

Table 1

Organisation name(s):	London Borough of Hackney
Project manager responsible for delivering the LN proposal and their contact details	Andrew Cunningham, Head of Streetscene [REDACTED]
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Project Title:	Hackney Central Liveable Neighbourhood
What Financial Year is this application to be considered for?	Financial Year 2018/19
Is the Borough submitting any other Liveable Neighbourhoods applications?	No
Has this project been submitted before as a bid to TfL?	No

Executive Summary

The scheme aims to create a Liveable Neighbourhood and improve the sense of place in the central area of Hackney with the help of traffic reduction (removing through traffic from Amhurst Road) linked to improved walking and cycling routes throughout the area.

The area wide reduction in motor traffic dominance will not only change the whole feel of the area for people on the street it will make them safer as the scheme aims to treat in one coordinated intervention the three currently most dangerous junctions in the borough. One such junction is at Pembury Circus, a vehicle dominated complex junction with a record of 58 collisions over the past seven years.

We will take full advantage of the public space regained from motor traffic on Amhurst Road to introduce intensive greening of the entire route developing a series of pocket and linear parks with improved seating and public realm.

On top of the core element of this scheme we will explore options to create a new two-way segregated cycle track on Mare Street. Potentially this could help create a major enhancement of active travel permeability (via the 'black path'/Hackney Grove and a new area-wide residential filtering scheme around London Fields.

Modal shift to active travel is a key aim of the scheme. We will be looking to move towards a future where all residents get the basic life-sustaining level of exercise they need in their daily lives (just 20 minutes a day it turns out) by just moving around by cycling or walking to destinations or bus or railway stations. This is the now the target for the whole of London for 2041 according to the draft Mayor's Transport Strategy, but Hackney will lead the way in making this real. The second major health benefit of the scheme will come from the cleaner air which reducing traffic and traffic dominance will bring which will support and reinforce the increased active travel.

The area wide reduction in motor traffic dominance will not only change the whole feel of the area for people on the street it will make them safer as the scheme aims to treat in one coordinated intervention the three currently most dangerous junctions in the borough.

This ambitious £10m scheme also includes major improvements to two railway stations and will also bring benefits to bus speeds and reliability. We will take advantage of the opportunity to build up a truly transformational value-for-money programme building on already partially funded schemes at Pembury Circus and planning application conditions at Hackney Downs. We will also substantially improve the pedestrian access into Hackney Central which currently is substandard and leads through a car park.

We are also building on the successful work that has already begun to build a more vibrant and prosperous Hackney town centre through the Narrow Way 'major scheme'. The bus gate on Amhurst Road will create the opportunity to expand the surfacing high quality public realm share space surfacing now being enjoyed by shoppers and residents on this now largely traffic-free street.

We hope that the better pedestrian and cycling environment will contribute to ongoing Hackney town centre regeneration included the borough's aspirations to create a fashion hub in Hackney Town Centre linking to Hackney's growing reputation for harnessing the regenerative power of sustainable transport and high quality urban design. And there will be more people to enjoy this change as Hackney is growing. The two biggest employers are already in the area (Hackney Council and Homerton Hospital) and new mixed use developments on Homerton High Street, Hackney Downs and the London Fields eastside zone will create hundreds of new homes and many new workplaces.

The essential thing is that the scheme creates an opportunity for people to modify their travel behaviour to walk, cycle and use public transport more. Hackney will be supporting and facilitating these simple but profound changes that people can choose to make in the way that they get around the borough. We will be applying the expertise we have gained in our award-winning business and residential engagement in the Shoreditch and City Fringe Low Emission Neighbourhood to promote this change.

Strategic Case

Hackney town centre's streets are polluted, congested and traffic-dominated. Hackney has a fantastic opportunity to make a step change in addressing these issues by linking money which is available to redesign one of its most dangerous road junctions (Pembury Circus) with an extension of the award-winning work that it has undertaken in regenerating the public realm, removing buses and generally creating a Healthy Street in the Narrow Way. Either scheme on its own has the potential to make major improvements to the town centre environment, knitting them together with a radical traffic reduction proposal in the area will allow Hackney to deliver a truly transformational programme. The potential extension of the scheme to include a segregated cycle track on Mare Street will complete a key missing link in local cycle connections – the original desire line for Quietway 2 linking central London to Hackney and Waltham Forest via Islington and London Fields.

Cycling and walking along this ancient desire line links the Hackney Central Liveable Neighbourhood into another LIP funded Liveable Neighbourhood that we are facilitating in the London Fields area supported by a network of permeable filters. This is also the site of one of the boroughs School Streets where vehicles are being banned around the school at the beginning and end of the school day helping to encourage walking and cycling to school.

The full scheme would also contribute to the creation of two further priority cycle routes. The simpler and safer Pembury Circus junction removes a major barrier to the creation of a top 25 (Cynamon-modelled) link between Dalston and Lea Bridge along the shortest main road route. The Mare street segregated cycle track also begins the work for another top 25 Cynamon cycle route between Hackney Central and Shadwell.

The benefits of the Hackney Central Liveable Neighbourhood will also include tackling the three most dangerous road junctions in the borough and making a big contribution to improving the public transport offer in the town centre through faster

more reliable buses, new accessible lifts at Hackney Downs and better interchange and access at the extremely busy Hackney Central station.

The extension of the Narrow Way treatment into Mare Street and Amhurst Road will give central Hackney a facelift which will boost its attractiveness as a place through the creation of a safer, pleasanter, greener public realm where people choose to sit down linger and socialise. This will, in turn, energise the regeneration of Hackney town centre already kick-started by the emergence of the 'Fashion Hub' in the area supporting its and the borough's ambitions to facilitate its growth into the Bohemia Place and Morning Lane Tesco sites which are to be developed. In this way Hackney's growing reputation for harnessing the regenerative power of sustainable transport and high quality urban design will come together to create a fashionable, thriving and healthy destination.

Improving Hackney town centre will be a major benefit to the employees of the borough's two largest employers - the Council in its campus around Hackney Town Hall and Homerton Hospital. More people are also coming to the area through major residential and commercial developments in the Hackney Downs area; on Homerton High Street and a whole series of mixed use workspace/residential developments springing up on the eastern side of London Fields.

There is a great opportunity in Hackney but we need to act now. Levels of nitrogen dioxide and particulates in the area are very high and day-by-day this is having a very serious effect on the health of (or even killing) the many people who use the local streets. The scale of this health impact is huge with 9,500 people across the capital dying each year as a result of air pollution. The streets around the town centre on a ring of roads including Amhurst Road, Dalston Lane, Lower Clapton Road, Urswick Road, Homerton High Street, Ponsford Road, Morning Lane and Mare Street suffer from high levels of congestion especially in the afternoons. This creates costly delays to road users including bus passengers and idling engines also add to the pollution problems.

