

# Executive Summary

This is the Hackney's Transport Strategy 2015-2025. The Strategy will set out Hackney Council's strategic transportation aims, objectives and priorities for the next ten years. The Strategy aims to support other Council documents including the Sustainable Community Strategy 2008-2018, Air Quality Action Plan, The Health and Well-being Strategy, the Corporate Plan to 2018- A Place for Everyone and the emerging Local Plan.

## Vision

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

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*“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.”*

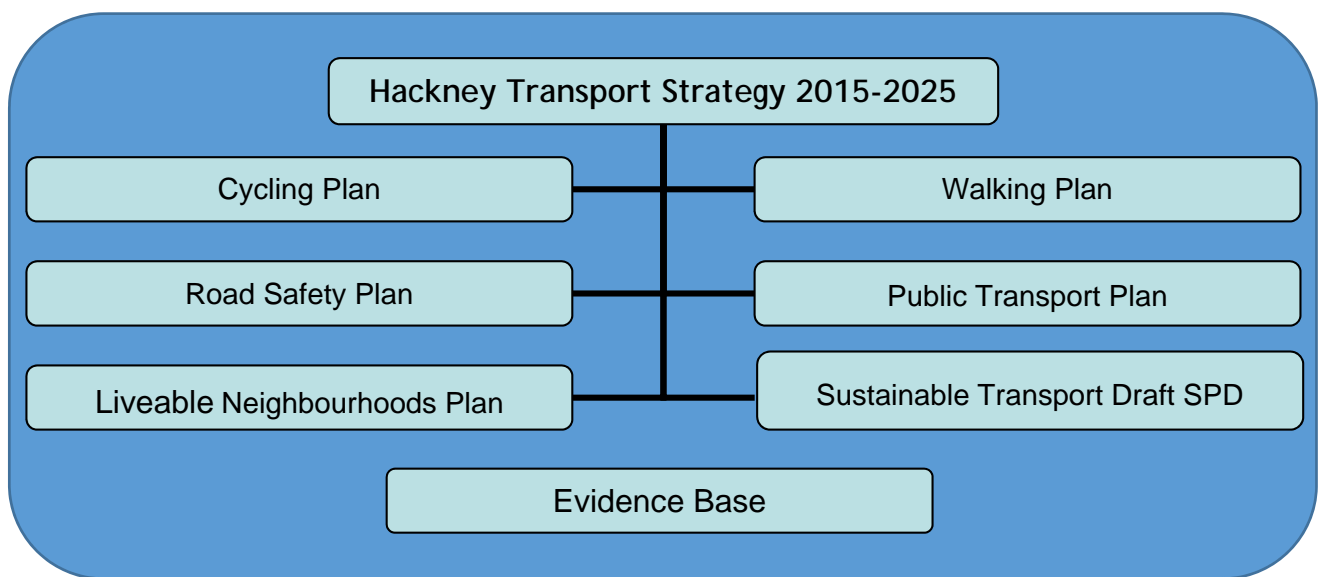
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This vision is consistent with the Mayor of Hackney's priority of tackling inequality and the desired outcomes articulated in the Council's Corporate Plan 'A Place for Everyone'. The Strategy will contribute to the stated objectives of the Plan such as safeguarding clean streets that are friendly for pedestrians and cyclists, ensuring a high quality built environment and working with residents and London-wide partners on a range of sustainability issues including tackling poor air quality.

Tackling inequalities such as improving access to clean, safe and affordable transport for our residents and businesses and promoting engagement are key priorities underpinning this Strategy. The vision and following objectives for the strategy were decided upon following engagement with a wide range of stakeholders both internal to the Council and external through the public consultation process for the draft Strategy undertaken in 2014.

## Structure of the Strategy

The Strategy consists of a background document which will provide context to Hackney Council's strategic transportation aims, objectives and priorities for 2015-2025. In addition to this document, there are six separate supporting documents that will make up the entire Hackney Transport Strategy. These supporting Plans will give more detail on plans, policies and proposals for specific modes and areas.



## Context

Hackney is a dynamic inner London borough, strategically located within a number of nationally and regionally significant regeneration corridors which will have considerable implications for accommodating population growth and demand for travel in a sustainable fashion both now and in the future. These challenges are exacerbated by the extremely difficult financial constraints that the Council is operating under and will continue to operate under for at least the first half of this Strategy. The Corporate Plan estimates that the next CSR due later this year may result in an indicative gap of over £70 million over the period 2016/17 to 2018/19. Any further unforeseen reductions to these funding streams will adversely impact on

the Council's ability to deliver proposed transport improvements over the ten year plan period and necessitate revision of the existing Strategy.

For transport planning purposes, the borough is located within the East London sub-region by Transport for London (TfL) – an area which includes neighbouring Stratford and the Olympic Park and is forecast to accommodate almost half of the population growth in London, and nearly a quarter of employment growth to 2031. However, its inner London location means that Hackney and its transport network will be equally impacted upon by planned population and employment growth in neighbouring Opportunity Areas to the north, south and west of the borough including the Upper Lea Valley, Vauxhall, Battersea and Nine Elms, and Kings Cross.

No less significant are the recent and planned changes within the borough boundary. The most recent data from the Council's Policy team estimated Hackney's population to be 257,379, representing an increase of over 40,000 people (or an approximate 21% rise) from the 2001 figure, the third highest percentage change for a borough in London after neighbouring Tower Hamlets and Newham. There are major regeneration opportunities at Hackney Wick, Dalston and Woodberry Downs that will have consequences for the way we travel now and in the future.

### **Drivers of Change**

The following table summarises some of the key influences on transport that have influenced the direction of the Strategy.

