

Introduction

The triangular neighbourhood shown in Map 1 (hereafter called the Triangle) is a naturally self-contained series of streets making up a large section of Stamford Hill in the north of Hackney. The Triangle comprises essentially, although not precisely, the new Cazenove ward of the Borough. It has a very heterogeneous population, including orthodox Jewish, Muslim, Afro-Caribbean, and an increasing number of eastern European families, as well as many UK-born Christian or non-religious whites.

The Triangle works - up to a point. A community which would appear to have the makings of tension between different groups is, for the most part, pleasantly free of it. But the amount of contact which actually takes place between members of the community, irrespective of their religion or ethnicity, is limited. This is in no small part because of the behaviour of traffic.

Rather than simply attempt to eliminate the problems caused by traffic, an opportunity should be grasped: improved road conditions can reduce accident risk, certainly, but they could also do much to foster a sense of community in the area, to provide amenity to people living in cramped conditions and to contribute to a stronger sense of security for all. This bid is founded on a shared goal of grasping that opportunity. It has been developed and prepared by local residents.

Following the outline in Appendix 2 of the BSP Supplementary Guidance on residential area based schemes, this bid takes the following format:

Maps, one of the Triangle area (Map 1) and one of the proposed home zone area (Map 2);

Section A presents a list of key problems, together with an integrated plan for their solution by means of a home-zone centred neighbourhood in conjunction with other measures to calm traffic, promote walking and cycling, and enhance the urban environment;

Section B assesses the likely impact of the proposed scheme;

Section C describes community involvement with the development of the scheme to date, and how it is intended to maintain the high level of local participation;

Section D outlines the management of the project;

Section E is a programme of dates, costs and activities;

Section F presents the main characteristics of the area.

Appendix 1 itemises details of the accident analysis from Section F

Contact details:

Tom Cohen

South Springfield Residents' Association
020 7919 8634 (day), 020 8806 2321 (evening)
cohen_tom@hotmail.com

Amy Erickson

Kyverdale Area Action Group
020 8806 6653 (day)
amy.erickson@virgin.net

A Problems and proposals

Problems and opportunities

The problems that the area presents may be summarised as follows:

- **Lack of integration:** This neighbourhood is extremely ethnically diverse, yet the different communities remain largely exclusive and there is little interaction despite daily visual contact on the streets. This is not just a question of greeting neighbours: lack of communication makes it difficult to improve collectively the problems of traffic dominance, anti-social and criminal behaviour, and even waste management, which are all important in determining the quality of the environment. The notable absence of ethnic tension in the area, however, is a very positive factor and suggests there is a genuine and significant opportunity to improve integration.
- **Quality of environment:** Many of the streets are tree-lined, and the one pedestrian walkway offers possibilities. However, the poor state of the paving, both on the road and on the footpath, and the large number of abandoned cars, which attract fly-tippers and vandalism, seriously impinge on the quality of the environment. There is nothing in the Triangle which could be termed “civic space”. The most significant of the environmental problems is the traffic, with high speeds, high volumes, and aggressive driving. Horns are heard hourly; altercations between drivers -- involving shouting, swearing, racial abuse and sometimes physical violence - - occur daily. There is every reason to believe that some well planned development could improve dramatically the quality of the environment experienced by the Triangle’s residents.
- **Traffic speed:** Speeds measured by the Borough show that, on key roads, 85th percentile speeds are close to or above 30 mph. Long straight stretches without traffic calming encourage drivers to accelerate to high speeds. Where the roads are narrow, it seems that drivers do this to reduce the likelihood of meeting oncoming vehicles. (All roads in the Triangle except Cazenove and Fountayne are effectively single-lane with parked vehicles on either side.) The obvious and most unwelcome result of this phenomenon is accident risk. (see further Section F on ‘Accident figures’).
- **Rat-running:** The north-south routes are used as a rat-run off the A10: by leaving the A10 at Portland Grove to travel through the Triangle, rejoining the A10 at Rectory Road, six sets of traffic lights may be bypassed. Under the Red Route Local Plan, £55,000 was allocated for traffic calming in the rat-run roads. This money remains unspent, but a proposal for using it on speed humps developed by the local residents’ group has been approved by Transport for London, although not yet acted upon by LB Hackney.
- **Traffic volume:** It seems clear that the £55,000 in the Red Route Local Plan was an inadequate sum even when it was agreed upon in the early 1990s, when there were only three sets of traffic lights on the relevant section of the A10. In 1998, traffic volumes in Kyverdale Road (the longest north-south route within the Triangle) approached 400 cars per hour at the morning rush hour. In 2002 the traffic volume reaches nearly 500 cars per hour at midday (see section F on ‘Motor traffic flows’).
- **Anti-social behaviour and crime:** Fly-tipping, abandoned cars, and vandalism are all frequent problems for residents, as is the possibility of street crime and burglary. Surely the best ways of making these things less likely are to foster a shared sense of community and create an outside space in which it is pleasant to spend time.