Afternoon congestion has worsened by 23% in the past eight years (2008-2016) in Hackney and with London's population growing it seems that without radical change things seem set to get worse. Heavy traffic and congestion is linked to the high number of traffic accidents seen in the area and Pembury Circus the southern entrance to the Narrow Way and the junction of Morning Lane with Mare Street are the three most dangerous road junctions in the borough. Many of them are caused by non-direct pedestrian crossings and cyclists weaving in and out of heavy traffic. Better more direct crossings and some segregated routing for cycling are have been called for time and time again in local stakeholder engagements.

There is another side to the health costs of the current situation and that is the health cost of inactivity through obesity coronary heart disease, diabetes, depression, Alzheimer's disease and cancer. If only everyone could build in a little more exercise into their daily routines through walking and cycling the savings to the NHS and the benefits to lives of individuals could be immense.

So we need to act and act now. But however many times road engineers look at the problem there is only so much space in the streets in central Hackney and schemes

to reallocate space to walking, cycling and public transport, repeatedly come across the problem that the modelling shows by reducing lanes devoted to motorised traffic you create extra queuing and congestion. Something has to give if we are to break through this deadlock.

The Mayor's Transport Strategy shares this view of the problems faced by London's streets. But it takes a step back. It proposes a focus on the outcome which we should be aiming for - namely that they need to be healthy streets where people choose to walk, cycle and use public transport and that they are user friendly to people from all walks of life including the elderly, disabled and children.

It proposes that the nature, feel and function of streets needs to change in order to achieve this outcome and that this change can be measured by reference to a Healthy Streets audit which looks at a number of metrics. These include how easy streets are to cross; streets which are not dominated by traffic and where people feel relaxed and safe from accidents and crime; streets which have clean air, shade and shelter and places to stop and rest and which are not too noisy.

It proposes a number of ways of achieving Healthy Streets by improving street design, reallocating road space, greening; controlling car parking and encouraging cleaner vehicles and sustainable modes. These are all things which Hackney has been implementing for a number of years. But the MTS is also clear that reducing the volume and dominance of motor vehicles is what needs to happen to get from the present situation to the place where we want to be.

The People choose to walk, cycle and use public transport objective of the Healthy Streets approach contains the following description of this as a means to create Healthy Streets. "Walking and cycling are the healthiest and most sustainable ways to travel, either for whole trips or as part of longer journeys on public transport. A successful transport system, encourages and enables more people to walk and cycle more often. **This will only happen if we reduce the volume and dominance of motor traffic** and improve the experience of being on our streets."

The scheme takes this enabling approach by banning general traffic from one of the key routes in the town centre and (in the Mare Street extension to the scheme) redirecting it away from another. This simple but radical action unlocks a whole series of Healthy Streets and economic benefits to Hackney town centre and surrounding residential areas and all who visit it for shopping, work, entertainment or to access services. In short it would create a new liveable neighbourhood around Hackney Central.

Context

(a) Alignment to draft Mayor's Transport Strategy Priorities and Outcomes

Active – London's streets will be healthy and more Londoners will travel actively

- Area-wide improvement in Healthy Streets performance due to traffic reduction and improved facilities for cyclists and pedestrians
- Higher pedestrian flows encouraged by better public realm in central area of Hackney including

- (a) Traffic reduction in Amhurst Road make informal crossing of this road easier
 - (b) More direct and better crossing facilities at Pembury Circus
 - (c) Wider pavements on Amhurst enabled by reduced traffic and carriageway widths
 - (d) New seating facilities provide places to rest
 - (e) Greening provides shelter and makes the streets more pleasant places to walk
 - (f) Lower traffic in the area improves air quality
 - (g) New pedestrian/cycle crossing of Mare Street at the junction with Wilton Way
 - (h) Improved pedestrian crossing of Mare Street and Graham Road
- Higher number of cyclists choose to cycle through central Hackney as a result of
 - (a) Better conditions for cyclists passing through the area making the right turn into the Narrow Way
 - (b) Better conditions for cyclists in Amhurst Road because of the banning of general through traffic there
 - (c) Better conditions for cyclists at redesigned Pembury Circus
 - (d) Creates a new and more direct alignment for Quietway 2
 - (e) Removes a barrier for cyclists cycling from Dalston to Lea Bridge by most direct route
 - (f) New two-way segregated cycle track in Mare Street
 - (g) Contributes to a new quality route between Hackney Central and Shadwell

Safe – London’s transport system will be safe and secure

- Improved security and lighting at entrances to Hackney Downs and Hackney Central
- Traffic reduction reduces accidents involving cyclists and pedestrians throughout the area

Efficient – London’s streets will be used more efficiently and have less traffic

- Traffic reduction through road space reallocation to more space-efficient transport modes (walking, cycling and public transport)
- Bus speed and reliability improved by encourages more people to travel by bus
 - (a) Removal of general through traffic in Amhurst road
 - (b) Removal of northbound right turning traffic from portion of Mare Street
- Improved interchange facilities at Hackney Central and Hackney Downs encourages more people to travel by train
- Step Free access at Hackney Downs improves facilities for disabled and mobility impaired at this station

Green – London’s streets will be clean and green

- Area-wide greening in reallocated space enabled by traffic reduction
- Traffic reduction reduces air pollution

Connected – More people will travel on an expanded public transport network

- Bus speed and reliability improvements to be delivered by reduced congestion resulting from 24-hour Bus and cycle-only gate on Amhurst Road
- Better facilities for people approaching and alighting from railway stations encourages more people to make use of these modes.
- New lifts at Hackney Downs reduce barriers to travel for disabled and other mobility impaired people

(b) Alignment to other Mayoral Strategies

The proposal supports the policy aims of:

- Healthy Streets for London (2017)
- London Environment Strategy draft (2017)
- Improving the Health of Londoners – Transport Action Plan (2014)
- Safe Streets for London: The Road Safety Action Plan for London 2020 (2013)
- The Vision and Direction for London’s Streets and Roads – Roads Task Force (2013)

(c) Alignment to Borough Strategies and Policies

The proposal supports the overarching vision of the Hackney Transport Strategy:

“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”

More specifically it supports policies contained in the following borough plans

- Hackney Liveable Neighbourhoods Plan (2015)
- Hackney Central Area Action Plan (2012)
- Cycling Plan (2015)
- Walking Plan (2015)
- Public Transport Plan (2015)
- Road Safety Plan (2015)

Details of the policies supported are in **Appendix A - Local Strategies and Policies Supported**

Reference is also made to the following borough plans and strategies

- Hackney Parking and Enforcement Plan (2016)
- Hackney Local Plan 33 (consultation 2017)
- Hackney Air Quality Action Plan (2015)
- Climate Change Strategy (2009)
- Hackney: A Place for Everyone (2017)

Opportunity

The opportunity that the Hackney Central Liveable Neighbourhood provides to encouraging people to walk and cycle and take public transport is summarised in the

table below which summarises the impact of the scheme on the different modes and ways in which Hackney plans to implement behaviour change initiatives in the area to take advantage of the physical changes planned for the area.