<b>Key Drivers</b>	<b>Within Hackney</b>	<b>Neighbouring areas</b>
<b>Estimated Population 2031:</b> <i>Source: GLA 2012 Round Population Projections (trend-based)</i>	301,000 (+54,000)	Selected boroughs; Tower Hamlets: 340,000 (+84,000) Newham: 408,000 (+98,000) Islington: 256,000 (+50,000) Haringey 304,000 (+49,000) Waltham Forest; 328,000 (+68,000)
<b>Key Regeneration Areas</b>	<u>Regeneration Areas</u> Dalston Hackney Wick Hackney Town Centre Finsbury Park iCITY TechCity South Shoreditch Hackney Fashion Hub  <u>Estate Renewal</u> Woodberry Downs (4,664 new homes) Colville Estate King's Crescent Estate Haggerston & Kingsland West Estate	<u>Opportunity Areas</u> Olympics Legacy OA (50,000 jobs/32,000 homes) Isle of Dogs (110,000 jobs/ 10,000 homes) City Fringe (40,000 jobs/ 7,000 homes) Kings Cross (25,000 homes / 1,900 jobs) Vauxhall & Nine Elms (16,000 homes/ 25,000 jobs) Upper Lea Valley (15,000 jobs/15,700 homes)  <u>Intensification Areas</u> Haringey Heartlands (2,000 jobs/1,000 homes) Holborn (2,000 jobs/200 homes) Farringdon/ Smithfield (2000 jobs/ 850 homes)



<b>Transport Improvements</b>	<p><b><u>Committed projects</u></b></p> <ul style="list-style-type: none"> <li>o Northern Line upgrade</li> <li>o Piccadilly Line</li> <li>o Five car trains on the Overground</li> <li>o GOBLIN Line electrification</li> <li>o Crossrail 1</li> <li>o Devolution to the Mayor and TfL</li> <li>o Reopening of Lea Bridge station</li> <li>o Hackney Central/Downs Interchange project</li> <li>o Two way bus operation on Eastway</li> <li>o Pedestrianisation of the Narrow Way</li> <li>o Hackney Wick station improvements</li> <li>o Mayor of London's Cycling Vision proposals (Central London Grid, Cycle Superhighway 1 and Quietways)</li> </ul> <p><b><u>Yet to be confirmed</u></b></p> <ul style="list-style-type: none"> <li>o Crossrail 2</li> <li>o West Anglia Line four tracking</li> <li>o Stoke Newington gyratory proposals</li> <li>o Cycle Hire Scheme expansion in Hackney</li> <li>o Seven Sisters public realm improvements</li> </ul>
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### **Key Targets, commitments and proposals**

The following table provides a summary of some of the key targets and commitments contained in the Transport Strategy. The full list can be found in the Transport Strategy over-arching document. All targets and commitments are to 2025 unless otherwise stated.

Mode/Plan	Target
<b>Walking</b>	<ul style="list-style-type: none"> <li>• Maintain the overall walking mode share at 40% of all journeys made by Hackney residents 7 days a week</li> <li>• To increase the modal share of Hackney residents walking to work for their commute to 15% of all journeys</li> <li>• To increase the mode share for Hackney children walking to school to 70%</li> <li>• Hackney will aim to create 10 new public spaces and pocket parks through road space reallocation</li> </ul>
<b>Cycling</b>	<ul style="list-style-type: none"> <li>• 15% of ALL journeys by Hackney residents (7 days a week) are by bicycle</li> <li>• 25% of journeys to work by Hackney residents are made by bicycle</li> <li>• 28% of Council staff journeys to and from work are made by bicycle</li> <li>• 15% of journeys made Hackney children to and from secondary schools are by bicycle</li> <li>• Progress the removal of the Stoke-Newington Gyratory and other one-way systems in the borough</li> </ul>
<b>Liveable N'hoods</b>	<ul style="list-style-type: none"> <li>• Increase the overall tree canopy coverage in the borough from the current 18.5% to the Mayor of London's target of 25%.</li> <li>• Increase the number of Play Streets per year</li> <li>• Traffic volumes on Hackney roads will be lower than 2014 levels</li> <li>• Car club and car sharing provision are on par with the leading cities in Europe.</li> <li>• All Hackney households to be no further than 500 metres from their nearest electric vehicle charging point by 2018</li> <li>• All Hackney owned public car parks and fleet depots to be fitted with rapid charging points by 2018</li> </ul>

	<ul style="list-style-type: none"> <li>• Introduction of an air quality emissions based parking permit policy by 2016.</li> </ul>
<p><b>Public Transport</b></p>	<ul style="list-style-type: none"> <li>• Ensure that Crossrail 2 progresses as quickly as possible and the alignment of the route maximises benefits for the borough.</li> <li>• Ensure that Hackney Wick Station is upgraded and remodelled to improve access to the local area.</li> <li>• Securing the four-tracking the Lea Valley Line and necessary station improvements by 2019</li> <li>• Ensure that Dalston Kingsland, Hackney Central and Homerton station ticket halls are all upgraded and remodelled to improve accessibility and accommodate increasing passenger numbers</li> <li>• Improving journey times through bus priority measures, addressing gaps in the network and reviewing bus lane hours</li> <li>• To have be one of the first boroughs in London to have a fully accessible bus stop network</li> <li>• Improve bus access to the Olympic Park, Hackney Wick and Stratford</li> <li>• Expand number of taxi ranks in the borough whilst facilitating the shift to electric and zero emission vehicles.</li> </ul>

# **Hackney Transport Strategy**

**2015-2025**

**October 2015**

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## Foreward

I am delighted to introduce the Hackney Transport Strategy 2015-2025.

As the flagship borough for sustainable transport in London, Hackney has been rightly recognised for its innovation in tackling the key urban regeneration and transport challenges facing a highly urbanised local authority. However, the rapid pace of change in Hackney; the economic and population growth, the shifting demographic, its booming popularity as a visitor destination and rising pressure on local transport infrastructure and services mean that we need to plan ahead carefully in order to continue to stay ahead of the game.

As the Council faces another few years of economic uncertainty and substantial funding cuts, the need for a clear strategy to set a framework within which the borough can operate becomes increasingly important. Much of the investment envisaged in the early years of this strategy is already in place, and we will continue to work with Transport for London, Network Rail, neighbouring boroughs, residents and stakeholders to ensure that we are better able to influence the transport policy and investment agenda in future, and to take advantage of new and innovative funding opportunities as they emerge.