Proposals

We offer not merely preliminary ideas, but a firm proposal generated by the local community, based on a bid prepared for the government’s Home Zone Challenge. The plan is to establish a home zone at the centre of the Triangle, provisionally called the Windus Home Zone after the

already entirely pedestrian Windus Walk, which is incorporated into the home zone. Map 1 identifies the Windus Home Zone within the Triangle, along with the locations of schools, places of worship. This plan demonstrates how the proposed home zone fits with some of the major trip generators (including, in particular, the numerous schools whose pupils are at disproportionately high risk of injury on the roads) and the general road layout of the Triangle. The scheme would have impacts over a significant area beyond the boundary of the home zone area itself and it therefore makes sense to look upon the Triangle as the “area of influence” of the home zone.

Detailed targets associated with the proposals are presented in Section B. It suffices here to state the overarching objective for the home zone:

To enable this diverse and vibrant section of Hackney to achieve its full potential by functioning as a true community in which people feel safe, comfortable and at ease

Windus Home Zone

The home zone area itself consists of parts of five streets and one walkway. Map 2 shows the proposed area of the Windus Home Zone and the provisional location of suggested amenities. Final arrangements will be subject to detailed participative design, outlined in Section C. The home zone is situated within the Triangle so as to have minimal adverse impact on adjacent streets either for north-south traffic or for east-west traffic. No alternative routes have been left untreated.

The existing definition of home zones -- “to change the way that streets are used and to improve the quality of life in residential streets by making them places for people, not just for traffic” -- is very broad. Investigation of the pilot home zones in the UK suggests that, understandably, there has been an emphasis to date on reducing the impact of traffic. The current proposal naturally features this but goes much further towards creating a space which *actively invites* local people out of their homes. The inclusion in the scheme of an already pedestrianised walkway gives much scope for amenities which will be wholly traffic-free, such as a “trim trail” - a series of connected low-level play facilities - and chess tables to provide an activity for older people. This will powerfully reinforce the effects of traffic-calmed streets, attractive landscaping and high-quality street furniture.

Following best practice developed from experience in continental European home zones, the design features are expected to include:

- Sufficient traffic calming measures to ensure a maximum speed of 10mph;
- Raise the road to footway height and repave both road and footway throughout with attractive patterning in keeping with local architecture;
- Separate road from footway by bollards, to protect children and the sight-impaired;
- Reorganise the parking stock so that it is less dominant a feature of the streetscape;
- Introduce “trim trail” play area for children in Windus Walk (already pedestrianised);
- Planting and trees in clusters around the zone;
- Decorate walls of Windus Walk (school pupils and local artists to participate);
- Purpose-designed street furniture (benches and tables, some with chess boards);
- Ball games facilities;
- Cycle parking;
- Specially designed signage marking boundaries of home zone.

Other Measures

There are three other important ongoing measures which will contribute to the effectiveness of the home zone and help to foster safety and community:

- The Red Route Local Plan to calm rat-running on the A10 should enable the home zone to nestle inside a 20 mph zone with speed humps. The proposal to use the money already allocated for this purpose was put forward by local residents in March and approved by TfL's Street Management Dept, but has not yet been implemented by the Council, which lacks an officer responsible for Red Routes.
- The Safer Routes to Schools programme has been completed by Hackney's Road Safety Officer in Thyssen and St Thomas' Schools and is currently underway in Jubilee and Simon Marks Schools and the private Tayyibah Muslim Girls' School and North London Tutorial College for Boys (nos. 3, 6,7 and 10 on Map 1). It is expected that this exercise will promote walking and cycling, and reduce traffic.
- An application to the DTLR's Cycling Projects Fund is now pending, to run a cycle training programme in Jubilee School (no. 6 on Map 1). The plan is based on the successful programme run by STA Bikes in nearby Sir Thomas Abney School in 2001-2. Training will be offered to staff and parents, as well as pupils. The home zone will provide an excellent and safe place for beginner cyclists, helping to create the cyclists of the future.

B Impact

The home zone directly contributes to achieving the principal strategy for residential schemes set out in Appendix 1 of the BSP Supplementary Guidance on area treatments:

Strategy	Description of impact	Frequency of impact	Typical impact(s)
11. Increase community integration and inclusion	Enhances opportunity for interaction by providing physical space and amenities for communal use.	Daily, for trips through the area to schools, or special trips to the Home Zone for play after school or in the holidays	Safer, more pleasant journey, with the opportunity to stop and converse or let children play

The home zone and associated measures outlined in Section A also meet the requirements of the strategies for walking, cycling, and safety, as follows:

Strategy	Description of impact	Frequency of impact	Typical impact(s)
2. Improve pedestrian priority	Gives pedestrians priority over vehicles at all points	No figures available concerning pedestrian movement but large proportion of school access is by foot	Increased amenity and more convenient paths between points possible
3. Improve walking ambience	Provides safer, cleaner, and more friendly environment	As above; number of walk trips expected to increase with scheme	Walking can become a pleasure rather than a chore
4. Improve cycling ambience	Provides safer, cleaner, and more friendly environment	No cycling figures available but Triangle streets well used by cyclists	Triangle can more effectively form part of Hackney's cycle network; more trips to be expected with scheme
9. Improve safety and security for cyclists and pedestrians	Gives pedestrians and cyclists priority and makes streets more populous, thereby reducing risks of anti-social behaviour and crime	All journeys by foot and cycle will be affected	Significantly reduced risk of personal injury accident; reduced fear and incidence of crimes against the person

In addition to the very positive impacts expected for the scheme in the context of TfL's priorities, those devising the home zone proposal developed clear aims against the background of the problems identified in the Triangle. The following set of objectives is proposed for the scheme, associated with "SMART" (specific, measurable, attainable, relevant and timed) targets:

Objective	Associated target
Reduce the incidence and severity of personal injury accidents (traffic) in and immediately around the home zone;	Total number of PIAs in and within 100 metres of the home zone over three years following completion of work 40% lower than in preceding three years; proportion of these accidents involving fatalities or severe injuries to reduce over the same period.
Reduce the perceived risk of personal injury accidents in the same area;	Number of respondents surveyed in the same area describing themselves or family members as "at serious risk" of involvement in a road accident reduced by a third from design phase to one year after completion of scheme.
Reduce the nuisance caused by vehicle noise in the same area;	Target to be agreed on completion of noise tests to be conducted during the design phase.