This section also contains illustrations of some of the detailed research that the borough has commissioned into where the potential for increasing walking and cycling in the borough lies and supports the choice of Hackney Central as a Liveable Neighbourhood and will assist in the targeting of behaviour change initiatives.

The underlying changes to the street that will create Healthy Streets and cause people to choose sustainable modes is described in the Healthy Streets Check situation of the 'Existing Situation' section and in **Appendix B**.

Table 2

People Choose to Walk, Cycle or take Public Transport	
Walking	<p>Conditions for walking enhanced:</p> <ul style="list-style-type: none"> Improved pedestrian crossing on desire lines at Pembury Circus, Dalston Road and Morning Lane. Wider pavements throughout area through road space reallocation Improved pedestrian access to Hackney Downs and Hackney Central stations Potential new parallel cycle/pedestrian crossing on Mare Street at jw Wilton Way
Cycling	<p>Conditions for cycling enhanced:</p> <ul style="list-style-type: none"> Improved facilities for cyclists at the top end of Mare Street through the creation of a two-way segregated cycle lane Improved and safer cycle access and egress at southern end of Mare Street/Narrow Way. Improved cycle facilities at Pembury Circus Improved facilities for cyclists on Amhurst Road due to the removal of general through traffic Creates a new and more direct alignment for Quietway 2 by improving cycling LOS in Mare Street/Narrow Way Dalston to Lea Bridge cycle connection assisted by improving cycling LOS on the most difficult junction on the more direct route (TfL top 25, Cynamon) Contributes the Mare Street to Shadwell cycle connection (TfL top 25, Cynamon)
Buses	<p>Bus speed and reliability improvements to be delivered by:</p> <ul style="list-style-type: none"> Bus gate removing general traffic from Amhurst Road Removal of northbound general traffic at the top end of Mare Street Improved access to Hackney Bus Depot in Bohemia Place
Overground	<p>Improved Interchange Facilities at Hackney Downs and Hackney Central Stations:</p> <p>Hackney Downs -</p> <ul style="list-style-type: none"> Improved access to Hackney Downs Station Restoration of closed Victorian ticket hall New DDA compliant lifts Improved lighting outside station Relocation of bus stops to improve interchange <p>Hackney Central –</p> <ul style="list-style-type: none"> Improved pedestrian Access to Amhurst Road Remodelled car park
Freight and general traffic	<p>Road space reallocated away from general traffic towards walking and sustainable modes</p> <ul style="list-style-type: none"> General through traffic banned from using Amhurst Road Timed access for deliveries to businesses on Mare Street and Amhurst Road Lane for right turning traffic on Mare Street removed (indicative design) Right turning northbound traffic on Mare Street rerouted via Paragon Road and Valette Street (indicative design)
Behaviour Change	<p>Soft Measures to encourage modal shift to sustainable modes include:</p> <ul style="list-style-type: none"> ZEN-style package of measures for businesses: Publicity and promotion Personalised Travel Planning – following ZEN residential and walking campaign model

Walking potential in Hackney

The map below shows the distribution of trips currently taken by private car in Hackney that could be easily walked. It shows a high number of trips passing through the Hackney Central area that could be walked.



Cycle to Work (2011)

The map below shows where there are existing high levels of cycling to work in the Hackney Central area and flags up areas where cycling infrastructure and targeted behaviour change initiatives should be best be focused.



Existing Situation

Mare Street and Amhurst Road are two of the most congested roads in Hackney with delays affecting the many buses which run along the roads. Carrying large numbers of heavy vehicles (including 70 buses per hour in each direction) the whole area also suffers from very poor levels of air quality.

Levels of motorised traffic on Amhurst Road have reduced by 2% since the beginning of the century but this is much less than the 12% reduction in traffic seen across the borough. In the same period the cycle mode share has increased from 1.6% to 5.6%. The biggest change in the composition of motorised traffic has been an increase in the proportion of buses which now make up 16.4% of traffic compared to 8.1% in 2000. The proportion of cars and taxis has fallen from 76.4% to 70.6% in the same period.

Overall Mare Street traffic (between Well Street and Graham Road) has fallen sharply by 28.5% since 2000 but cycle mode share has more than doubled from 3.5% to 7.4%. As on Amhurst Road, buses make up an increasing proportion of motorised traffic rising from 7.1% of traffic in 2000 to 13.5% in 2016. A declining proportion of motorised traffic is made up of cars and taxis which have declined by 4.8% from 74.6% to just under 70% of traffic.

Traffic accidents in the area are clustered at major junctions in the area including Pembury Circus, the junction between Mare Street and Amhurst Road at the southern entrance to the Narrow Way and the junction between Mare Street and Morning Lane. These three junctions are the worst three in the borough in terms of numbers of accidents. The route along Mare Street into the Narrow Way was an early option and desire line alignment for Quietway 2 but was ruled out because of the high levels of traffic in this part of Mare Street and the difficulties for cyclists in navigating multi-lane traffic and an intimidating right turn just beyond the railway bridge at the junction with Amhurst Road. Northbound cyclists are able to use the bus lane as far the junction with Morning Lane but because of the high level of buses at the stops outside Hackney Town Hall they are very frequently forced into the general traffic lanes. Because of the pattern of streets in the area, avoiding this junction is only possible by choosing routes which involve considerable diversions. The top end of Mare Street is a major obstacle in the access to Hackney town centre from neighbourhoods to the south and southwest especially along the ancient walking and cycling line desire line of the Black Path – running from Tower Hamlets through Goldsmiths Row, Broadway Market, London Fields, Martello Street and Hackney Grove and emerging at Hackney Town Hall.

Mare Street and Amhurst Road are both busy shopping streets with high numbers of pedestrians. The domination of traffic in the area make it difficult to cross streets on pedestrian desire lines and footway and carriageway widths means that some of the existing formalised crossings in the area contain very cramped waiting areas. There is pedestrian guard railing at the bottom of Amhurst Road to discourage people from crossing over directly towards the Narrow Way. Hackney has invested in a 'major scheme' to improve the Narrow Way by taking out buses from the area and upgrading the public realm. But the full realisation of some of the benefits of this scheme (including an improvement of the local retail offer) are likely to be blocked by the traffic and severance experienced by shoppers at its southern access on Mare Street.

