from renewable sources.	Page 64. "After paragraph beginning "Modelling commissioned by Transport for London..." Insert new paragraph: "Hackney is concerned about the broader carbon footprint of its transport system and will encourage London Overground, train operating companies and suppliers of electric vehicle charging points to procure a greater proportion of their energy from renewable and sustainable sources."
E3	Energy Use - Will it encourage uptake of green/cleaner fuels and renewable energy provision across all transport providers and private cars? - This is dependent on the energy procurement policies of London Overground (LO) and other train operating companies (TOCs) as well as the vehicle industry and suppliers to vehicle charging points...	Encourage LO and TOCs and suppliers to vehicle charging points to procure greater proportion of energy from renewable sources.	See answer to E2 above

E4	Energy Use - Will it provide infrastructure to make a better use of renewable energy sources? - This is dependent on the energy procurement policies of London Overground (LO) and other train operating companies (TOCs) as well as the vehicle industry and suppliers to vehicle charging points.	Encourage LO and TOCs and suppliers to vehicle charging points to procure greater proportion of energy from renewable sources.	See answer to E2 above
	Walking		
E5	Climate change adaption - Will it help London function during extreme weather events (e.g. heat, drought, and flood) without impacts on human health and/or well-being? - Dependent on the design of specific road schemes delivered. However, modal shift to walking will not lead to physical changes to protect London from climate change.	Encourage the design of measures to include climate adaption.	No change. Point is already covered in Greening our Neighbourhoods para on Page 67 which reads "The challenge of creating a cleaner, greener and healthier environment on our streets is an essential element in creating Liveable Neighbourhoods and Healthy Streets and is also key to preserving biodiversity and resilience to future changes in climate."
E6	Energy Use and supply - Will it provide infrastructure to make a better use of renewable energy sources? Measures are unlikely to have any direct effect in this respect.	Encourage design of measures to include provision for renewable energy.	p.39 para 1 In sentence beginning "The creation of liveable neighbourhoods taking a holistic approach to street design involving the creation of healthy streets supporting active and sustainable modes that use renewable energy sources wherever possible has long been an approach which Hackney favours...."
E7	Natural capital and natural environment - Will it increase the planting of green roofs, green walls and soft landscaping? - Measures are unlikely to have any direct effect in this respect.	Encourage design of measures to include green infrastructure.	No change. point is already covered by Objective 28 which reads "We will develop a Public Realm Green Infrastructure Plan, with the aim of ensuring the selection and spatial distribution of our trees and plants is driven by the best available research to improve Hackney's resilience to climate change-induced extreme weather events, such as floods and heatwaves, and contribute towards fighting the

			borough's poor air quality"
	Public Transport		
E8	Energy use and supply - Will it encourage uptake of green/cleaner fuels and renewable energy provision across all transport providers and private cars? - No direct effect.	Measures to improve public transport networks, reliability and accessibility should encourage uptake of green/cleaner fuels across all transport providers.	See answers to E2 and E6
E9	Mental and Physical wellbeing - To improve the mental and physical health and wellbeing of Londoners and to reduce health inequalities across the city and between communities - Will it improve access to greenspaces for recreational and health benefits? Depends on the location of schemes delivered.	Measures focused on areas near to greenspace	P.67 first para. Edit to sentence in red: Trees, for example, can positively affect a street by creating shade and shelter, enhancing the visual amenity of the Streetscene; helping people to feel relaxed; improving physical and mental health and improving local air quality." Page 68 2nd para which begins "Hackney has a programme..." at end of paragraph insert new sentence: "Hackney also values public transport connections which facilitate access to these green spaces which also provide respite from the noise of city life."
E10	Natural capital and natural environment - Will it create better access to green space to enhance mental and physical health benefits for all Londoners, particularly those with existing mental health conditions? - Dependent on the design of specific schemes.	Encourage design of measures to include green infrastructure	P.71. in the Healthy Streets Approach section. "the borough is keen to enhance the public realm; green infrastructure and services around local stations including installing high quality
E11	Natural capital and natural environment - Will it result in a greener public realm that can enhance mental health benefits? Dependent on the design of specific schemes.	Measures focused on areas near to greenspace	See answer to E9 above

E12	Noise and vibration - Will it improve access to quiet and tranquil places for all? Depends on the location of schemes delivered.	Measures focused on quiet and tranquil places.	See answer to E9 above
E13	<p>Safety and Security - To contribute to safety and security and generate the perceptions of safety - Will it promote the design and management of green spaces that helps to reduce crime and anti-social behaviour?</p> <p>Measures to improve areas around stations and accessibility to the public transport network will support these factors.</p>	Measures focused on areas with highest levels of crime and anti-social behaviour	<p>After Objective 33 box on page 72 insert the following text:</p> <p>At Hackney Central Station, for instance, improvements could be made to</p> <ul style="list-style-type: none"> • Relieving congestion • Improving the public realm outside the station • Access walking routes such as widening the ramp connecting to Mare Street • New Entrance on Graham Road • Better lighting • More cycle parking and a cycle hub • Installation of CCTV to address anti-social behaviour issues <p>At Hackney Downs Hackney will seek to work with a local developer to</p> <ul style="list-style-type: none"> • Install 3 new lifts • Restore the original booking hall • Improve access routes including a wider entrance • Improve lighting • Increase station capacity <p>At Stoke Newington station funding is needed to install new lifts and To improve the public realm around the station</p>
	Liveable Neighbourhoods		
E14	Mental and physical wellbeing - Will it improve access to greenspaces for recreational and health benefits?	Measures to support access to	See answer to E9 above