Our vision is for a transport network that will support ongoing sustainable growth in Hackney by delivering improved access for all to the wide range of services and opportunities it offers. Last year, we consulted widely on the draft Strategy and received hundreds of responses from residents and key stakeholders that showed broad support for our policies and proposals. We now invite you to invite you to work with us to ensure that we can make the vision set out here to become a reality.

Cllr Feryal Demirci  
Cabinet member for Neighbourhoods





# 1 Introduction

- 1.1 Hackney is justifiably proud of its tradition of innovation in sustainable transport in London and beyond. The borough has overcome a historic lack of access to the Tube network and facilitated regeneration through extensive improvements to the Overground and rail network. The borough has excellent provision of high-frequency bus services to Central London and important growth areas across the capital while progressive public realm interventions have helped to reverse decades of urban decay and help revitalise nationally renowned creative and cultural hotspots such as Hoxton, Shoreditch and Dalston. Hackney is also synonymous with being at the forefront of the cycling revolution in London, showing leadership at a time of general decline in cycling levels nationally and continuing to play an active role in raising standards and expectations of the role of cycling in the capital today.
- 1.2 Today's extensive, multi-modal transport network has brought many benefits to the borough and given further momentum to Hackney's innovative reputation. The success of the 2012 Olympic and Paralympic Games and planned improvements to the walking, cycling and public transport network across east London will further contribute to the desirability of the sub- region as a place to live, work and visit. Over the next 10 years, Hackney will continue to be a focal point for change in London as it grapples with the complexities of managing growth to the benefit of its residents and communities, while accommodating ever- increasing demand for travel in a sustainable manner.
- 1.3 This Transport Strategy sets out a coherent set of sustainable transport policies, proposals and actions that aim to further improve walking, cycling and public transport conditions and options for all residents, visitors and people who work in the borough. The Strategy recognises that not only does transport have a critical role to play in Hackney's continuing physical regeneration but is also a key factor in achieving other key borough priorities such as promoting transport equality and access to jobs, training and essential services, reducing obesity levels through incidental exercise, supporting the local economy, improving air

quality, and reducing carbon emissions. In all cases, the Strategy recognises that the borough must continue to challenge the potential impacts of greater levels of private car use through greater integration of transport and land use decisions and through providing sustainable alternatives to meet the aspirations of Hackney's people while improving social inclusion and combating climate change.

- 1.4 The Transport Strategy is a 'live' document and is subject to revision over the plan period as circumstances and available funding streams dictate. The Council's Corporate Plan to 2018 'Hackney; a place for Everyone; for example, commits to investing in our streets but also acknowledges the severe financial restraints that the Council have been operating under since the first Comprehensive Spending Review (CSR) with over £130 million saved since 2010. The Corporate Plan estimates that the next CSR due later this year may result in an indicative gap of over £70 million over the period 2016/17 to 2018/19. Any further unforeseen reductions to these funding streams will adversely impact on the Council's ability to deliver proposed transport improvements over the ten year plan period and necessitate revision of the existing Strategy.
- 1.5 Despite the extremely challenging fiscal climate for local authorities, there is a recognition at all levels of government that improved transport infrastructure is critical to delivering regeneration and housing and employment growth in London. The majority of the projects outlined in the first phase of Transport Strategy are funded, for example, through committed Transport for London investment in our town centres and public transport interchanges, cycle route improvements etc. However, the Council has also been successful in securing transport improvements through a wide variety of sources including use of planning obligations, Mayor of London funding awards for air quality improvements, electric charging points, greenways etc. As constraints on our Capital funding grow tighter, we will continue to be innovative in terms of looking at revenue including advertising and sponsorship and closer partnership working with neighbouring boroughs if a further than expected deterioration in

## Hackney Transport Strategy 2015-2025

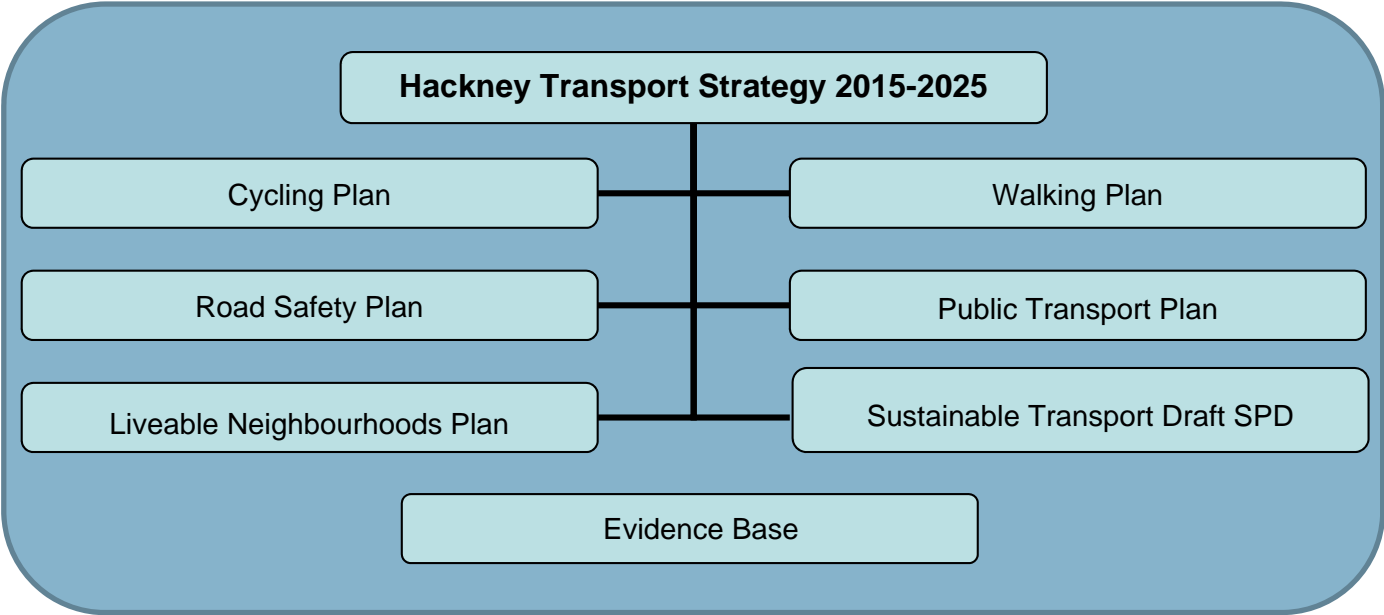
local government finances takes place- particularly in the latter part of the Strategy.