Objective	Associated target
Increase the proportion of trips made on foot and by bicycle;	Share of short trips (under 1km) made by people living within 100 metres of the home zone to increase by 15% from design phase to one year after completion of scheme.
Increase community interaction in and around the home zone;	Average number of neighbours with whom survey respondents are “on speaking terms” to increase by 25% from design phase to one year after completion of scheme.
Reduce fear of street crime in and around the home zone.	Proportion of respondents surveyed who said they thought they were likely to suffer street crime in the coming year to fall by 15% between design phase and one year after scheme completion.

Fit with Transport Strategy

The home zone’s compatibility with the existing policy of LB Hackney and the Mayor of London has been assessed using the following documents:

- Interim Transport Plan 2001-2
- Regeneration & Neighbourhood Renewal Strategy
- Cultural Strategy
- Mayor’s Transport Strategy for London

Interim Transport Plan 2001-2 (Hackney)

The scheme would contribute to motor traffic reduction, a specific objective (§1.1).

It would also directly aid achievement of the objective “seek to provide safe and convenient conditions for pedestrians including people with disabilities, and cyclists, by providing appropriate facilities and by slowing and restraining traffic...” (§1.4).

The scheme is wholly in harmony with the new hierarchy of road users (§1.6) which places pedestrians (especially children, older people, people with mobility/sensory impairment) and cyclists first.

The community involvement in scheme design would fit with the aim of providing “leadership through consulting and involving the community in establishing an integrated approach to transport” (§2.2).

The traffic calming aspects of the scheme would aid achievement of the reduction in road traffic accidents (§2.21).

The scheme fits with the 5 C’s of walking (§3.3). It will be necessary to take into account remarks on the importance of street lighting to discourage crime (§3.8), whilst the relaying of roads on a level with footways will aid the movement of mobility impaired people (§3.9).

Two of the objectives for Hackney’s policy on roads are directly met by the scheme:

- “divert motor vehicle movements away from inappropriate parts of the road network,
- improve conditions for pedestrians, especially children, older people and people with disabilities” (§8.2)

It is worth noting that, according to Hackney’s road hierarchy, the entire network within the Triangle is defined as *local access*, “which serve homes and workplaces and other local amenities and facilities”. That is, the roads within the Triangle serve no distributor or strategic function (§8.3 and associated plan).

The planned programme of road safety engineering works 2001/2 (p98, Item 4) explains that major action will be taken in areas which have an accident rate above a predetermined level. “Based on

availability of funding and meeting of criteria some areas will be designated as 20 mph zones and some as Home Zones”. Borough officers will be asked to clarify whether the area proposed for the home zone meets these criteria.

In summary, the home zone proposal is clearly in keeping with most of the policy aims of the Interim Transport Plan and no policy conflicts have been identified.

Regeneration & Neighbourhood Renewal Strategy (Hackney)

A vision and strategy for Hackney (Chapter 4) speaks of Hackney as “a place to enjoy yourself” by 2020 including “people centres”. Though not defined, this term appears to allow the area of a home zone to qualify, being a place that is “very welcoming and user friendly”.

Amongst the targets and action plans (Chapter 5), Environment is the topic to which the home zone proposal is most germane. The scheme would constitute an example of the short- and medium-term actions associated with the objective, “provide an attractive environment for residents and businesses”. It is noted that Hackney will produce a new “streetscape manual” to aid good design. The home zone design process could both follow this manual and contribute to its refinement.

Cultural Strategy (Hackney)

The scheme would meet with 3 of the 4 key objectives in the Cultural Strategy (‘A Place to Enjoy Yourself’):

- Public spaces will be lively, friendly, clean and safe;
- They will offer wider opportunities for recreation, creativity and employment (Renaissai is developing new public arts projects);
- Outdoor leisure facilities will be developed to provide a greater spread of accessible provision.

The Mayor’s Transport Strategy for London

The most relevant policy area is “Making London a city for people” (§3.41 et seq), in which it is stated that the schemes to improve safety and the street environment being piloted or already underway “should be built upon”. Home zones are mentioned, as is the wider proposal of Streets-for-People areas which builds on the home zone concept. The involvement of local residents in the design process is a key characteristic.

Section 4G of the Strategy - streets for all: improving London’s roads and streets - effectively endorses throughout all its sections the fundamental thinking behind the home zone proposal. For example, priorities (§4G.6) include “to make London’s streets safer and more secure, particularly for pedestrians and other vulnerable street users” and “to improve the attractiveness and amenity of London’s streets, particularly in town centres and residential areas”. Policy 4G.2 states “on other [non-Transport for London Road Network] roads there is a presumption in favour of access and amenity, particularly for residents, buses, pedestrians and cyclists and, where necessary, business access.”