Pedestrian guard railing also features at Pembury Circus and is symptomatic of an underperforming complex junction which is difficult for pedestrians to navigate involving heavy traffic and multi-stage signalised crossings. The carriageway widths are wide and there is very limited greenery, public space, seating or cycle parking.

The junction is intimidating and confusing for cyclists passing through the area and is a major source of strategic severance for those making journeys across the borough from east to west and from north to south.

The current station entrances/approaches/interchange at Hackney Downs and Hackney Central are far from ideal. The existing ticket hall at Hackney Central is cramped with conflicting entry/exit movements creating congestion there. The sole route via the pedestrian ramp is also congested at peak times. Although the interchange has been a success with numbers exceeding expectations the restrictive platform space and the narrow pedestrian footbridge result in frequent congestion. At Hackney Downs the ticket hall area and entrance are also very narrow. Access to the platforms is by means of a fixed stair as there is no lift. Both stations would benefit from measures to expand circulation space as well as the provision of new entrances and exits together with improved ambience and lighting.

Healthy Streets Check

For the purpose of the Healthy Street check, the two streets in scope (Amhurst Rd and Mare St) have been checked as separate sections, based on their existing Street Type categorisations and to provide maximum usefulness of the check and to allow better scrutiny of each section. Below is a commentary on the Healthy Streets Check the actual audit is included in **Appendix B**

Amhurst Rd is categorised as a Core Road at the north end becoming a High Road towards its junction with Mare St. The section of Mare St in question is categorised as a City Hub.



- Core Road
- High Road
- City Hub
- Connector
- High Street
- City Street
- Local Street
- Town Square
- City Place



Amhurst Rd – Pembury Circus to Mare St

Amhurst Rd performs poorly against most of the Health Streets Indicators. Pembury Circus is a particularly poor junction for pedestrians and cyclists. There is a lack of pedestrians from all walks of life, which is conspicuous given the strategic geography as an obvious walking route from a busy train station (Hackney Downs) to Hackney Town Centre.

The footway on Amhurst Rd is fairly attractive for pedestrians, with appropriate space, reduced street clutter and raised side road entry treatments, however, the formal crossings across Amhurst Rd are far between and there is clearly a desire for crossings as pedestrians were observed crossing between traffic. Also, there is a lack of cycle provision on Amhurst Rd, with poor level of service both on road and in terms of cycle parking. These factors lead to a poor performance for the Healthy Streets indicators of 'easy to cross' and critically 'people choose to walk or cycle'.

Due to the volume of traffic on Amhurst Rd, the street performs poorly on the indicators for 'not too noisy', 'people feel relaxed' and 'clean air'.

The street performs fairly well on 'shade and shelter' as well as 'things to see and do'. There has been recent planting of street trees on the north side of Amhurst Rd and the south side is shaded by trees belonging to the adjacent properties. There are some shops and active frontages around the Pembury Circus junction and for some of the length of Amhurst Rd on the north side of the street. This provides an opportunity to build on these assets and the vibrancy of the area with additional elements to liven the street such as public art, places to sit or space for the existing cafes to bring seating outside.

The overall performance of this section of Amhurst Road against the Healthy Streets indicators is poor and there is a great potential for the proposed scheme to improve performance against all indicators through the reallocation of road space from motor traffic to walking and cycling and the reduction of through traffic.

Some of the indicators cannot be assessed for the potential scheme until the detailed design phase, which would describe elements such as trees, seating, quality of materials (and which surfaces are in scope for upgrade), but in principle the proposal to reduce carriageway space and remove through traffic creates the fundamental space and situation where every indicator can be improved.

Mare St – Amhurst Rd to Paragon Rd

This stretch of Mare St is a busy City Hub that has been improved for pedestrians in the past decade and has many elements of a Healthy Street. However, the Healthy Streets check is based on scrutinising the weakest points of a street and therefore, this stretch performs poorly against the Healthy Streets indicators due to a few critical issues.

While consideration has been given to pedestrians with decluttering of the pavement, removing of guardrails and improved pedestrian crossing at Morning Lane, there are some pinch points where the width of pavement is too narrow for the volume of pedestrians and the junction with Graham Rd is poor for pedestrians. The junction with Amhurst Rd at the foot of the Narrow Way performs poorly for cyclists, and although there is existing provision for pedestrians, there is a clear opportunity for improvement as there is a striking and obvious difference between the pedestrian focussed Narrow Way and the rest of Mare St immediately adjacent.

Cyclists are not well provided for along this stretch of Mare St, which is also an obvious gap in the cycle network as the heavily used ‘market porters path’ from Broadway Market to Reading Lane ends abruptly at Mare St. Quietway 2 provides a cycling provision for cyclists wishing to follow this line but deviates away from the cyclist desire line and avoids the town centre – from Reading Lane, to follow the existing cycle provision (Paragon Rd to Chatham Place), a cyclist would need to dismount for 40m and would travel a total of 1km to get to the Town Centre, more than twice as long as the direct 375m route up Mare St. This proposal would rectify that gap in the cycle network.

The aspiration of this proposal is to resolve the lack of provision for cycling through reallocation of road space to a separated cycling track. This is the largest ‘missing piece’ for this stretch to achieve good performance in the Healthy Streets indicators.

Potential Scope

The scheme aims to create a Liveable Neighbourhood and improve the sense of place in the central area of Hackney with the help of traffic reduction (removing general through traffic from parts of the area) linked to improved walking and cycling routes throughout the area. The potential extension of the scheme to include a segregated cycle track should enhance active travel permeability (via the ‘black path’ and a new segregated cycle track) between the Narrow Way and a new area-wide residential filtering scheme around London Fields. But permeability is improved even without this extension as much of the heavy traffic will be filtered off before the intimidating right turn at the southern entrance to the Narrow Way. This ambitious scheme also includes major improvements to two railway stations.

The overall plans of the scheme can be seen in **Appendix C**. Three dimensional visualisations of Pembury Circus (both aerial and streetview), the Amhurst Road junction with Mare Street and the northern section of Mare Street are included in appendices **D, E, F and G** respectively. The strategic context of the scheme with surrounding developments and borough and TfL schemes is illustrated by the zoomed out map included as **Appendix H**.