- 1.6 This strategy will inform the development of a number of Council plans and policies including Hackney's emerging Local Plan documents and growth strategy up to 2026. The draft document underpinned the development of Hackney's third Local Implementation Plan (LIP3) 2014-2017/18 and will inform subsequent LIP documents after this period.
- 1.7 Given the above, the intention of the Strategy is that it is as comprehensive as possible to enable the Council to take full advantage of funding opportunities as and when, they arise. As a result, the Strategy therefore contains a mix of funded and unfunded proposals. The Council fully appreciates that the policies, plans and programmes outlined in the strategy are wide-ranging and with varying levels of resources and oversight needed to implement them. Inclusion of a proposal within the Strategy does not therefore mean that there is an automatic acceptance nor or approved funding for that scheme. These will be subject to review on a case-by-case basis both within and outside the Council such as the Capital programme funding process, s106 agreements and the Mayor of London's Local Implementation Plan funding processes.
- 1.8 The ten year timeframe is considered to allow sufficient flexibility to ensure that the Council can deliver the key elements that contribute to the Strategy's vision. The more complex and resource-intensive proposals often require involvement with other partners such as Transport for London, neighbouring boroughs and the Greater London Authority and will be subject to detailed evaluation and external funding mechanisms e.g. Crossrail 2. In all cases, the Council will be mindful of the resources available at particular points of the Strategy. In times of austerity and where resources are scarce, many projects will, out of necessity, be scaled back. If the financial outlook improves, we will look to ensure that the more ambitious proposals come to fruition.
- 1.9 The Strategy has set ambitious long term targets to 2025 for walking, cycling, and reduction of casualties etc. outlined in the individual Plans. As these are strategic, the Council expects to meet them notwithstanding the above.

## 2 Structure of the strategy

- 2.1 The Hackney Transport Strategy 2015-2025 replaces both the previous Transport Strategy covering the five year period from 2006 to 2011 and the second Local Implementation Plan that culminated in 2014. This Strategy sets out our plans, policies and proposals for transport in Hackney for the next ten years and how we plan to implement these.
- 2.2 The Strategy comprises of an overarching strategy document – this document – and six complementary Plans that give more detail on plans, policies and proposals for specific modes and areas within Hackney. In addition, there is an evidence base document which provides relevant context to the Strategy. Figure 1 illustrates the relationship between the suite of documents and how they relate to the overall Transport Strategy.

**Figure 1: Structure of Hackney Transport Strategy**



## **Hackney Transport Strategy**

- 2.3 This document starts by outlining why we need to update our Transport Strategy and then sets out the Strategy's vision, goals and principles. It then provides relevant policy context at a national, regional and local level and background context about Hackney. The document reviews the 2006 Transport Strategy and evaluates whether the Council has been successful in achieving the commitments and targets which were set. The Strategy outlines current travel patterns, and then looks to future challenges and how these could be responded to. Finally, it spells out the proposed actions that Hackney will take relating to transport over the life of this Strategy. These actions come from the six supporting documents to this over-arching Transport Strategy.

## **Transport Strategy Documents**

- 2.4 In addition to this document, the following six plans have been developed as part of the overall Transport Strategy. This section outlines the individual purpose of each document and how they contribute to the wider strategy.

### **Walking Plan**

- 2.5 Walking is considered to be the most accessible and cost effective mode of travel and the vast majority of trips involve some degree of walking. Walking in Hackney will be promoted as the first choice for short local trips and part of linked trips with public transport for longer journeys. Our residents will be walking along high quality safe routes to work, school, and local shops and services. Improving the walking environment will result in greater levels of incidental exercise, better air quality, and more vibrant, welcoming and safer town centres and neighbourhoods.
- 2.6 Walking is the dominant mode of travel in Hackney: 40% of all commuting trips are walked (LTDS, 2011). This represents an increase of over 3% from the previous LTDS in 2006 and is in stark contrast to national trends which have been showing walking as a declining activity. The Walking Plan will look to

consolidate and build upon these levels and outline Hackney's plans and policies to increase the number of walking trips in the borough.

### **Cycling Plan**

2.7 Hackney is synonymous with cycling in London with many thousands of trips being made every day on the borough's streets, parks and towpaths. Hackney has the highest levels of cycling in the Capital and has set an ambitious long term target of more than doubling of existing levels to 15% of mode share of all journeys to be made by bicycle. However, the Council understands that there is much more unrealised potential for cycling in the borough which would bring significant benefits to residents' health, the environment and the local economy.

2.8 The aim of the Cycling Plan is to contribute to healthier and more sustainable lifestyles by increasing levels of cycling in Hackney for commuting, utility and leisure purposes. This will be achieved by addressing barriers to cycling in Hackney identified in the Council's Scrutiny Report including perceived and real road danger and cycle theft, but also by increasing the number of people cycling by focusing on short trips, supporting the role of cycling as part of linked trips, further development of recreational cycling and improving general conditions and safety for cyclists. A number of measures outlined in the cycling strategy will also be relevant to the Road Safety and Liveable Neighbourhood Plans.

### **Public Transport Plan**

2.9 Outlining a strategic vision and coherent policies to continue to support the provision and accessibility of public transport in Hackney is critical to facilitate the borough's planned growth and addressing historical gaps in provision. Improvements to the orbital public transport network are required to connect the borough to key employment, education and leisure destinations within Hackney as well as London Plan-designated Opportunity and Intensification Areas outside the borough.