	Depends on the location of schemes delivered.	greenspace	
	Long Term Proposals		
E15	Climate change adaption - Will it help London function during extreme weather events (e.g. heat, drought, and flood) without impacts on human health and/or well-being? - Dependent on the design of specific road schemes delivered.	Encourage the design of measures to include climate adaption, including the introduction of SUDs through transport schemes.	See answer to E5 above
E16	Energy use and Supply - Will it increase the proportion of energy both purchased and generated from renewable and sustainable sources? This is dependent on the energy procurement policies of London Overground (LO) and other train operating companies (TOCs) as well as the vehicle industry and suppliers of vehicle charging points.	Encourage LO and TOCs and suppliers of vehicle charging points to procure greater proportion of energy from renewable sources for traction.	See answer to E2 above
E17	Energy use and supply - Will it encourage uptake of green/cleaner fuels and renewable energy provision across all transport providers and private cars? - This is dependent on the energy procurement policies of London Overground (LO) and other train operating companies (TOCs) as well as the vehicle industry and suppliers of vehicle charging points.	Encourage LO and TOCs and suppliers of vehicle charging points to procure greater proportion of energy from renewable sources for traction.	See answer to E2 above
E18	Energy use and supply - Will it provide infrastructure to make a better use of renewable energy sources? - This is dependent on the energy procurement policies of London Overground (LO) and other train operating companies (TOCs) as well as the vehicle industry and	Encourage LO and TOCs and suppliers of vehicle charging points to procure greater proportion of energy from renewable sources for traction.	See answer to E2 above

	suppliers of vehicle charging points.		
E19	Natural capital and natural environment - Will it increase the planting of green roofs, green walls and soft landscaping? - Dependent on the design of specific schemes delivered.	Encourage the design of measures to include green infrastructure	See answer to E7 and E9 above
E20	Noise and vibration - Will it reduce night time noise in residential areas? - Depends on design of the specific measures/ transport schemes.	Ensure design of new schemes includes appropriate noise mitigation	p.62, 1st para. After the word 'noise'. Insert the following line: "Hackney will ensure that residents' exposure to noise is taken into account and appropriately mitigated in the development of all new transport and public realm infrastructure schemes."
E21	Safety and security - Will it promote the design and management of green spaces that helps to reduce crime and anti-social behaviour? - Dependent on the design of specific measures.	Encourage designs to include measures for increased electronic and natural surveillance. Measures focused on areas with highest levels of crime and anti-social behaviour.	No change. Already cover in section on Reducing crime and the fear of crime in Hackney which reads. "We include within this improvements in the way our streets look, better lighting, CCTV, promoting changes that allow pedestrians and cyclists to feel safe on the roads, and providing safe places for children to play."
	Short Term Proposals		
E22	Air Quality - Will it improve air quality around areas which may have high concentrations of vulnerable people such as schools, outdoor play areas, care homes and hospitals - Numbers of people exposed to poor air quality are unlikely to reduce in the short terms.	Measures focused on areas near schools, outdoor play areas, care homes and hospitals	See answer to E1 above
E23	Attractive neighbourhoods - Will it protect and enhance the character, integrity and liveability of key streetscapes and townscapes, including removing barriers to use? - Measures will protect and enhance character, integrity	Measures focused on key streetscapes and townscapes	No change. This mitigation is covered by the line in the first paragraph of Outcome 1 on p27 which reads "An aspiration of the Transport Strategy is to reclaim Hackney's neighbourhoods from

	and liveability of areas where implemented, including key destinations in the borough.		parked vehicles and motor traffic congestion and transform them into the most attractive and liveable neighbourhoods in London."
E24	Mental and physical wellbeing - Will it improve access to greenspaces for recreational and health benefits? Depends on the location of schemes delivered.	Measures focused on areas near to greenspace	See answer to E9 above
E25	Natural capital and natural environment - Will it create better access to green space to enhance mental and physical health benefits for all Londoners, particularly those with existing mental health conditions? - Dependent on the design of specific schemes.	Encourage design of measures to include green infrastructure	See answer to E9 above
E26	Natural capital and natural environment - Will it result in a greener public realm that can enhance mental health benefits? Dependent on the design of specific schemes.	Ensure measures actively seek to ensure greening and planting	See answer to E9 above
E27	LSDC Indicators Recommended Flood risk; life expectancy; child obesity; happiness; satisfaction with London; social integration; gross value added; employment; income inequality; child poverty; London Living wage	Include LSDC indicators	Many of these indicators will already be being monitored in the context of other plans and strategies. Many of them will not change by much during the 3 year timescale of the LIP and are subject to a wide variety of influences outside the scope of the LIP, so we do not feel that these are suitable for inclusion in the LIP as monitoring indicators.