The core of the scheme is a 24 hour bus and cycle-only gate on Amhurst Road in Hackney town centre removing general through traffic from this heavily congested road and enabling the radical redesign of the two dangerous junctions at Pembury Circus and at the southern entrance to the Narrow Way respectively. All motorised vehicles apart from buses will have restricted access thereby reducing the vehicle flow by approximately 80%. Access will be retained for emergency services, local access and deliveries. Traffic reduction on this street may require the examination of some wider area traffic management mitigation options including, for instance, permitting westbound traffic on Graham Road to turn right at the junction with Dalston Lane.

The reduced traffic will unlock the opportunity to create an expansion of the shared space surfacing and public realm improvements recently introduced on the Narrow Way (following a Major Schemes funding award) so that these cover the entire area at the top end of Mare through to the bottom end of Amhurst Road so that a traffic dominated junction is transformed by a town centre makeover. Work on this section will safeguard future aspirations to improve access to the Hackney Central bus garage in Bohemia Place through mixed-use regeneration schemes.

Pembury Circus, which is currently a dangerous and confusing five-way junction, will be simplified into a simple crossroads with reduced carriageway widths; greening and public realm works and improved and more direct pedestrian crossings. The junction with Dalston Lane will be offset to the West to remove one arm from the junction. The simplification and improvement of this junction will be a major step towards the creation of a high quality direct cycle route between Dalston and Lea Bridge Roundabout one of the top 25 (Cynamon-modelled) potential cycling connections in London. The redesign of Pembury Circus will be supported by just over £1m of Section 106 funding available for this junction. It is expected that some of this S106 money will be spent on modelling and designs in advance of the consultation and construction phase as there is a requirement to spend this money by 2018.

Improving the interchange and public realm around the middle section of Amhurst Road between Pembury Circus and the junction with the Narrow Way is another key part of the scheme. Reduced traffic will allow substantial narrowing of the carriageway width from the current 11 metres to about seven metres. The reallocated road space will be used to create a series of linear parks, cycle parking hubs and improved seating throughout this part of the area. An important part of this work will be improvement of the public realm and pedestrian access to Hackney Central station where current desire lines are compromised by non-continuous footways and conflict with vehicles using the Amhurst Road Car Park.

The station improvements at Hackney Central will be complemented by the regeneration of Hackney Downs station which is being taken forward as part of a planning application to a site at 230 Dalston Lane where Hackney officers are in advanced discussions with a developer to secure improvements to Hackney Downs station as part of a mixed use development. This could potentially fund the restoration of the closed Victorian ticket hall with new DDA lifts. Funding is also being sought to provide an improved public realm outside the station with the re-location of bus stops to improve interchange there. Discussions have also been held

with Network Rail to tidy up the arches and to improve lighting under the railway bridge. While no Liveable Neighbourhoods funding will be required for these developments, the scheme clearly needs to align the new junction and public realm designs for Pembury Circus.

The southern part of the scheme is at this stage only an indicative design (the final design to be refined in potential second phase of the scheme) The design inside the dotted line on **Appendix C** involves the removal of a traffic lane in Mare Street from Wilton Way to the junction with Graham Road enabling the construction of a continuous two-way segregated cycle track along the eastern side of the street. The lane removal will be facilitated by the removal of northbound traffic lane for motorised vehicles turning right from Mare Street into Morning Lane. This manoeuvre will be banned with traffic wishing to turn right into Morning Lane being rerouted via Paragon Road and Valette Street.

The latter would become two-way with the help of removal of build-outs and some parking. Entry into the new cycle track would be via a new parallel pedestrian and cycle crossing at the junction of Wilton Way with Mare Street. This will take northbound cycle traffic approaching along Mare Street as well via the shared space in front of Hackney Town Hall. The segregated track will continue until after the junction with Graham when the traffic banned from passing through the bus gate will have been filtered off the route.

On a strategic level this cycle track completes the originally planned desire line route for Quietway 2 through the Narrow Way by creating protection from for cyclists from the heavy traffic in this section of Mare Street and the junctions with Morning Lane and Graham Road. There will also be a greatly improved level of service for cyclists making the previously intimidating right turn into the Narrow Way route where Mare Street goes underneath the railway line.

The potential Mare Street cycle track also begins the work for another top 25 Cynamon cycle route between Hackney Central and Shadwell. The extension of the black path route also improves access to Hackney Central from the area around London Fields where the borough is developing a LIP-funded Liveable Neighbourhood based around a system of area-wide filters around Richmond Road and London Fields.

An integral part of the scheme will be behaviour change measures. The central part of this will be a package of business engagement measures modelled on the award-winning City Fringe ZEN project.

Activities in the ZEN (which had slightly different but related focus on improving air quality included:

- Hackney Central ZEN officer
- Recruitment and networking (pop-up events, business breakfasts, annual event)
- EV trials
- Cargo bike trials
- ZEN Grants
- Scooter switch

Other behaviour change initiatives will include publicity and promotion and personalised travel planning.

Initiatives funded from LIP funding and other budgets which will be spent in the scheme area.

Measures targeted at local Schools include

- Mossbourne Parkside Academy - STARS, WoW, safer routes
- Mossbourne Secondary Academy - YTA, STARS
- St John and St James Primary, Morningside Primary, Urswick Academy (Secondary), City Academy (Secondary)

Measures targeted at residents include:

- Access to cycle training
- Cycle maintenance / learning Hub
- Cycle loan scheme
- Walking promotion campaign
- EV/ car club campaigns
- Led walks

Currently unfunded is an aspiration to set up a zero emissions delivery scheme in the area of the Liveable Neighbourhood. It is estimated that about £300,000 would be needed to fund this.

Constraints and Dependencies

Modelling for the design of the Pembury Circus urgently needs to be commissioned to meet the conditions for the S106 funding spending. The options for the modelling will need to take into account

- (a) The proposals for a bus gate on Amhurst Road which will reduce the traffic on the southeastern arm of the junction
- (b) Any proposed daytime diversions and mitigations for general through traffic filtered out by the bus gate
- (c) The outline designs for Hackney Downs station refurbishment

The segregated cycle track in Mare Street and the associated traffic diversions could be scheduled as a potential second phase of the project. There would be benefits to pedestrians and cyclists in the area regardless of whether it was constructed. We are still working on the concept designs to ensure that lane capacity on Mare Street can be reduced to accommodate the segregated cycle track. We will work further on this part of the design in conjunction with TfL to ensure the viability of this phase of the scheme proposed to be implemented in 2021/22.