2.10 Hackney has ambitious plans to improve the borough's rail connectivity by making a strong case for planned new stations within the borough as part of the early route planning stages for Crossrail 2 and has engaged with neighbouring

boroughs to support the delivery of stations just outside the borough boundary that will benefit our residents. Proposals for encouraging sustainable access to and from these stations is outlined in the Plan strategy. The Public Transport Plan will also address existing issues relating to bus and taxi provision and seek to safeguard and enhance their role as vital components in Hackney's public transport infrastructure.

### **Road Safety Plan**

- 2.11 Hackney Council is committed to making our highways safer for all users and to reduce road traffic casualties from road traffic accidents. Hackney recognises the role that reducing casualties and improving the perception of the borough as a safe place to walk and cycle has on facilitating modal shift and will continue to seek innovative ways to do this. Any investment from available sources in road safety will be priority based and data led. The borough also understands the need to tackle the relationship between areas of deprivation and high casualty rates and will seek to address this through the Road Safety Plan.
- 2.12 Achieving further casualty reductions will require greater effort and a coordinated approach with Transport for London, our neighbouring boroughs and engagement with road users persuading them to behave more safely. This Plan outlines some of the more successful initiatives undertaken by the Council to date and explains how the borough will look to achieve further reductions in our casualty rates.

### **Liveable Neighbourhoods Plan**

- 2.13 Hackney wants to work with local residents and other partners to facilitate the creation of high quality urban environments that promote sustainable travel behaviour whilst being safe, healthy and pleasant to live in, work and visit. Key to this aim will be a movement towards a provision of a high quality public realm that is not dominated by cars and offers enjoyable and safe walking and cycling routes and informal play areas for children. Public realm improvements will be complemented by our planning policies which encourage the provision of well-located amenities such as local shops, markets and essential services that are



fundamental to encouraging more people to travel sustainably and leads to people having a greater sense of community.

- 2.14 This Plan will examine some of the amenity issues relating to on-street car parking in residential areas and local centres and outline some policies that will enable Hackney to improve the quality of life in these areas. The section will also demonstrate how the Council's commitment to the careful management of car parking can facilitate the use of policy initiatives such as car clubs, 'Playstreets' and public realm improvements and have a positive impact on the local economy.

### **Sustainable Transport Supplementary Planning Document (SPD)**

- 2.15 The Sustainable Transport SPD will focus on some of the transport requirements and financial contributions that Hackney Council will look for as part of the planning application process. This SPD will outline some of the criteria used when assessing applications and requirements relating to the need for Transport Assessments, Travel Plans, Design and Access Statements as well as car and cycle parking standards. It is expected that the document will form the basis of a Supplementary Planning Document that will form part of the Council's emerging Local Plan.
- 2.16 This document will explain how the Community Infrastructure Levy (CIL) will be applied for new developments in Hackney. The SPD will also outline how s106 and s278 agreements signed in Hackney will contribute towards site-specific measures such as car club membership, cycle training for new residents and improvements to the immediate public realm.

### **Evidence base document**

- 2.17 The evidence base document provides detailed relevant background information and policy context to the whole Transport Strategy. It allows the Transport Strategy itself, and the six supporting documents, to be much more concise and readable, while still providing necessary context for reference.

### **3 Why do we need a Transport Strategy?**

- 3.1 The aim of this Transport Strategy is to establish a clear long term vision to guide the work of the Council over the next 10 years in a challenging fiscal climate and uncertain economic outlook. This vision supports the broad objectives of the borough for the environment, social inclusion, accessibility, connectivity, health, and supporting the local economy outlined in the Council's Corporate Plan to 2018 'A Place for Everyone' and other strategic policy documents including the Council's emerging Local Plan and Health and Wellbeing Strategy.
- 3.2 In addition to securing the necessary public transport improvements to support growth in the borough, Hackney Council wants to encourage its residents to walk and cycle more often and more safely. There are a number of very strong economic, social and environmental reasons why we should seek to do this. Hackney's population and employment are amongst the fastest growing in London meaning that future travel patterns and the demand for travel will need to be carefully managed. Creating a travel and transport system that is safe, affordable and sustainable and that fully supports residents and local businesses is a key reason for producing this document.
- 3.3 The document is also needed to update and replace the previous Transport Strategy which covered the period up until 2011 as well as to help address gaps in the Council's existing range of transport planning and policy documents. The borough's adopted second Local Implementation Plan (LIP2) for example, outlined how the borough spent its funding allocation from Transport for London for a three year period up to 2014 but lacked detail and strategic focus beyond this timeframe. This Transport Strategy looks beyond this period to 2025 and will help signal how the borough will meet its ambitious long term LIP2 walking and cycling targets as well as agreed casualty reduction levels. Managing the local impacts of climate change is also a factor as the Council has a statutory requirement to cut emissions from transport and to improve areas of poor air quality in the borough.

- 3.4 Finally, the Council has a pressing need to promote active travel as a means of tackling the serious health inequalities within Hackney as identified by the Sustainable Community Strategy, the Joint Health and Well-being Strategy and the Council's Corporate Plan 'A Place for Everyone'. As of April 2013, local authorities have responsibility for public health issues including reducing obesity, level of smoking and alcohol abuse. The Council is keen to work with our colleagues in the NHS and use our new public health duties to tackle health inequalities including obesity and mental health. Addressing the borough's chronically high level of childhood obesity through prioritising active travel modes for example, is a key priority for the Transport Strategy.

## 4 Review of Hackney Transport Strategy 2006 – 2011

4.1 The previous Hackney Transport Strategy (HTS) covered the period from 2006-2011 and outlined a number of targets and outcomes to be delivered by the Council and its partners in this timeframe. This section offers a review and some commentary on the more relevant of these. All HTS targets have a set timeframe of 2011 unless otherwise stated. Those shaded in green are targets which have been met or exceeded, those in yellow were only partially met and those in red were not met.