The need to provide for pedestrians is discussed (§4G.23), in particular “if conditions are right, they [pedestrians] will want to spend more time enjoying life in the street.” Proposal 4G.9 actively promotes home zones in conjunction with 20 mph zones to alleviate safety problems, whilst in §4G.55, the positive effect on community interaction of reducing traffic levels is highlighted. “Local streets in London should be designed and managed to help create a sense of community and neighbourliness...”

There appears no policy within the Mayor’s strategy with which this proposal would conflict. The proposals put forward in this bid are wholly in alignment with both the spirit and the detail of Chapter 4G of the Strategy - Streets for All.

C Community involvement

This bid was conceived, researched and developed entirely by residents of the area to which it refers. It arises out of a bid for the Home Zone Challenge originally submitted to the Department of Transport, Local Government and the Regions in October 2001. This document itself clearly demonstrates a very high level of active community involvement.

History

There is a history of local campaigns for traffic calming over a period of ten years in Kyverdale and Osbaldeston Roads – since the neighbourhood adjoining the Triangle to the south, which was also a rat run, was successfully calmed with speed humps, a one-way system, and a 20 mph zone. The stated intention of Borough officers was to calm the northern streets next, but this project never materialised. Local consultation in 1998 led independently to an agreement for traffic calming measures on a number of roads in the northeastern part of the Triangle, including Oldhill Street (part of the home zone area). The financial difficulties experienced by the Borough have resulted in their indefinite postponement.

This campaign has become more organised in the past two years with the formation of the Kyverdale Area Action Group (KAAG), which has already developed a proposal to implement the A10 Red Route Local Plan (see Section A) and is coordinating with other residents' associations in pressing the Borough for pedestrian-friendly traffic calming on Northwold Road (the southern boundary of the Triangle). KAAG maintains links with many other local organisations, has started a Users' Group for Stoke Newington Common and received a grant for signage on the Common.

Development

In developing the current proposal, we have made every effort to involve various groups of stakeholders. Set out below is the result of this consultation and the further measures intended.

Group	Actions so far	Effects on proposal	Future action
Local residents and businesses	Leaflet delivered to all business and residential addresses within the proposed home zone area and 50-100 metres beyond in all directions.	The range of responses has been almost exclusively supportive. Note has been taken of any suggestions of caution (for example with respect to the impact of design on the vernacular of the area).	All those expressing interest in the further development of the scheme will be approached to participate actively in the design process in the event of a successful bid.
Local schools and places of worship	Direct contact made with senior staff at all schools within or near to the home zone area; contacts made with local mosques and the Muslim Jewish Forum.	On request of Jubilee School, zone area extended to incorporate full length of Lynmouth Road. Several actively positive responses and no negative responses received. ¹	Pupils and staff of all schools will be invited to play active roles in design; it has been suggested that pupils could contribute to the decoration of the eventual scheme.

¹ Jubilee JMI and Simon Marks Jewish Primary Schools and Appletree Nursery have stated their outright support.

³ This programme has several components, including schools, youth and elders programmes and residents' topic groups; community events and exhibitions.

Windus Home Zone Area Treatment

Group	Actions so far	Effects on proposal	Future action
Local and other relevant councillors	The leaflet has been sent with a covering letter to all the councillors of the three former wards in which the Triangle lies and the chairs of the Policy & Finance, Housing & Environmental Services, Regeneration, Education and Social Services Committees inviting their opinions and offering further details.	The proposal received unanimous and very enthusiastic support from councillors of all parties when it was presented to the Stamford Hill Neighbourhood Committee in December 2001. Cllr Guy Nicholson (Regeneration Committee Chair) and the Regeneration Dept of the Council stated their active support. Cllr Ollerenshaw of Hackney and the Greater London Authority has provided assistance throughout.	Councillors will be followed up in person. (<i>All but one of the councillors has now changed with the new ward elections.</i>)
Emergency services	Each of the Police, Ambulance and Fire Services has been contacted with details of the scheme, offering further information.	Fire Officer supportive. No negative responses received but Ambulance Service expressed concern at the effects on casualties of being driven over speed humps.	Definitive responses will be sought and the concerns of the Ambulance Service addressed in the design of traffic calming measures.
Other organisations	Proposals discussed with various relevant local organisations (housing associations, community centres, special interest groups).	Active support received from Windus-Belfast Residents' Association, North London Muslim Housing Assn, N London Muslim Community Centre, NE London branch of the Women's Environmental Network, Hackney branch of the London Cycling Campaign, Eco-Active Centre (formerly Rossendale Street), and Hackney Friends of the Earth.	Maintain contact and inform of the design process, offering fuller involvement. Invitations as "maintenance" below to join committee.

Design

Design decisions will only be made as part of the participative design process involving the local community. A key principle of this proposal is the ongoing and effective participation of all stakeholders for the simple reason that, to succeed, the scheme must reflect the desires and needs of the people who would use it. One means of achieving this is to consult fully and from an early point. A second is to employ methods of participation which are specifically designed to include all types of people in an effective way. In brief, openly participatory design techniques bring different stakeholders together in a setting which breaks down barriers of culture, class and educational achievement, thus enabling all present to contribute their views effectively, in contrast to typical "workshops" in which the most articulate and confident dominate proceedings. The achievement of a balanced approach is not only desirable from the point of view of equity, but essential if this scheme is to succeed in what is an extremely diverse community.