C – Comments affecting the Equalities Impact Assessment

A draft EQIA was available on the Council's website during the public consultation period, while no comments were received directly in response to the EQIA, a number of comments in relation to the LIP outcomes covered the impacts of the LIP on mobility impaired groups. As a result a number of EQIA mitigations were amended although no change was made to the main text of the LIP. The following changes were made:

Ref	Change to text
Eq1	Minor textual changes to the introductory sections to reflect the progression of this document from a pre-consultation draft to a finalised document.
Eq2	Objective 1 commentary. Insert the following line: "All decisions about reallocation of road space need to take into account the needs of elderly and mobility impaired."
Eq3	Objective 4 commentary. Insert the following line: "Improvements to cycle infrastructure will be sensitive in particular to the needs of pedestrians and public transport users."
Eq4	Objective 6 commentary. Insert the following line: "Efforts to promote active travel need to be sensitive to the needs of the elderly and mobility impaired"

D. London Cycling Campaign

Comment	Response
<p>Objective 1 In support of Objective 1 – reallocation of carriageway space away from motor vehicles – we would like to see a proactive reduction in the amount of on-street parking around the borough. Rather than waiting for a specific scheme and then seeking to reduce parking – which may evoke opposition to an otherwise popular scheme – we would like to see commitments to:</p>	<p>Noted</p>
<p>Reduce the number of on-street parking spaces in the borough, with a goal of a 10% reduction by 2022 (this could be focused initially on parking areas in which there is a surplus of places)</p> <ol style="list-style-type: none"> 1. Limit the number of parking permits households are able to receive 2. Increase the price of parking permits by 2% above inflation each year, so drivers begin to make a greater contribution to the real costs which they impose on the borough 	<p>A progressive parking supply reduction target was considered by officers during the preparation of the LIP but a decision was taken against including it for the following reason. The Council has Transport Strategy objectives to reallocate space from private vehicles and to reduce the dominance of the motor vehicles. These are reiterated within the draft LIP and should remain. However, these support the implementation of wider objectives of supporting sustainable transport, whether these be cycling, bus, pedestrians, cycle parking, EVCP etc and should not in themselves be the driver with associated targets.</p>
<p>We note the suggestion that a workplace parking levy is unlikely to be an effective traffic demand measure in footnote 11. While we agree that a large proportion of the harmful traffic impacts in the borough is from through traffic, the evidence from Nottingham suggests that a workplace parking levy can encourage modal shift and better use of land, while raising money for other transport schemes. We note Hounslow is currently consulting on a workplace parking levy; we would encourage Hackney Council to consider introducing its own levy.</p>	<p>Hackney has commissioned a study into the extent of through traffic in Hackney. The results from this study will be used to inform traffic reduction policy options.</p>
<p>Objective 4 We note and fully support Objective 4: “To make Hackney’s roads the most attractive and safest roads for cycling in the UK, and a place where it is second nature for everyone to cycle, no matter what their age, background or ethnicity.” We believe that we can only act on this objective, and be confident that it has been met, if has an associated target and measure. We therefore propose that a question to this effect should be posed to the Hackney Matters Panel and the Hackney Travel to Work Survey.</p>	<p>Noted</p>
<p>We would also ask that the council conduct an annual survey in shopping centres in the borough to gain a broader sample.</p>	<p>Noted.</p>

<p>We suggest the following question is used: “Whether you cycle or not, I would like to ask you what you think about riding a bike in Hackney. Please tell me whether the following are good or bad: · Safety of riding a bike · Safety of children’s cycling” With answers on a five-point scale: · Very good · Quite good · Neither good nor bad · Quite bad · Very bad</p> <p>This question has been used by Sustrans in other cities (which would allow comparison to see whether Hackney is meeting its goal of being the ‘most attractive’). A similar question could be asked to check whether the council is meeting its walking goals too.</p> <p>Using answers to this question, we could set a target to ensure Hackney is achieving Objective 4. Currently, Copenhagen achieves 76% positive responses, while Sustrans finds only around 30% of people in the British cities they have worked in respond ‘good’ or ‘very good’. Given Hackney’s ambition and existing successes, we believe a target of 60% of respondents agreeing that safety is ‘good’ or ‘very good’, for themselves, and 50% for children, is appropriate by 2022, with a target of 80% for adults and 70% for children by 2025.</p>	<p>There is value in collecting quantitative data such as this. This is Sustrans’ model, but other models are available, such as TfL’s Healthy Streets questionnaire. Similar questions are planned as part of the process of consulting on major schemes such as the liveable neighbourhoods scheme, but annual street-level surveys are very expensive. While they are undoubtedly of value, for a statistically significant sample annually to be achieved, the cost would require one of the other schemes in the delivery plan to be cut, or reduced, every year.</p> <p>Due to tougher financial environment, the LIP delivery plan prioritises schemes over collecting further evidence base.</p>
<p>Objective 7: We warmly welcome Hackney’s leadership of school streets and note that many other boroughs are now copying this excellent programme. Given the existing number of school streets in the borough, we believe that more than twelve school streets can be introduced by 2022: we would suggest a target of twenty by 2022.</p>	<p>Note their suggestion, and their support for the scheme. 12 is the right target at this moment. We’ve only fully reviewed the first site, and until the pilot phase is reviewed, it would be pre-emptive to set a higher target. Would be better to set target for 12 and exceed target.</p>
<p>Objective 8 We note and fully support Objective 8: “All roads in Hackney need to be suitable for cycling with the exception of the A12.” In practice, this means all roads must either be access roads, with through traffic removed through modal filtering, or have protected space for cycling. We would therefore welcome the clarification of this point, by the removal of the following sentence from the plan: “The Council is open and willing to examine proposals for segregated and semi-segregated cycle lanes on principal roads but it will be</p>	<p>Regarding the comment about Cycle Segregation: The LIP is focused on the outcome of providing high quality cycle routes and is agnostic on the infrastructure needed to provide this. The solutions appropriate for quieter residential routes will be different to those which may be needed on busier roads. The desired outcomes have been captured in the Healthy Streets and Cycling Level of Service tools which Hackney supports.</p> <p>With this in mind we believe that a numerical target for segregation and/or</p>