Economic Case

The bus gate on Amhurst Road at the centre of this scheme is in essence an inexpensive intervention. It is essentially some signage and an enforcement camera which could be installed at a cost of under £50,000. The costs relate to reallocating road space and promoting the place function from interlocked interventions in a town centre neighbourhood which this traffic filter unlocks. The potential benefits include:

- Health benefits of modal shift towards active modes
- Health benefits of cleaner air in the neighbourhood
- Reduced accidents from traffic reduction and safety improvements at junctions
- Improved bus speeds and reliability
- Benefits to rail passengers in terms of easier safer access to rail stations
- Better pedestrian and cycling environment contributing to ongoing Hackney town centre regeneration included the borough's aspirations to create a fashion hub in Hackney Town Centre linking to Hackney's growing reputation for harnessing the regenerative power of sustainable transport and high quality urban design.
- Synergies with already partially funded or conditioned schemes at Pembury Circus and Hackney Downs.

Explanation of Costs

Table 3 - Cost assumptions

Financial Impact (Outturn £k)	2018/19	2019/20	2020/21	2021/22	2022/23	Future Years	TOTAL
Project Management & fees	89,000	89,000	89,000	89,000	44,500	-	400,500
Feasibility Design	71,200	71,200	35,600	-	-	-	178,000
Concept Design	26,700	71,200	35,600	17,800	-	-	151,300
Detailed Design	-	62,300	89,000	89,000	-	-	240,300
Subtotal – Design & Fees	186,900	293,700	249,200	195,800	44,500	-	970,100
Construction	89,000	1,513,000	1,824,500	1,602,000	525,100	-	5,553,600
Other: - Utility Costs	89,000	445,000	267,000	356,000	-	-	1,157,000
Other– 3rd party eg Traffic signals,	26,700	89,000	142,400	133,500	89,000	-	480,600
Other - eg Traffic Orders, CPO	8,900	35,600	-	-	-	-	44,500
Behaviour change Initiatives	-	150,000	150,000	150,000	-	-	450,000
Subtotal – Implementation	213,600	2,171,600	2,322,900	2,180,500	614,100	-	7,502,700
Monitoring – data collection ‘before data’	106,800	-	-	-	-	-	106,800
Monitoring – data collection ‘after’ data Year 1	-	-	-	106,800	-	-	106,800
Monitoring – data collection ‘after’ data Year 2	-	-	-	-	106,800	-	106,800
Monitoring – data collection ‘after’ data Year 3	-	-	-	-	-	106,800	-
Sub Total – Monitoring	106,800	-	-	106,800	106,800	106,800	427,200
Estimated Base cost	507,300	2,465,300	2,572,100	2,483,100	765,400	106,800	9,083,000
Contingency (10%)	50,730	246,530	257,210	248,310	76,540	10,680	908,300
Estimated Final Cost	558,030	2,711,830	2,829,310	2,731,410	841,940	117,480	9,991,300

Assumptions

- 2018/19 Construction cost will largely be exploratory work and engaging outside companies (Utilities, etc)

Document Number: 18820110

Document Name: Hackney Central Liveable Neighbourhood Bid Application (October 2017)

- Cost forecast based on assumed construction programme. Some forward loading of materials could inflate earlier years spend.
- Monitoring costs will push to different years depending on how comparative the data would be.
- The Liveable Neighbourhoods guidance states a maximum of 2% of base cost for behaviour change initiatives. Given the transformational nature of the Hackney scheme we strongly believe that we need to increase the spend on this element to £450,000 (just under 5% of the base cost) to realise the full benefits.
- Not included in the estimated scheme costs are value of the conditions to be embedded in the redevelopment of Hackney Downs station; the LIP funded School Travel Plan related measures and the LIP-funded residential walking and cycling measures described in the behaviour change of the LIP. Also not included in the cost estimate is the aspirational and currently unfunded Zero Emissions Delivery project in the area.

Construction Breakdown					
Location	Area Type	Area (m ²)	Finish Type	Finish Cost (/m ²)	Cost per Area
1	Footway and Green Space	4100	High	500	2050000
	Carriageway	2317	Low	120	278040
	Total	6417			2328040
2	Footway and Green Space	3714	Med	300	1114200
	Carriageway	2550	Low	120	306000
	Total	6264			1420200
3	Footway and Green Space	2580	Med	300	774000
	High spec Carriageway	1641	High+	666	1092906
	Total	4221			1866906
4	Footway and Green Space	4330	Med	300	1299000
	Carriageway	4905	Low	120	588600
	Total	9235			1887600
	Total	26137			7502746

Low cost based on ASP projects.

Med cost based on assumed midpoint. As we do not know the exact materials this can only be assumed.

High cost based on Porphyry style projects

High+ based on Narrow Way Style projects

Risk

Table 4

Risk	Likelihood	Impact
Lack of Stakeholder buy-in to scheme concept	Low/Medium	High
Unexpected utility related costs	Medium	Medium
Traffic displacement onto strategic roads	Medium	Medium
Non-compliance with bus gate restrictions	Low	Low
Traffic displacement onto local residential roads	Low	Low
Junction modelling on Mare Street jw Graham Road and Morning Lane fail	Medium	High
Bus modelling shows delays	Low	High
Junction modelling on Paragon Road and Valette Road fails	Medium	Medium
Development at Hackney Downs station delayed	Low	Low

Commercial Case

Design of scheme will be carried out in-house a similar approach was adopted for carrying out recent schemes including the Narrow Way and Cycle Superhighway 1 Construction will be carried by term contractor (Volker Highways)
A procurement will be carried out for modelling and impact assessments.

**Financial Case
Table 5**

Funding Source (Outturn £k)	Spend to date	2018/19	2019/20	2020/21	2021/22	2022/23	TOTAL	STATUS
External – Development conditions (Hackney Downs)	0				1,500,000		1,500,000	Unconfirmed at present but developers
External Development contributions (Pembury Circus)		382,000	229,000	465,000			1,076,000	Contributions confirmed
External XXX								
Sub total – External Funding		382,000	229,000	465,000	1,500,000	0	2,576,000	
TfL Liveable Neighbourhoods		176,030	2,482,830	2,364,310	2,731,410	841,940	8,596,520	Unconfirmed. Bid submitted
TfL LIP Funding – Morning Lane and Mare Street junction countdown		15,000					15,000	LIP funding confirmed – spend profile submitted
TfL LIP Funding - Smarter Travel Neighbourhoods		10,000	2,000	2,000	2,000	2,000	18,000	Funding confirmed for 2018/19. unconfirmed for other years
TfL LIP Funding - Sustainable Travel Awareness		10,000	10,000	10,000	10,000	10,000	50,000	Funding confirmed for 2018/19. unconfirmed for other years