Techniques which may prove appropriate to achieve inclusive design and implementation (and which have already proved effective in other home zone design exercises) are:

- Open days (with entertainment to provide an incentive) and open design (layouts being modelled on the streets themselves so that all passers-by can see);
- The Joharis Window for information sharing;
- Targeted contact with "hard to reach" groups - elders, mothers, carers;
- Citizens' juries;
- Focus groups.

Guiding principles of the participative process will be:

- Involvement in the entire process from problem identification, through option sifting, to final design;
- Regular feedback and clear demonstration of the effects of stakeholder input on the decision-making process.

Maintenance

The maintenance of community involvement will be achieved by both formal and informal means. The formal means will be the establishment of a committee which will meet with a reasonable frequency (every two months, for example) to review the functioning of the home zone and to consider any amendments to it that might appear desirable. We would recommend representatives on this committee from:

- the schools within and adjacent to the home zone
- local Neighbourhood Watch groups
- local residents' associations
- the Muslim-Jewish Forum
- North London Muslim Community Centre
- Sure Start Stamford Hill

This committee would be responsible for the monitoring exercise programmed for the point one year after scheme completion (see Section B) and would lead any fund-raising efforts that might become necessary. The committee would also oversee:

Publicity

- Newsletters delivered to residents and businesses updating them on building progress and, once completed, on events and developments.

Community action

- Gardening and other maintenance work carried out by residents of the home zone.

The informal mechanism by which community involvement will be maintained will be an annual summer street party and parade, organised by the widest possible group of local residents, businesspeople and school pupils. The event would be managed in agreement with the Borough's officers to ensure that it ran smoothly.

D Management

In view of the financial situation of LB Hackney, it is proposed to hire an independent project manager to implement this scheme, for which £60,000 has been budgeted. Monitoring will be carried out by the voluntary committee, as described in Section C, in consultation with Hackney officers; all information will be shared.

E Outline programme & costings

Stage	Provisional start	Provisional completion
Planning of design	April 03	May 03
Participative design process	May 03	June 03
Detailed drawings/costings	July 03	August 03
Specification for contract & tender process	September 03	October 03
Contractor on site	November 03	March 04
Scheme completion		March 04
Survey		March 05

Itemised cost estimates

The following estimates are of necessity provisional, for two reasons:

- the detailed design has not yet been agreed;
- it has not been possible to carry out local costings for the scheme given the current absence of ready funds.

Item	Estimated cost
Community participatory programme ³ (design to <i>outline</i> as defined by Landscape Institute Form of Appointment)	£35,000
Design fee (from sketch to completion of scheme)	£61,200
Project management	£60,000
Construction	£800,000
Total (excluding VAT)	£929,200

These estimates are based on unit rates provided by Matt Davies of Planet Earth, based on his experience of designing and building the pilot home zone in LB Lambeth. They reflect the size of the area proposed and the scope of works currently envisaged. They are corroborated by information on actual costing provided to us by other pilot home zones, including those in Tower Hamlets and in Manchester, based on a per-running-metre average.

At present, it is anticipated that only the contributions of local artists in decorating the home zone may attract funding from elsewhere.

Indicative programme including the amount of TfL support required in each year

The phasing assumes the even distribution of costs over the period during which they would be incurred. All design and construction is expected to be undertaken within a single year for maximum efficiency. The entire amount is required from TfL.

Financial year	Projected spend
2003/4	£956,200
Total	£956,200

F Main characteristics of the area

Motor traffic flows and mix

The following information relates to three of the roads that feature in the home zone and was collected by LB Hackney in 1998. It is anticipated that further surveys would be necessary as part of the detailed design process.

Hour from	Kyverdale Road		Oldhill Street		Osbaldeston Road	
	No. of vehicles	85th % speed (mph)	No. of vehicles	85th % speed (mph)	No. of vehicles	85th % speed (mph)
0730	227	26	161	24	125	22
0830	398	26	255	24	135	24
1130	134	25	136	27	84	23
1230	167	27	149	24	86	19
1530	235	25	211	27	122	21
1630	227	26	206	23	132	22

The speeds set out here are inappropriately high for a densely populated residential area. They are not too high, however, for a reduction to 20 mph using speed humps⁴ to be feasible in the Triangle with further slowing throughout the home zone.

The volume of traffic represented here has grown since this survey was done. One weekday midday in June 2002, which was not noticeably quieter than usual, saw 495 vehicles per hour in Kyverdale Road (12-1 pm), not the average of 150 recorded for midday in 1998.

The vehicles within the Triangle are principally cars and vans, with small numbers of lorries; there are no buses.

Cycle flows and priorities

The only cycle lanes within the Triangle are the contraflows on the two one-way roads in the north of the Triangle, Leweston Place and Darenth Road north of Portland Avenue.

Pedestrian flows and priorities

There are no pedestrian crossings whatsoever within the triangle. Pedestrian refuges are provided only on Cazenove and Fountayne Roads.