<p>considered on a case by-case basis.”</p> <p>We would also welcome a target for the proportion of borough roads which are suitable for cycling by an unaccompanied twelve-year old (i.e., what proportion of borough roads are either modally filtered to remove all through traffic, or provide protected space for cycling). We believe 30% of borough road length should be either modally filtered or provide protected space by 2022, and 50% by 2025.</p>	<p>filtering is inappropriate as it would arguably introduce a perverse incentive for sub-optimal cycle scheme design.</p> <p>Delete the sentence: “The Council is open and willing to examine proposals for segregated and semi-segregated cycle lanes on principal roads but it will be considered on a case by-case basis.”</p>
<p>Objectives 1, 4, 5, 8</p> <p>We note the City of London’s adoption of a street hierarchy, specifying the function of each road in the City. This guides all subsequent decisions about the road (for example, any road designated a residential street should not also be a route for through traffic). We would ask that Hackney adopts a similar street hierarchy, classifying every street in the borough, which can then guide future road danger reduction initiatives.</p>	<p>This sounds similar to the work that was done under the Roads Task Force. The implication would be that any residential street would be potentially suitable for modal filtering. We believe that blanket adoption of this classification would be overly prescriptive and not allow decisions about road danger reduction to be made on a case by case basis.</p>
<p>Objective 14:</p> <p>We note and warmly welcome Objective 14, that every household in the borough will have access to secure cycle parking. We would welcome more details on the implementation of this measure, with regard to non-standard bicycles and how the council will support and challenge housing associations to achieve this.</p>	<p>Noted. There is a financial implication to providing secure cycle parking to every resident, so it may be appropriate to include a detailed delivery programme for this objective.</p>
<p>Targets 5-8: We warmly welcome Targets 5-8 (subject to the caveat stated below regarding Target 6), specifying the proportion of journeys to be made by bicycle. We believe that targets dated 2025 are too distant to provide an indication whether the borough is on course to achieve them and a spur for further action. We would therefore like to see each target for 2025 accompanied by a target for the end of the LIP period, in 2022. For example:</p> <ul style="list-style-type: none"> - Target 5: 20% by 2022 - Target 7: 11% by 2022 	<p>Noted</p>
<p>Target 6: We note the impressive progress made in the borough referenced on page 32, which states that “4.9% of Primary school children now get to school in this way [cycling] – nearly double the rate of a decade ago.” We therefore believe that a target of 5% by 2025 is insufficiently ambitious: we believe that this figure can be doubled again by 2025, so would suggest a target of 10%</p>	<p>Noted.</p> <p>The 5% target is all students, not just primary. All ages much lower than primary.</p> <p>Higher cycling levels lead to lower walking levels as car use is very low. That’s the better indicator (car use).</p>

	<p>High levels of cycling, when pupils live within walking distance, create storage issues at schools, reducing space available for playground.</p> <p>Important that cycling to school is normal, as a life skill, but higher level targets more appropriate for secondary school (where storage less an issue).</p>
<p>Target 10: We recognise that a change in methodology has led to a reclassification of some casualties as 'seriously' injured which were previously classified as 'slight'. However, we do not believe that a recent increase in casualties or Hackney's disappointing performance can be entirely attributed to this change in methodology: we note that Hackney is one of the highest boroughs in London for hit-and-run KSIs, for example and that road casualties have increased nationally. We do not believe that it is appropriate to renounce targets on the grounds of a change in methodology. We note that, were this change to be adopted, Hackney would accept an additional 61 people being killed or injured on the borough's roads next year (comparing the MTS target for 2022 with the proposed target), with several hundred additional casualties over the next decade. We also note that this means the target for next year would be higher than the number of casualties achieved between 2010-2014. We believe the existing targets should be maintained, and more strenuous road danger reduction efforts adopted to curb driver speed and rat-running and increase enforcement to ensure that it is achieved. We would welcome a commitment that each KSI incident leads to an immediate investigation of the street design and driver behaviour, with changes to the road to make the repetition of a similar incident impossible taking place within one year of the incident.</p>	<p>Noted. The change in methodology has resulted in a recalibration of baselines and TfL has set new targets based on the new methodology for all London boroughs</p>
<p>The Delivery Plan We note and support the council's long-term aspirations to maintain the gyratory and create protected cycle tracks around the Shoreditch Triangle. Given the number of casualties on these roads, we would welcome the urgent creation of interim protected space for cycling, using plastic bollards, rather than waiting for a permanent scheme.</p>	<p>Noted</p>
<p>South Hackney Review: we would welcome a commitment to make the main A road alignment through South Hackney Wick Road – Morning Lane, and the removal of through traffic from Victoria Park Road and Cassland Road, while retaining bus access.</p>	<p>Noted. No change.</p>