TfL LIP Funding - School Travel Plan		7,000	7,000	7,000	7,000	7,000	35,000	Funding confirmed for 2018/19. unconfirmed for other years
TfL LIP Funding - cycle parking		5,000	5,000	5,000	5,000	5,000	25,000	Funding confirmed for 2018/19. unconfirmed for other years
TfL LIP Funding - School Streets & Safer school zones				20,000			20,000	Funding confirmed for 2018/19. unconfirmed for other years
TfL LIP Funding - Liveable Neighbourhoods (pocket parks)		5,000	5,000	5,000	5,000	5,000	25,000	Funding confirmed for 2018/19. unconfirmed for other years
MAQF / s106 - ZEN City Fringe		10,000	5,000	5,000	5,000	5,000	30,000	Funding confirmed for 2018/19. unconfirmed for other years
Sub total – TfL Funding		238,030	2,516,830	2,418,310	2,765,410	875,940	8,784,520	
Sub total Council Funding		0						
Total Funding		620,030	2,745,830	2,883,310	4,265,410	875,940	11,360,520	
Surplus (Shortfall)								

Management Case

Table 6

Milestone	Start Date	End Date	Duration (Months)	Comments
Feasibility Design	April 2018	Oct 2020	30	This will overlap with concept design
Concept design	Jan 2019	April 2022	33	Cost profile shows reduced design input in 2020/21
Detailed Design	July 2019	April 2022	54	Includes design variations through construction
Construction	October 2018	March 2023		Cost Profile shows preliminary/exploratory works 2018/19
Project Completion	April 2018	March 2023	60	5 years for entire project
Post Implementation Monitoring	April 2021	March 2024	36	These dates will shift depending on relevance to original data

Measures of Success / Benefit Realisation

Table 7

Liveable Neighbourhood Objective	Measure of Success	Measure / Baseline / Expected Value
Increase walking + cycling	Traffic counts including pedestrians and cycles	Increase in numbers observed by 10%.
Percentage of residents doing 20 minutes of active travel per day	Resident survey	Increase between before and after numbers self reporting this level of active travel exercise.
Increase cycle connectivity	Network permeability audit	Shifts in scoring from red to green and amber
Increase PT usage and improve local connections. Accessibility to stations	Lifts installing, guard railing removed, cycle parking around stations.	Facilities successfully installed increases in local bus and train patronage
Air Quality	Levels of NOx and particulates	Local air quality meets EU legal limit values
Active Travel	STP data source. Council Travel Plan data, ZEN data	Increase mode share of residents cycling to work to 25% by 2025. 5% of primary school children cycling to school by 2025. 15% of secondary school children cycling to school 15% of local residents walking to work by 2025. 70% of local school children walking to school by 2025
Town Centre Regeneration	Number of empty shops	Reduce number of empty shop units to zero
Traffic reduction	Level of compliance with bus gate	Minimal issuing of PCNs
Road Safety	Casualty rates, Stats 19	Reduce the number of people injured of all severities by 2025 by 65% by 2025 against 2005-2009 levels
Quality of public realm	Town Centre perception study	Improvement in 10% between Before and After scores
Quality of public realm	Health Streets Score	Improvements in line with expected values outlined in Appendix B

Engagement

We believe that the Hackney Central Liveable Neighbourhood scheme will generate local support building as it does on the engagement carried out around the creation of the Hackney Central Area Action Plan which underwent three separate public consultations before being endorsed by the Cabinet in 2012 and then formally adopted. The current proposal also has the strong support the Cabinet Member for Transport and Neighbourhoods Cllr Feryal Demerci. A letter of support is attached in **Appendix I**. It also represents a natural next step to the issues which emerged from the consultation carried out for the Narrow Way Major Scheme – a scheme which is now being completed. One issue which came up repeatedly in this consultation especially among pedestrians and cyclists was to address the dangerous and intimidating junction of Amhurst Road and the Narrow Way. The scheme also takes

up a long standing request from the local branch of the London Cycling campaign to 'fix the cycling-hostile junction of Mare Street and Morning Lane'.

Streetscene's approach to engagement has been greatly developed in recent years by our experience in developing an award-winning Zero Emissions Network business and residential engagement for improving air quality – a network which now includes over 1,000 businesses. We plan to build on this success for our public engagement and behaviour change work to be developed as an Integral part of the scheme.

Elements to be adopted include the organisation of regular popup stalls and kiosks both on site and at events; the use of a scheme detailing scheme updates. We will also explore the use of online consultation platforms which provide an ongoing feedback dialogue with local stakeholders such as CommonPlace. The stakeholders we have identified for this town centre scheme include

- Residents
- Businesses
- Employees
- Bus users
- Rail passengers
- Pedestrians
- Cyclists
- Schools
- Elderly and disabled groups
- TfL
- Statutory companies
- Emergency services

Other Information

Table 8

<p>Any other initiatives TfL, GLA, or other that are likely to be active in the area of the project:</p>	<ul style="list-style-type: none"> • Quietway 2 • London Fields/Richmond Road area traffic management • Narrow Way (Major town centre scheme completing end-2017) • Fashion Hub/Hackney Walk • Tesco site includes 13,000 sqm of retail, 15,000 sqm of office use and 224 home plus some parking • New developments • London Fields eastside developments numerous Employment-led developments with associated retail and c200 residential units • Hackney Downs Area regeneration including 568 residential units and a new 2 form entry primary school. • Homerton High Street developments at Bridge House and Marian Court including 350 residential units with some commercial • Crossrail 2 and associated regeneration at Dalston Junction • Behaviour change programmes at Neighbourhood schools including two proposed 'School Streets' • Greening of Council fleet and Council Travel Plan • Homerton Hospital Low Emission Neighbourhood Bid from MAQF.
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	<ul style="list-style-type: none"> Hackney Central construction of new station entrance on Graham Road with associated pedestrian crossing. <p>Refer to Appendix H for a map showing the location of these developments.</p>
Is the scheme on or does it affect the Strategic Road Network (SRN) or the Transport for London Road Network (TLRN)?	Yes at Dalston Lane and Pembury Road which pass through Pembury Circus and are on the SRN.
Does the scheme impact TfL services, infrastructure or assets:	The scheme affects Hackney Central and Hackney Downs London Overground stations, Arriva Hackney Bus Garage and bus routes 30, 38, 48, 55, 106, 236, 242, 253, 254, 276, 277, 394 and W15. Approximately 70 buses per hour run along Amhurst Road. We believe that the impact on bus journey times, reliability and passenger numbers will be positive because of the bus gate being installed to prioritise buses.
Identify any 3rd party statutory approvals are required	None identified

Road Danger Reduction Statement

Scheme name: Hackney Central Liveable Neighbourhood

Collision data: The latest 36 months data to end-2016 shows that there have been a total of 97 collisions within and on the boundary of the proposed Liveable Neighbourhood. These collisions involved the following injuries:

Table 9

12 Month Period	All	KSI	Pedestrians	Pedal Cycles	P2W	Right Turn	Dark	Wet
2014	49	0	7	7	3	6	14	4
2015	37	2	6	8	3	14	4	3
2016	38	4	6	8	3	8	8	8
Total	124	6	19	23	9	28	26	15

* Note: There will be double counting of collisions if for instance a pedestrian was involved in a collision with a pedal cyclist.