**Table 1: Review of Hackney Transport Strategy 2006-11 targets**

Category	2006 HTS target or commitment	Outcomes and commentary
<b>Managing Traffic growth</b>	0% traffic growth between 2001 and 2011 on borough roads (achievement subject to growth on routes outside of the borough's control)	<p>Overall traffic levels on Hackney's classified roads (borough and TfL-controlled) have decreased by 8% in 2011 compared to the 1994-99 average (measured by DfT National Road Traffic Counts).</p> <p>Car and taxi traffic has decreased by 13.3% over the same timeframe</p> <p>The numbers of HGV's on Hackney's roads fell by 5.4% in 2011 compared to the 1994-99 average</p> <p>However, use of LGV's increased by 9.4% – a trend common with other boroughs on the immediate periphery of the Congestion Charging Zone</p>
<b>Mode shift</b>	Increase or maintain the proportion of personal travel made by other than the car	<p>There has been a rise in the number of proportion of households in Hackney without a car from 56% to 65% over the 2001-2011 period despite an 18.2% increase in the number of households in the borough</p> <p>According to Census 2011, 85% of Hackney's commuters travel to work using public transport or active modes. This represented an increase of 12% points compared to the Census 2001 figure of 73%.</p>

		Car journeys to school in 2013/14 fell by approximately 55% (from 19% to 9%) from a baseline year 2007/08 in schools covered by the Council's School Travel Plan Programme
<b>Walking</b>	To increase the numbers of journeys made on foot per person by at least 10% between 2001 and 2015	<p>There has been a 15.7% increase in commuters walking to work between Census 2001 (10.8%) and 2011 (12.5%)</p> <p>There was an 8.7% increase in walking as a percentage of all trips between the London Travel Demand Survey years of 2006/07- 2008/2009 and 2007/08 - 2009/10</p> <p>There has been a 13% increase in the amount of school children ages walking to school between the years 2007/08 and 2012/13</p>
<b>School Travel Plans</b>	All schools in Hackney to have a travel plan by December 2009	As of 2012/13, 93% of all schools in the borough and 100% of LEA schools have a School Travel Plan covering 29,550 pupils and 3,887 staff.
<b>Cycling</b>	<p>1. To increase the modal share of cycling trips to work to 8% by 2011</p> <p>2. At least an 80% increase in journeys made by bike between 2001 and 2011</p> <p>3. Completion of LCN network in Hackney by 2008</p>	<p>There was an increase in the share of cycling to work between the Census years of 2001 and 2011 from 6.8% to 15.4%</p> <p>DfT Traffic count data highlights a 150% increase in cycling on selected roads within Hackney's Major Road Network over the 2002-2011 period.</p> <p>TfL data suggests that there has been a 222% increase in cyclists crossing its Inner London cordon over the same period (measured across 14 sites on major and minor roads in the south of the borough)</p> <p>All wards in Hackney have seen an increase in cycling to work ranging from a 48% increase in New River to a 718% increase in Lea Bridge</p>
		Hackney was one of the few London borough's to continue to fund local improvements to the LCN network after the discontinuation of ring-fenced funding from TfL. However, some gaps in the planned network remain to be addressed

<p><b>Public Transport</b></p>	<p>1. Increased frequency and capacity on train services, particularly the North London line</p> <p>2. Successful completion of East London Line Extension and four new stations by 2010</p> <p>3. Reduced excess bus waiting time (EWT) to a target of 1.3 minutes by 2009/10</p> <p>4. Successful implementation of bus priority measures</p> <p>5. Successful implementation bus stop accessibility measures in line with the Disability Discrimination Act (DDA, 1995).</p>	<p>The upgrading of the North London line with refurbishments of stations at Dalston Kingsland, Hackney Central, Homerton and Hackney Wick and the introduction of new rolling stock providing better comfort, greater reliability and increased capacity</p> <p>The completion of the East London Line Extensions and four new DDA-compliant London Overground stations at Dalston Junction, Haggerston, Hoxton and Shoreditch High Street in 2010.</p> <p>The completion of the full orbital London Overground network offering connections from Dalston Junction to Highbury and Islington (since 2011) and to Clapham Junction (since 2012)</p> <p>Excess waiting time was reduced to an average of 1.2 minutes by 2009/10</p> <p>The Council has successfully implemented a number of bus priority measures throughout the borough such as Mare Street and Amhurst Road.</p> <p>96% of the circa 380 bus stops on borough-controlled roads in the borough fully- compliant with TfL Accessible standards at the end of the 2012/13 financial year– the highest of any borough in London</p>
<p><b>Community Transport</b></p>	<p>Continued provision of community transport including annual grant to Hackney</p>	<p>The Council supports Hackney Community Transport through its Voluntary and Community Sector Grants programme</p>

	<p>Community Transport for Dial a Ride and Taxicard services on the London wide standard</p>	<p>Dial a Ride and Taxicard services are supported by TfL and London Councils respectively</p>
<p><b>Road Safety</b></p>	<p>1. A 50% reduction of the number of people Killed and Seriously Injured (KSIs) by 2010 compared to 1994-98 for all road users and also separately for pedestrians and cyclists</p>	<p>The target for a reduction in KSIs was successfully achieved, with KSI casualties reported on all roads in the Borough during 2010 17.6% below the target. The 2010 figures showed that there was a 66% reduction in pedestrian casualties exceeding the 50% target</p>
	<p>2. A 40% reduction of the numbers of Powered Two Wheelers (PTW) killed and seriously injured by 2010</p>	<p>In terms of cyclist KSI casualties, there was a 16% increase from the 1994/98 baseline average in 2010 meaning the 50% reduction target was not met. This may be in part explained by the Borough's exceptionally high increases in the numbers of residents cycling over this period but also highlights the pressing need to address instances of road danger.</p>
	<p>3. A 60% reduction in the number of children killed and seriously injured by 2010 compared to 1994/98</p>	<p>Whilst the number of PTW Rider KSI casualties in 2010 was 21% lower than the 1994-98 baseline average the 40% reduction target was not met.</p>
	<p>4. A 25% reduction of the slight casualty rate per 100 million vehicle kilometres by 2010. 5. Review and implement road safety measures at all schools by 2008.</p>	<p>There was an 85% decrease in children KSI's in 2010 from the 1994/98 baseline.  In 2010, Hackney had reduced the number of slight casualties by 28% from the 1994/98 baseline average  The Council has an on-going programme of targeted road safety education and implementation measures</p>

## 5 Policy framework

5.1 National, regional and local documents relevant to the development of the Hackney's Transport Strategy are outlined briefly in this section. A more detailed discussion on these documents and how they have informed the Hackney Transport Strategy can be found in the supporting document.