<p>We would welcome a long-term commitment to creating protected cycle infrastructure along the A road network throughout Hackney; in line with Objective 8.</p>	<p>Noted</p>
<p>We would welcome clarification that, in line with the objectives of the plan, the principal road upgrades listed in the delivery plan will include the creation of protected space for cycling.</p>	<p>Hackney supports the principles of Healthy Streets which is outcome focused and is agnostic about particular traffic engineering interventions</p>
<p>We would welcome an evaluation of the effectiveness of the promotional measures currently adopted to encourage cycling and walking (for example, cycle training), with a view to targeting resources at the most effective methods.</p>	<p>This is already done as part of day to day business.</p>

E. Freight Transport Association

Comment	Suggested Response
FTA is strongly opposed to any road user charging scheme being introduced on a borough by borough basis and calls for further work to be undertaken with TfL on a London-wide basis.	Comment Noted, no change needed. This is a direct response to the Mayor of London's Transport Strategy and his call to reduce traffic levels across London. In addition many of the priorities aiming at encouraging active travel and designing to Healthy Streets principles would not be possible without it
The Association calls on Hackney to support the necessary changes to the LLCS to enable more deliveries to be retimed.	Comment noted. We are looking at this as part of the Freight Action Plan.
We urge Hackney to follow progress on the Government's Road to Zero strategy and to postpone development of zero-emission schemes which includes commercial vehicles until there is a clear definition of an Ultra-Low Emission Truck (ULET) and sufficient vehicle supply of ultra-low and zero-emission HGVs and vans.	Comment noted. No change.
FTA does not support Hackney's objections to the Silvertown Tunnel proposals.	Comment noted. No change.
The Association is concerned that Hackney does not recognise the value of rail freight movements on the London Overground network and sees it only as a barrier to service enhancements.	p.79 amend to: "Whilst we are fully supportive of rail being used to move freight, we see increasing freight paths on the London Overground network as being a barrier to further service enhancements. Consequently we would suggest that alternative paths such as Felixstowe to Nuneaton are explored and developed."

F. London Taxi Drivers Association

Comment	Response
<p>It's imperative that the borough differentiates the taxi industry as a form of transportation from Private Hire Vehicles (PHVs). In the Mayor of London's 'Taxi and Private Hire Action Plan 2016', he clearly states the importance of reinforcing a two-tier system between taxis and private hire services. Hackney Council has plainly failed to do this in its Local Implementation Plan as there appears to be no differentiation between Taxis and Private Hire Vehicles (PHVs).</p>	<p>Noted. While there are differences in the regulation relating to the two different types of taxi vehicle models, both result in passenger car trips; relative inefficient use of road space and have potentially similar impacts on congestion, pollution and accidents.</p>
<p>The role of London's taxis is unrivalled and highly distinctive to that of PHVs. Hackney's Plan needs to be adjusted to separate the two transportation modes. Furthermore, statistics examining the responsibility of taxis for motor traffic and congestion should differentiate between PHVs (particularly those using ride hailing apps) and traditional taxis. Any traffic reduction strategies implemented, including road space measures, should deliberate the distinct effect it will have on taxis, and consequently accessibility for those mobility impaired or for tourists.</p>	<p>Noted. While from the TfL perspective there are differences in the regulation relating to the two different types of vehicles, both result in passenger car trips; relative inefficient use of road space and have similar potential impacts on congestion, pollution and accidents.</p>
<p>Hackney's pledge to encourage the take-up and use of fully electric and hybrid vehicles, which will reduce CO2 and NOx levels, therefore corroborates with the taxi trade's plans. However, we would be grateful for clarity on the exact measures taken by Hackney to support the further uptake of such vehicles by the industry. Policy LN7 states that the borough will reduce emissions from taxis and PHVs by working with TfL and other partners to facilitate the transition to ultra-low emission vehicles, particularly electric. There needs to be elucidation on what this will exactly entail and what support will be given to the industry.</p>	<p>This means working to introduce regulatory and pricing mechanisms designed to accelerate the conversion of the taxi and PHV fleet operating in the borough to ULEV and electric vehicles and to provide the electric vehicle charging infrastructure to facilitate this.</p>
<p>The Mayor's Ultra-Low Emission Zone (ULEZ) being introduced in 2019, and longer-term ambition for Central London to be emission-free by 2025, is unequivocally supported by the taxi trade. However, the Zone will exempt taxis in recognition of the action the trade is already taking to combat poor air. Any current or planned Ultra Low Emission Zones in Hackney should mirror this approach. Before London's taxi fleet fully transition to ULEVs, it's critical that taxis are allowed maximum possible access to all roads. Any access restrictions proposed need to be carefully consulted over with the LTDA.</p>	<p>Hackney will not exempt taxis in ULEV streets but taxis will be fully consulted. TXe's fall beneath the maximum emission threshold in City Fringe LEN for example.</p>