The Neighbourhood contains the three most dangerous borough road junctions (in terms of numbers of accidents) in the 2010/12 period which formed the basis for Hackney's Road Safety Plan junction upgrade priorities. These are Dalston Lane/Pembury Road; Mare Street/Morning Lane and Mare Street/Amhurst Road. Mare St/Amhurst Road was the single worst site for pedestrian injuries and Dalston Lane/Amhurst Road had the second highest number of cyclist injuries. There were 125 collisions at these three junctions over the past seven years. For details of the number of collision at the key junctions and the treatment proposed see **Table 9a** below and the collision plot in **Appendix J**

Table 9a

Junction	Collisions 2013/16	Collisions 2010/12	Total	Treatment
Pembury Circus (junction of Amhurst Road, Dalston Lane and Pembury Road)	28	30	58	Complex five star junction to be simplified with to a simple crossroads with narrower carriageways and more direct pedestrian crossings, guard railing to be removed
Mare Street jw Morning Lane	17	17	34	Signalised junction to be redesigned with separate cycle-only and pedestrian only green phases.
Mare Street jw Amhurst Road	10	16	20	Traffic reductions from bus gate/shared space surfacing
Mare Street jw Graham Road	7	6	13	Signalised junction to be redesigned with improved pedestrian facilities

Looking at the accident reports in more detail shows that at the junction between Mare Street and Amhurst Road at the bottom of the Narrow Way there appear to be a high number of accidents involving buses breaking suddenly to avoid cyclists weaving in and out of the heavy traffic often experienced here. Many accidents also appear to be caused by pedestrians attempting informal desire line crossings to and from the Narrow Way. The controlled crossings for pedestrians wishing to walk this alignment, on Amhurst Road outside Marks and Spencers and on Mare Street at the junction with Graham Road, both involved a considerable diversion. In many cases the injury in these accidents is caused to bus passengers.

At Pembury Circus there is a higher proportion of motorised vehicle accidents many apparently related to confusion about how to navigate a complex junction in some cases leading to road rage incidents and many vehicles failing to stop. A number of accidents appear to be related to vehicles crossing the junction with the signals on orange and getting stuck in the middle of the junction because of congestion on the exit arm. The difficulty of the junction means that many cyclists use the pedestrian facilities leading to conflict between the two user groups.

At the junction between Morning Lane and Mare Street many incidents seem to be caused by northbound vehicles on Mare Street making the right turn into Morning Lane, some getting stuck in the junction because of congestion and large number of rear end collisions. There are also a number of accidents caused by buses breaking sharply to avoid pedestrians and cyclists.

Crime and Security Statement

Existing Issues

ASB: The area known as the Narrow Way, Amhurst Road (particularly the area around Hackney Central Station) and the length of Mare Street from Amhurst Road to Reading Lane (Hackney Town Hall) is a well-known historic and current hotspot location for anti-social behaviour. The types of ASB recorded is extremely varied including; alcohol related violence, drug and alcohol misuse, aggressive begging, youth nuisance (congregating), people refusing to leave commercial premises and TfL buses, rough sleeping and loud music by buskers.

Some of the problems are caused by enabling people to congregate in small groups through the use of benches or seating arrangements in close proximity to each other and low walls/borders. Flower boxes which were introduced (but now removed) in the Narrow Way also provided somewhere for people to sit, congregate and drink alcohol and additionally it encouraged people to gather and, drop litter, including beer bottles in the flower boxes, which creates an unsightly appearance requiring regular cleaning.

Council employees who are responsible for this have been verbally abused and threatened by those who are gathered under the influence of drugs or alcohol. Areas which were closed off or dead spaces may provide space/ corners of privacy (not much foot traffic) encouraging rough sleepers. Larger footways with alcoves or recesses can encourage encampments due to pedestrians still being able to pass.

Cycle Theft: The area is a known hotspot area for cycle theft, especially outside the Hackney Central station where cycles are attached and removed from the road railings on Amhurst Road, along Mare Street particularly outside the Town Hall, the Hackney Picture House and Sainsbury's and along Reading Lane outside the Hackney Library/Learning Trust.

Moped enabled Snatch: The area along Mare Street from Amhurst Road through to Reading Lane is a hotspot area for moped enabled snatches. Peak areas particularly include outside the Town Hall, the Hackney Picture House, Sainsbury's, Hackney Empire.

Cyclists contravening Traffic Law: Failing to stop at red lights or pedestrian crossings. Concerns have been raised following the introduction of the pedestrian/ cycle route through the Narrow Way. The reduction of vehicular traffic allowed free movement of pedestrians however cyclist still use the road and footway at speed.

Crime Reduction measures

The scheme will consider the following measures as crime reduction measures:

- Single seating – no benches where a group of people can congregate
- Trees that do not cover existing CCTV – Ensure any trees planted do not cover existing CCTV coverage or might do so when fully grown
- More CCTV to cover newly built areas that aren't already covered by CCTV
- No corners or hidden areas (bushes etc...) where people can sleep rough/take drugs or be hidden from view

- No big bushes or plant shrubberies where people can conceal weapons, drugs, alcohol or litter the area with rubbish or drug paraphernalia
- Include good lighting so the area is well lit
- More and better constructed cycle racks covered by CCTV – enough to compensate for the expected increase in cyclists
- The banning of general traffic from Amhurst Road will include a ban on mopeds which will help address the problem of moped snatch crime from a central part of the scheme.

Submission Checklist

#	Item	Included Y/N	Comment
1	Completed Liveable Neighbourhoods Pro forma	Y	
2	Healthy Streets Check	Y	Appendix B
3	Plan Showing Location and Boundaries of Scheme	Y	Appendix C
4	Plans Highlighting the proposed interventions	Y	Appendices D, E, F, G, and H
5	Site Audit	Y	Appendix B
6	Road danger reduction statement and collision plot	Y	Appendix J
7	Crime Reduction Statement	Y	
8	Statement of Support From the Borough	Y	Appendix I
9	Summary of Behaviour Change Initiatives	Y	In Potential Scope section.