On-street parking density

Current parking capacity in the vicinity where parking patterns may be affected by the home zone implementation (the actual area plus one block of houses in all directions) was surveyed by residents over the period of a week, using four different time periods. There is currently capacity for 508 cars in this area, parked on existing kerb-sides (assuming 4.5 metres of kerb per car). No more than 205 cars (40% capacity) were parked at any one time (at the week-end, when there would be most people at home). On week-day afternoons this fell to 182 cars (36% capacity). The relatively small difference between maximum and minimum capacity may be explained by the large number of local trip generators, in particular schools and places of worship, which are currently accessed by car. Part of the aim of the home zone is to encourage individuals to access these facilities by walking or cycling. The relatively low parking density overall may be explained by Census figures, which show that only 39% of households in the Triangle owned a car in 1991. Only

⁴ Dept of Transport Traffic Advisory Unit publication 04/96.

6% of households owned 2 or more cars, one-quarter the rate of multi-car households elsewhere. Car ownership in the Triangle was lower than elsewhere in Inner London.

Time of day	Percentage of car parking capacity used
Weekday 9 am	39%
Weekday 2 pm	36%
Weekday 7 pm	39%
Weekend noon	40%

There appears no reason for concern that the introduction of the home zone would have unacceptable effects on parking levels in adjacent areas. Equally, there appears no need to consider the implementation of formalized parking schemes.

Accident figures

Within the Triangle (ie not on the main roads flanking it) during the five years to March 2002 there were 66 personal injury accidents, of which 35% (23) involved school age children and 35% (23) involved pedestrians. See Appendix A for analysis of all accidents in terms of severity, the involvement of pedestrians or cyclists, and the age of the casualty.

Anecdotal evidence suggests that collisions between cars occur in the immediate vicinity of the home zone area as frequently as once per fortnight. These collisions often lead to arguments and on occasion violence; they have also resulted in significant damage to vehicles.

Current use of streets and problems

As stated elsewhere in this document, the streets of the Triangle in the vicinity of the home zone have a high volume of traffic and suffer from high speeds. There are a large number of local trip generators, but also a considerable rat-running problem. (See further Section A and below.)

Population

Information on the population of the area comes from the 1991 Census and from the Government's 2000 Index of Multiple Deprivation.

The population of the home zone area is less than 1000 (1991 Census). The Triangle had a usually resident population of 12,434. The birth rate in the area is one of the highest in the country.⁵ Children under five comprise 12% of the population, almost twice the national average and the Inner London average. The Triangle also has approximately 50% more school age children than the wider territories. The northern section of the Triangle, bounded by Cazenove Road to the south, is a government Sure Start programme area comprising 800 children aged 0-4. It is probably the smallest geographical area for any Sure Start programme in the country.

The Triangle area has multiple deprivation indices placing it between the 95th and 98th percentile of all wards in England.⁶ Unemployment is particularly high -- 50% greater than the Inner London average. In 1991, 38% of the Triangle's population lived in a household where the head of household was unemployed.

⁵ According to 1998 government Regional Trends statistics, LB Hackney has a fertility rate of 2.38 per woman, compared to 1.75 for Inner London and 1.71 for the UK. The local Health Authority, East London and City, has the highest rate in the country.

⁶ Based on figures for the three electoral wards which covered the Triangle at the time the Index was taken (Northfield, Northwold and Springfield).

Persons by economically active head of household in the Triangle, 1991 Census

Management & professional	12%
Intermediate & junior non-manual	19%
Personal services	2%
Manual skilled, semi skilled, foremen & supervisors	18%
Unskilled manual & non-professional self-employed	9%
Occupation not stated	1%
Unemployed	38%

The population of the Triangle is ethnically diverse: in 1991 36% of the population was non-white, compared to just 3% of the country outside of London. The Triangle's 64% white population includes large orthodox Jewish and Turkish communities. Religious diversity is not recorded in the 1991 census. The Triangle is more ethnically diverse even than the rest of Hackney, which in turn is more ethnically diverse than the rest of Inner London. The Triangle has a higher concentration of ethnic Asians than the rest of Hackney, and a slightly lower population of ethnic Black.

Number of households

The 1991 population of the Triangle was spread over 4,511 households, giving an average population per household of 2.76. The predominant housing type in 1991 was one-bedroom flats (69%), only some of which would enjoy access to a garden. The proportion of households in houses (detached, semi-detached and terraced) is less than a third of its equivalent in Outer London. Hackney is poorer in this respect than the rest of Inner London, and the Triangle is typical of Hackney's housing distribution.

Housing mix and density

Within the Triangle as a whole, housing varies greatly from sizeable estates consisting mainly of large blocks of flats to streets of terraced or semi-detached houses from the Victorian and Edwardian periods. The home zone roads are largely of the latter type with certain exceptions: both Oldhill Street and Lynmouth Road have retail/business establishments with road frontages; there are very few dwellings with entrances on Windus Walk which is flanked mainly by walls.

Almost half of households in The Triangle rent from the public sector (council 38%, HAs 9%). The rate of owner-occupation in The Triangle is only half the England average.

In terms of density, there are few interruptions to the frontages along any of the home zone streets - this is a highly urbanised area.

Cycle routes and facilities

Planned cycle routes (as set out in Hackney's Interim Transport Plan 2001/2, p.27 et seq) pass east-west through the Triangle, to the north of the home zone (Portland Avenue) and to the south (Northwold Road). There are no cycle parking facilities. The Hackney branch of the London Cycling Campaign has given its full support for this proposal as a means to promote cycling.