<p>The number of charging points in Hackney remains extremely limited and has not substantially changed since the last Transport Strategy in 2015. Currently, there are only 45 electric charging points within LBH depots in Hackney. We do sincerely hope that Public Transport Targets 23-b and LN7, are realised.</p>	<p>There are 57 publicly available charging points and 3 rapids in Hackney</p>
<p>Consequently, we would welcome any measures to reduce the number of PHVs operating in Hackney, which would lessen total traffic levels and consequently the negative impacts of it. Any measures to reduce 'through traffic' or 'rat running' need not be applicable to London's taxis, which will shortly be all electric. Furthermore, once the industry fully transitions to ZEC vehicles, we will have minimal impact on Hackney's air quality.</p>	<p>The request for Hackney to exempt taxis from road pricing and permeable filter measures is noted.</p>
<p>To further reduce congestion, it is paramount that there are a sufficient number of taxi ranks in the borough. Pledge PT23-a does seek to fulfil this. Expanding the number of taxi ranks will dramatically decrease the necessity for drivers to 'idle' and 'ply for hire' in moving taxis, reducing air pollution and congestion and making it far easier for passengers to locate and board taxis. We would appreciate the ability to consult on deciding a sufficient number of taxi ranks and where in which they will be located.</p>	<p>Noted</p>
<p>The LTDA also promotes the option of flexible taxi ranks designs in streets where space is limited. These locations may be used for loading activity or as footway at periods of the day when taxi use is low. We would also request that any reallocation of kerbside spaces are fully conferred on. The loss of drop-off points also presents a threat to the safety of taxi passengers, prohibiting taxis from offering a door-to-door service to passengers. This makes taxi journeys less convenient in addition to posing a threat to passengers' safety. 2 Department for Transport, 'Taxi and Private Hire Vehicle Statistics: England 2017', available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/642759/taxi-private-hire-vehicles-2017.pdf</p>	<p>Noted</p>
<p>However, a key feature of the taxi industry, even with the development of apps, is the ability for pedestrians to hail one down on the street at any time. Drivers must therefore be able to locate pedestrians in need and must drive around to do so. However, as shortly all taxis will be electric, this will have minimal environmental impact. Driving around as a method of attracting customers is also preferable to drivers sitting in popular areas and increasing congestion (as PHVs do). The loss of drop-off points also</p>	<p>Noted. Hackney does not agree that EVs have minimal environment impact as pollution is just one of the environmental impacts associated with private or semi-private passenger vehicles.</p>

presents a threat to the safety of taxi passengers, prohibiting taxis from offering a door-to-door service to passengers. This makes taxi journeys less convenient in addition to posing a threat to passengers' safety.	
Objective 2 and the Vision Zero objective of reducing the number of killed or seriously injured to 30 by 2030 - a 70% reduction from 2010-2014, are worthy targets. However, any measures taken to achieve this should evidently not centre on taxis as a source of road safety issues. Any traffic restrictions, including trials, for 'timed' and full road closures, as well as cycle/bus-only streets, are deemed unnecessary by the LTDA and if they are to exclude taxis, should be consulted in depth over.	Hackney will consult on any road closures or traffic restrictions but will not grant taxis a blanket exemption.
Comparatively, all of London's licensed taxis are wheelchair accessible, and indeed are the only form of transport currently on London's roads which are fully accessible, in addition to being guide-dog friendly. As part of the Knowledge Test all drivers must pass, they undertake rigorous Disability Awareness training. Although Objective 34 promises to improve the accessibility of Hackney's public transport and provide step free access to the majority of stations in the borough, this will still leave many passengers with limited mobility unable to travel to certain areas and with a considerably delayed journey time. As a public transportation mode, this policy should thus also apply to taxis and should centre on improving their accessibility not restricting taxi access to crucial routes.	Noted. However only a low percentage of disabled people choose to use taxis as their preferred mode of transport. Only 7% of disabled people frequently use a taxi. Hackney does not regard taxis as part of the public transport network in the same way that buses and trains are as they remain a very inefficient use of limited road space even if one disregards the road danger and air quality implications of encouraging their increase use.
As part of Objective 35, we note with approval Hackney's pledge to continue to support social transport services and to lobby London Councils and TfL for improvements where needed. The Dial-a-Ride scheme, although providing a crucial service, has limitations in respect of availability, distance that can be travelled and purpose. The Taxi Card service is a more personalised and responsive service that can be scheduled significantly in advance and is more popular with users. We actively support encouraging the Taxi Card service above the Dial-a-Ride scheme.	Noted. Dial-a-Ride and Taxi Card both supported by Hackney.
Although supportive of designated, segregated spaces for cyclists, the LTDA believes any reallocation of road space from private motor vehicles to cycle route provisions should be carefully considered. Due consideration needs to be given to other road users – as Objective 1 proposes. Hackney Council's intention to expand its cycling network and realise Policy T9: ensuring 85% of Hackney residents will live within 400 metres of the London Strategic Cycle Network by 2022, will need careful consultation.	LTDA will be given opportunity to be consulted on new cycle routes