### National guidance

- 5.2 All published by Department for Transport (DfT) unless otherwise stated;
- Active Travel Strategy (2010),
  - Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (2011)
  - Strategic Framework for Road Safety (2011)
  - DfT and Department for Communities and Local Government Manual for Streets 1 (2007) and Manual for Streets 2 (2011)
  - Department for Communities and Local Government National Planning Policy Framework (2012).

### Regional Guidance

- 6.3 All published by the Greater London Authority/ Transport for London unless otherwise stated;
- Mayor's Transport Strategy (2010)
  - The Mayor's Cycling Vision (2013)
  - The Roads Task Force Report and TfL's response, 'Delivering the vision for London's streets and roads' (2014)
  - The London Plan (including alterations) (2015)
  - London Air Quality Strategy (2011)
  - London Housing Guidance SPG (2012)
  - East London sub-regional transport plan (2012)
  - North London sub-regional Plan (2012)



## Hackney Transport Strategy 2015-2025

- Central London sub-regional transport plan (2012)
- Leaving a Transport Legacy – the Olympic and Paralympic Transport Legacy Action Plan (2012)

## **Local Guidance**

- Hackney Council (2015) 'A Place for Everyone' Hackney Council's Corporate Plan to 2018
- Hackney Council (2014) Health and well-being update
- Hackney Joint Health and Well-being Strategy 2013-14
- Hackney Council emerging Local Plan
- Hackney Council Sustainable Community Strategy 2008-2018
- Hackney Council Public Realm SPD (2012)
- Disability Back Up in Hackney- 'Getting There' (2012)
- London Cycling Campaign 'Ward Asks' (2014)

## 6 Context to the Transport Strategy

6.1 This chapter provides a brief social, economic and demographic context to the Transport Strategy. For more detailed analysis of this data see the supporting document. All sources quoted below are from the Census 2011 figures unless otherwise stated.

### **Hackney's Corporate Plan and fiscal outlook**

6.2 In March 2015, the Council published 'A Place for Everyone' its Corporate Plan to 2018, which sets out the Council's vision of what we want Hackney to be. The Plan sets out what we aspire to be as a Council and how we will deliver the commitments that the Mayor made to the people of Hackney at the last election. The Mayor's priorities are framed within the context of tackling inequality in the borough and are stated as follows;

1. Making Hackney a place where everyone can succeed, through a first class education, investment and jobs, and providing support to those that need it most.
2. Making Hackney a place that everyone can enjoy, with clean, safe streets, excellent parks and public services, and a great quality of life for all those that live here.
3. Making Hackney a place where everyone can contribute, through listening to residents, and involving them in the decisions we make and the things we do.

7.2.1 The Corporate Plan also outlines the extremely challenging financial outlook of which the Council has been operating under at present, and will continue to operate under for the foreseeable future. The Council has made around £130 million in savings since Central Government's Comprehensive Spending Review in 2010 but the Plan estimates that a further £70 million savings will be required over the period 2016/17 to at least 2018/19. This figure should be regarded as an estimate only and is subject to change. The next

Comprehensive Spending Review, expected in late 2015, should provide further clarity on the amount that the Council will be expected to save but the reality is that we will be operating in an environment with significantly reduced resources.

The proposals and objectives outlined in the Transport Strategy are consistent with the vision of the Corporate Plan and will play an important role in helping to achieve the Mayor's objectives. Nonetheless, the current fiscal climate and uncertain economic outlook will impact the Council's ability to deliver many of the proposals for at least the first half of the Strategy's timeframe.

## **Population and housing**

6.3 The following represents a quick synopsis of the relevant information relating to population and housing in Hackney. All statistics are from the Council's 'A Profile of Hackney, its People and Place' which was published in 2014 and can be accessed at

**<http://www.hackney.gov.uk/Assets/Documents/Hackney-Profile.pdf>**

- The 2011 Census estimated Hackney's population at 246,300, an increase of 43,500 (21%) since the 2001 Census. In June 2013 the ONS mid-year population estimate put Hackney's population at 257,379.
- Hackney's population is likely to exceed 300,000 people by 2031. This high population growth will put pressure on existing and planned transport infrastructure as the rate of investment is highly unlikely to keep pace with the level of demand.
- Hackney is a young borough with 25% of its population under 20 years. The proportion of residents between 20-29 years has grown in the last ten years and now stands at 21%. People aged over 55 make up only 14% of the population.
- Hackney has the third highest population density in London after Kensington & Chelsea and Islington.

## Hackney Transport Strategy 2015-2025

- Most wards in Hackney have experienced dramatic population growth – in particular Dalston, Hoxton and Lea Bridge which have seen a 40% increase in population.
- Brownswood is the only ward to experience a slight drop in population; however this is likely to be linked to temporary movement of population as part of the Woodberry Down regeneration scheme.
- The total number of households in Hackney grew by 21% from 2001 to 101,690 households in 2011.
- The private rented sector is growing significantly, while owner occupation and Council renting are both falling.
- The proportion of Hackney residents who share their accommodation with others has increased, whilst the proportion of one person households and couples with dependent children in the borough has fallen.
- Nearly 16,000 additional new homes are expected to be built in the borough in the next 10 years. Development will be most heavily concentrated around Manor House and Dalston in the West, Hoxton and Shoreditch in the South and Hackney Central and Wick in the East.