Public transport

There are no bus services within the Triangle, but all three boundary roads operate multiple bus routes and there is one British Rail Station (Stoke Newington) on Stamford Hill itself (see Map 1). The 1991 Census shows that nearly half of those in the Triangle who work use public transport to

get there, while 30% travel by car. The Borough's Regeneration Strategy is committed to encourage cycling to work, but currently more people walk (7%) than cycle (2%).

An unusually high proportion (11%) of those economically active work at home, adding to the number of people in the area during the day.

Modes of travel to work by residents of the Triangle, 1991 Census

Public transport – train, tube, bus	48%
Car driver	28%
Car passenger	2%
Motorcycle	1%
Pedal cycle	2%
By foot	7%
Working at home	11%
Other modes	1%

Significant local generators of walking and cycling trips

The main shopping areas are located on Stamford Hill and Clapton Common, and at the eastern end of Northwold Road, as indicated on Map 1. But there are also well-used shops in Cazenove Road west of the railway line, at the northern end of Oldhill Street, the western end of Windus Road, and in Northwold Road near the junction with Fountayne Road

There are no open communal spaces of any size within the Triangle. The few tiny patches of open ground are charmless and lack any facilities. Residents use four nearby open spaces: Stoke Newington Common to the south; Abney Park Cemetery to the west; Clapton Common to the north; and Springfield Park/Lea Valley to the east.

In addition, the disproportionately large number of schools is a major trip generator (see below). Jubilee School in Filey Avenue is also building a new hall for use by community groups out of school hours.

There are a great many locations within and close to the home zone area which draw trips from local people. Whilst many of these trips may currently be made by car, many are already made on foot or bicycle and an intelligently designed home zone would definitely boost this number (as the setting of an objective on walking and cycling trip numbers attests).

Schools and/or hospitals and other child/health care facilities

There are *twenty-four* school facilities (mostly primary and nursery, plus secondary and playgroups) within or adjacent to the Triangle (see Map 1). Hackney has a much higher rate of children walking to school than the national average, according to the Road Safety Officer.

Only four of the twenty-three are state schools. It is significant that schooling is largely segregated by religion within the Triangle: of the state schools one is Church of England and one is Jewish; of the private schools most are orthodox Jewish and two are Muslim. Therefore schools do *not* provide a space for integration and inclusion in the Triangle in the way that they do in many urban areas.

There are two medical centres and at least five places of worship, at least two of which (the mosque and the synagogue adjacent to each other in Cazenove Road) are used on a daily basis. Within the home zone itself are two schools and a medical centre.

Crime figures

The basic recorded crime figures for the (former) Northwold Ward in the year 01/06/01 to 01/06/02 have been provided by the (current) Cazenove Ward⁷ Community Beat Officer, John Pickwell.

Type	Number of offences	Percentage
Vehicle crime	479	28.5
Robbery/theft person	231	13.8
Burglaries	209	12.5
Common assault	135	8.0
Criminal damage	110	6.6
Actual bodily harm	67	4.0
Drugs possession	37	2.2
Offensive weapon	14	0.8
Grievous bodily harm	6	0.4
Drugs supply	2	0.1
Other	388	23.1
Total recorded crime	1678	100.0

The Hackney Crime and Disorder Audit 1999/2001 shows that Hackney has the second highest incidence of reported crime per capita in London. There is certainly a community perception of increasing street crime. There is also a widespread reluctance to report muggings and vehicle crimes due to perceived police inability to take action. By encouraging more people to use the streets, and making it clear this is a residential community, and not a dumping ground, a home zone should help to deter both street crime and vehicle crime.

General description of the environment

The condition of the roadways is generally poor, comparable with the rest of the borough. There are few dropped kerbs. The condition of the footways is likewise poor. This is particularly visible in Windus Walk, the wide pedestrian footpath incorporated into the home zone, where many paving slabs are broken and uneven, and dog mess and broken bottles are common place, as are dead fridges, sofas and other household waste.

The presence of illegal car sales in the Triangle (particularly at the junctions of Osbaldeston Road and Oldhill Street with Clapton Common) cause multiple environmental problems. First, prospective buyers test drive these cars at high speeds up and down the residential roads. Then, unsold cars are abandoned on the streets, causing localised parking congestion and becoming eyesores as they become vandalised, collect rubbish, and may be set alight and overturned. The Community Beat Officers for the relevant wards say that the police are unable to address this problem because they cannot locate the owners and cannot move the cars.

There are four nearby open spaces: Springfield Park; Abney Park Cemetery; Clapton Common and Stoke Newington Common. This last is at the moment the focus of development plans by the Users' Group, which is planning a playground, tables and benches, and sports equipment for the benefit of all sectors of the community. Use of all these spaces by Triangle residents is greatly affected by the severance of the major roads forming a barrier, often without adequate crossing facilities.

⁷ The old Northwold ward was not precisely co-extensive with the new Cazenove ward, but that is the way the statistics are available to the police.

Accessibility mobility problems

Following best practice developed from experience in continental European home zones, the streets in the Windus Home Zone will be made level with the pavement, but separated from it by bollards. This will give a clear indication to blind and partially sighted people. The levelling will make it significantly easier for those with impaired mobility to move around. On the installment of children's play equipment and seating areas, consultation will take place on accessibility for people with disabilities, in conjunction with the borough's specialist disability sports consultant in the Directorate of Community & Learning.