<p>The plans will have a large impact on the transport landscape of the borough, and thus it's crucial the scheme takes into account all road users.</p>	
<p>Cycle Superhighways in particular are frequently imbalanced in regard to the distribution of restricted road space, which disproportionately harms disabled and restricted mobility road users. The capacity of several roads to accommodate traffic has been reduced, for instance, to single lanes of traffic in order to allocate more space to cyclists through the introduction of wide permanent cycle lanes. This phenomenon can be observed at a number of key transport arteries, such as: Victoria Embankment, to accommodate the East-West Cycle Superhighway (CS3); Farringdon Road/Farringdon Street to accommodate the North-South Cycle Superhighway (CS6); and restrictions to traffic enacted on Avenue Road to accommodate CS11.</p>	<p>LTDA will be given opportunity to be consulted on new cycle routes</p>
<p>It is essential that the new cycling infrastructure does not result in a net loss of taxi ranks. Where taxi ranks are relocated in order to accommodate cycling infrastructure, these ranks must be of the same capacity as those removed and must be conveniently located. If the cycling infrastructure necessitates a loss in rank space, this causes harm to the taxi trade and to passengers, and must be avoided. The LTDA believes that a fair balance can be struck between the competing needs of different road users.</p>	<p>A fair balance in terms of the allocation of road space needs to be struck at all times but this should be seen in the context of a gradual transition to the use of sustainable modes so the "fair balance" may shift over time and local authorities may have a role in assessing this.</p>
<p>The LTDA does applaud schemes which promote the benefits of ZEC vehicles and is enthusiastic about a comprehensive review of traffic in the borough. However, Hackney Council is to be reminded that any Zero Emissions Network schemes should also exempt licensed taxis. This includes the pilot schemes in Shoreditch and Hoxton, which restricts two zones during peak hours to walking, cycling and low emissions vehicles. Mayor Sadiq Khan's planned London-wide Ultra Low Emission Zone exempts taxis in recognition of the action the trade is already taking to combat poor air. Thus, local schemes such as Hackney's should mirror this approach.</p>	<p>Hackney will not adopt a blanket approach to exempting taxis from local ULEV schemes. In the recently launched City Fringe scheme taxis are not exempt although the TxE model would qualify as exempt.</p>
<p>The LTDA looks forward to collaborating to ensure the views of the taxi industry are accommodated on the upcoming schemes affecting the Shoreditch Triangle and Old Street Roundabout, as well as the South Hackney one-way traffic review. These spaces are all used by taxis and all contain a number of ranks. Measures that affect these ranks, and any others, should be fully discussed with the LTDA. If ranks are to be removed,</p>	<p>LTDA will be fully consulted on all of these schemes.</p>

<p>there must be a sufficient evidence base to justify this. Furthermore, as Old Street Station remains inaccessible for those with restricted mobility, taxis provide a crucial service to disabled Londoners accessing this area of London.</p>	
<p>It is essential that the LTDA is consulted throughout the entire transformation of the borough. Any further transformations to roads or zones not outlined in the Local Implementation Strategy should be fully assessed in collaboration with the LTDA.</p>	<p>LTDA will be fully consulted on all of these schemes.</p>

Appendix H

Summary of Requirements for Local Implementation Plan submission

Requirement of LIP Submission	Description	Page Number
Req1	Where boroughs do not use the model template and provide their submission in a different format, they must provide an index to their responses cross-referenced to all the mandatory requirements as defined in this guidance.	Appendix G as set out below fulfils this requirement.
Req2	Boroughs are required to include in their LIP an explanation of the statutory background of the LIP process.	9-10
Req3	Boroughs are required to outline the democratic processes taken to approve the submission of the LIP at a borough level.	9-10
Req4	Boroughs are required to provide evidence to show that all statutory consultees and any other organisations/ groups have been engaged with during the formal statutory consultation period. They must also demonstrate how the views of	9-10

	<p>their consultees have been taken into account.</p>	
Req5	<p>There is a requirement to undertake a Strategic Environmental Assessment and it is recommended that an Equalities Impact Assessment is also done (which addresses the borough's Public Sector Equality Duty). The boroughs are required to consider whether it is appropriate for the LIP to be assessed against other matters, for example crime and disorder, health, economic and business issues, air quality and climate change.</p>	<p>The Strategic Environmental Assessment is in three parts</p> <p>(a) A Scoping Report – this has been carried out by Steer Group and was subject to public consultation from November 2018 with the consultation draft of the LIP.</p> <p>(b) An Environmental Report (see Appendix E)– This was prepared by Steer Group and was submitted to TfL along with the final version of the LIP in February 2019.</p> <p>(c) A Post Adoption Statement – this will be published on the Council's LIP website following the adoption of the LIP by TfL in March/April 2019.</p> <p>A draft version of the Council's Equalities Impact Assessment was part of the public consultation of the Local Implementation Plan between November 2018 and January 2019. The draft was amended in the light of feedback</p>

		<p>received and submitted to TfL in February 2019. The final version of the Equalities Impact Assessment can be read in Appendix F.</p> <p>Other matters such as crime and disorder, health, economic and business issues, air quality and climate change have been taken into account as part of the process of internal consultation with Council stakeholders although comments from Community Safety and Regeneration were submitted too late to be included in the November 2018 draft, but were treated as consultation responses and used to finalise the February draft.</p>
Req6	<p>Boroughs must meet all of the following requirements for the submission of their LIP set out below under the following headings:</p> <ul style="list-style-type: none"> a. Name of document b. Submitting the document to TfL c. Submission milestones 	<ul style="list-style-type: none"> a. The name of the document is the “London Borough of Hackney Third Local Implementation Plan (2019-2022)” b. The draft document was submitted to TfL on 12th November 2018 c. The final draft will be submitted to TfL on 15th February 2019

Req7	Boroughs are required to set out the local context including the geographical, demographic and other characteristics of their boroughs, cross-referencing existing policy and context documents as appropriate.	pp11-19
Req8	Boroughs are required to identify key opportunities for shifting trips and journey stages to walking, cycling and public transport to contribute to achieving the overarching aim for 80 per cent of trips to be made by active, efficient and sustainable modes by 2041.	pp20-27
Req9	Boroughs are required to set out local issues, challenges and opportunities within the context of contributing towards the achievement of the nine Mayor's Transport Strategy outcomes and the relevant policies and proposals.	pp28-89
Req10	Boroughs are required to set objectives that explicitly assist with meeting the Mayor's Transport Strategy aim of increasing the sustainable travel mode share.	Objectives 1-5 and Targets 1-7 on pp20-27. A summary of all Objectives and Targets is included in Appendix A on pp124-130.
Req11	Boroughs are required to identify a set of locally specific LIP objectives that contribute to achieving the nine outcomes of the Mayor's Transport Strategy, and the relevant policies and proposals.	pp28-89 is narrative which supports Objectives 6-44 and Targets 8-24. A summary of all Objectives and Targets is included in Appendix A on pp124-130.

Req12	Other Mayoral strategies are also relevant to LIPs, and boroughs should have regard to these as they are published.	pp90-92
Req13	Boroughs are required to outline projects and programmes that contribute to the delivery of the Mayor's Transport Strategy – including the overarching mode share aim, each of the nine outcomes and the relevant policies and proposals – in preparing a Delivery Plan.	Commentary of the projects and programmes can be found in the Delivery Plan chapter pp101-106. The spend profiles can be found in Hackney LIP 3 Year Delivery Programme Appendix D pp152-160
Req14	When preparing their LIPs, boroughs are required to take into account the major projects and investment in all modes of transport, as well as the investment in the road network that may impact on their borough, as set out in the TfL Business Plan.	pp93-95
Req15	Boroughs are required to identify all interventions that are intended to be wholly or partly funded using LIP funding in the borough's Programme of Investment. Boroughs should identify the proposed funding source for each of these interventions, ie how much is from LIP funding allocations and how much comes from other sources (for example, the council's own capital and revenue sources, Section 106/CIL contributions, or other sources of TfL/GLA funding, such as Growth Areas).	Hackney LIP 3 Year Delivery Programme Appendix D pp152-160 See also Sources of Funding pp95-96

Req16	Boroughs are required to provide a list of potential schemes up until 2041, together with a short explanation of the reasons for their inclusion in the Delivery Plan.	Long-Term interventions to 2041 pp97-100
Req17	Boroughs are required to produce a costed and funded high-level indicative Programme of Investment that covers, by year, the three-year period 2019/20 to 2021/22.	Hackney LIP 3 Year Delivery Programme Appendix D pp152-160
Req18	<p>Boroughs are required to provide supporting commentary on:</p> <p>a. How the three-year Programme of Investment has been derived, including how potential interventions have been identified and prioritised, and practical considerations relating to timescales, capacity and consultation</p> <p>b. The role of revenue-based investment, policy decisions, and third-party actions (including commitments outlined in TfL's Business Plan and investment programme) in delivering the borough's LIP objectives</p> <p>c. How the delivery of the Mayor's priorities will be supported at a local level</p>	'Sources of Funding' and 'Scheme Prioritisation' on pp95-97
Req19	Boroughs are required to include a concise section on risk assessment and mitigation in preparing and considering options for their	'Risks to the delivery of the three-year programme' pp107-111

	Delivery Plan.	
Req20	<p>Boroughs are required to provide a detailed and costed programme of schemes and initiatives for the first year of the plan, with the programme to be updated in subsequent years. Boroughs should submit their Programme of Investment using Proforma A (as shown</p> <p>at Part three – Appendix F). Proformas will need to be uploaded to the Borough Portal.</p>	<p>Hackney LIP 3 Year Delivery Programme Appendix D pp152-160. Proforma A was submitted separately to TfL on 13th November 2018.</p>
Req21	<p>Boroughs are required to provide supporting commentary on:</p> <p>a. How the annual Programme of Investment has been derived, including how potential interventions have been identified and prioritised, and practical considerations relating to timescales, capacity and consultation</p> <p>b. The role of revenue-based investment, policy decisions, and third-party actions (including commitments outlined in TfL’s Business Plan and investment programme) in delivering the borough’s LIP objectives</p> <p>c. How the delivery of the Mayor’s priorities will be supported at a local level</p>	<p>a. ‘Hackney LIP Delivery Programme (2019-2022)’ pp101-106</p> <p>b. See Sources of Funding and Scheme Prioritisation pp95-97. For the borough’s involvement in the TfL Business Plan projects see pp93-95</p> <p>c. See commentary on the Hackney LIP Delivery Programme (2019-2022) pp101-106</p>
Req22	<p>Boroughs are required to identify any projects that have significant potential of risk within the</p>	<p>‘Risks to the delivery of the three-</p>

	planned programme of works and identify any mitigation measures for these high-risk projects.	year programme' pp107-111
Req23	Boroughs are required to set targets against the overarching mode share aim and the nine outcomes using their respective outcome indicators.	Table 6: MTS and borough outcome indicators pp113-122
Req24	Boroughs are required to collect this information and submit it to TfL using Proforma C on at least an annual basis.	Monitoring the delivery of the outcomes of the Mayor's Transport Strategy p112