Means by which success will be measured, monitored and assessed.

Assessment of performance against most of the SMART targets (attitudes, community interaction and mode choice) will be enabled by the conduct of household surveys at two points: during the design phase and one year after scheme completion. Performance against the road safety target will be gauged on the basis of road accident data routinely collected by the Borough; the noise target will be set during the design phase and performance against it will be measured by deriving estimates of noise pollution from surveys of traffic volume, mix and vehicle speed. These surveys will be conducted by the committee established to manage the home zone (see Section C), rather than by borough officers.

Other programmes being taken forward that can add value to the project

Three other programmes are outlined above in Section A / *Other measures*:

- Implementation of the Red Route Local Plan traffic calming by LB Hackney
- London Cycling Campaign in Jubilee School
- Sure Start programme for under-4s

To these may be added the improvement of Stoke Newington Common by the Stoke Newington Common Users' Group and by two local residents' groups (KAAG and the Northwold Area Residents' Group) by means of a combination of small grants (see further Section C).

What the council and any other bodies are contributing

No other funding (either direct or in kind) is currently anticipated from any source within or outside the Borough of Hackney. The in-kind contribution of local residents in developing this proposal may be estimated at nearly £15,000 (37 person-days at £400/day).

Whilst the financial circumstances of the Borough are widely understood and would greatly limit its capacity to support the scheme from core funds, clear enthusiasm for the home zone has been expressed by key officers within the Borough who would endeavour to assist in securing top-up monies from the various possible sources in the event that the full cost of the scheme could not be met by TfL. Discussion with relevant bodies concerning the proposals has yielded strong interest on the part of the following organisations, which *may* be able to provide modest financial support at a future point:

- Groundwork Hackney
- Sure Start Stamford Hill
- Hackney Education Business Partnership
- LB Hackney Community & Learning Directorate
- LB Hackney Regeneration Committee

Appendix 1: Accident analysis

Month	Year	Street	Severity	Cyclist involved?	Pedestrian involved?	Age of youth (if any)	Age of pensioner (if any)
8	1997	Lampard	Serious			10	
1	1998	Cazenove	Serious	Yes			
1	1998	Fountayne	Serious		Yes	14	
4	1998	Cazenove	Serious				
2	1999	Osbaldeston	Serious		Yes		
2	1999	Filey	Serious				
3	1999	Firsby	Serious		Yes	5	
5	1999	Kyverdale	Serious				
6	2000	Braydon	Serious		Yes	4	
7	2000	Chardmore	Serious			15	
6	2001	Cazenove	Serious	Yes		12	
6	2001	Cazenove	Serious				
8	2001	Cazenove	Serious				
4	1997	Oldhill	Slight		Yes		
5	1997	Osbaldeston	Slight		Yes	6	
8	1997	Geldeston	Slight		Yes	5	
10	1997	Cazenove	Slight		Yes		79
1	1998	Braydon	Slight		Yes	7	
4	1998	Kyverdale	Slight				61
5	1998	Kyverdale	Slight				
5	1998	Filey	Slight				
6	1998	Darenth	Slight		Yes	11	
6	1998	Filey	Slight		Yes		
7	1998	Darenth	Slight		Yes	11	
7	1998	Walsham Close	Slight	Yes		6	
10	1998	Cazenove	Slight			13	
12	1998	Alkham	Slight		Yes		
12	1998	Cazenove	Slight				
12	1998	Chardmore	Slight				
12	1998	Filey	Slight				
12	1998	Oldhill	Slight		Yes	10	
1	1999	Lynmouth	Slight		Yes		
9	1999	Oldhill	Slight		Yes	9	
10	1999	Cazenove	Slight				
11	1999	Cazenove	Slight			11	
12	1999	Osbaldeston	Slight				
2	2000	Cazenove	Slight				
2	2000	Fountayne	Slight		Yes	7	
3	2000	Kyverdale	Slight				
4	2000	Cazenove	Slight				
5	2000	Cazenove	Slight				
6	2000	Darenth	Slight	Yes			
7	2000	Darenth	Slight		Yes	7	
9	2000	Portland	Slight		Yes	9	
9	2000	Portland	Slight		Yes		
9	2000	Kyverdale	Slight				
11	2000	Darenth	Slight				60
11	2000	Chardmore	Slight			4	
12	2000	Kyverdale	Slight				
12	2000	Oldhill	Slight				

Windus Home Zone Area Treatment

2	2001	Lampard	Slight			
6	2001	Cazenove	Slight			
6	2001	Darenth	Slight	Yes		12
6	2001	Kyverdale	Slight			
6	2001	Braydon	Slight		Yes	5, 8
7	2001	Cazenove	Slight			
7	2001	Kyverdale	Slight		Yes	3
9	2001	Cazenove	Slight			
9	2001	Osbaldeston	Slight			
11	2001	Kyverdale	Slight		Yes	
11	2001	Cazenove	Slight	Yes		
11	2001	Osbaldeston	Slight			
11	2001	Kyverdale	Slight			
12	2001	Osbaldeston	Slight			
1	2002	Cazenove	Slight			
1	2002	Oldhill	Slight			