## Deprivation and health

6.4 The following points are relevant to the Transport Strategy and have been obtained from the Council's website at;

**<http://www.hackney.gov.uk/Assets/Documents/deprivation-findings.pdf>**

- Hackney remains the second most deprived local authority in England on the Government's Indices of Multiple Deprivation second to Liverpool and ahead of Newham (3rd) Manchester (4th), Tower Hamlets (7th), and Islington (14th). All of the wards are in the top ten percent most deprived in the country (Hackney Council, 2014)
- All wards with the exception of Clissold are amongst the 10% most deprived nationally and 11 are in the top 5% most deprived wards.

- Obesity is a major problem in Hackney and is linked to deprivation, particularly amongst children and BME groups.
- Diabetes is becoming more prevalent in Hackney with 1 in 20 adults recorded as diagnosed with the condition.
- Hackney has a higher number of residents claiming Incapacity Benefit or Employment Support Allowance compared to the London average.
- Hackney's rate of children's hospital admissions due to asthma is significantly worse than the London average, reflecting the fact that it is the seventh most affected borough by poor air quality in London (GLA, 2013).

## Employment and the economy

6.5 The majority of the following is derived from the Council's Local Economic Assessment (2014) which can be accessed at;

**[http://www.hackney.gov.uk/Assets/Documents/2014\\_LEA\\_Headlines.pdf](http://www.hackney.gov.uk/Assets/Documents/2014_LEA_Headlines.pdf)**.

- Hackney's economy is diverse and vibrant, primarily comprising of a large number of service-based SME rather than a small number of major employers. 75% of Hackney firms employed 4 employees or less. (Hackney Council, 2014)
- 41% of Hackney's Employment is in the Knowledge Industries
- Shoreditch, based in London's Central Activities Zone (CAZ), is home to the largest concentration of creative industries in Europe.
- The borough has a traditionally high unemployment rate though this has been generally falling since the late 1990s.
- Hackney's current employment rate is estimated 63% of the working population age compared to a London average of 70%. Improving access to employment opportunities is a key objective of the Transport Strategy.
- Hackney's low jobs density is a key contributory factor in 80% of its working population needing to travel outside the borough for work.
- Future commuting patterns are likely to be influenced by substantial employment growth in Dalston and the CAZ, the Upper Lea Valley and the on-going regeneration of Stratford.

## 7 Vision, objectives and principles

### Vision

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

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*“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.”*

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### What will transport in Hackney be like in 2025?

7.2 This vision is consistent with the Mayor of Hackney’s priority of tackling inequality and the desired outcomes articulated in the Council’s Corporate Plan ‘A Place for Everyone’. The Strategy will contribute to the stated objectives of the Plan such as safeguarding clean streets that are friendly for pedestrians and cyclists, ensuring a high quality built environment and working with residents and London-wide partners on a range of sustainability issues including tackling poor air quality.

7.3 Tackling inequalities such as improving access to clean, safe and affordable transport for our residents and businesses and promoting engagement are key priorities underpinning this Strategy. The vision and following objectives for the strategy were decided upon following engagement with a wide range of stakeholders both internal to the Council and external through the public consultation process for the draft Strategy undertaken in 2014.

7.4 By 2025, this Transport Strategy will have achieved the following objectives:

1. Hackney is renowned for having the most pedestrian and cyclist friendly neighbourhoods, streets and public realm in London.

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

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

## **Guiding principles**

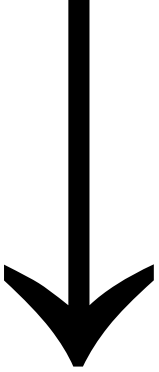
- 7.5 Given the extremely challenging financial restrictions that the Council is operating under and will continue to the for the foreseeable future, work to implement the Transport Strategy will be guided by the following principles:
1. To invest and spend wisely ensuring we achieve greatest benefits and value for money for our residents and businesses for all projects and work undertaken.
  2. To work collaboratively in a holistic and multi-disciplinary way in partnership with key stakeholders, including Public Health, TfL, neighbouring boroughs, the Police and emergency services.
  3. To engage and involve residents and businesses in our work.
  4. To be ambitious, bold, flexible, forward thinking and innovative.
  5. To consider the needs of older people, and those with mobility and vision impairments.
  6. Better management and maintenance of our existing assets.
  7. Make smarter use of technology and the sharing of data across the public sector partnership to continually improve services.

## **Movement hierarchy**

- 7.6 The vast majority of roads and highways in Hackney are traditionally 'streets' i.e. centres of urban communities in their own right that fulfil a wide range of place-making functions where people live, work, study, visit and gather rather than simply facilitating movement. As a general principle, the Council will apply the following movement hierarchy when considering sometimes competing demands for our streets:



**Figure 2: Movement hierarchy**

	Consider First	Pedestrians including those with mobility and vision impairments
		Cyclists
		Public Transport users
		Coaches and taxis/private hire vehicles
		Powered Two-Wheelers
		Rail freight
		Commercial and business vehicles including road haulage
		Car borne shoppers and visitors
	Consider last	Car borne commuters

**Reallocation of road space**

7.7 Many schemes to encourage more pedestrian, cycling and public transport use in Hackney will necessitate a continuation of the Council's policy to reallocate road space away from private motor traffic to non-motorised users. This reallocation process will apply to a wide range of transport infrastructure provision, for example; the widening of footways, the provision of cycle parking on the carriageway, or through the implementation of bus priority measures.

7.8 In addition to benefiting pedestrians and cyclists reallocation of road space will, in many cases, have wider positive impacts for other road users, local businesses and road safety objectives. Narrower traffic lanes in built up areas of the borough such as Dalston and Hackney Central, will result in carriageways that are easier for pedestrians to cross and encourage lower traffic speeds without causing a significant loss of traffic capacity. In some cases, particularly on busy routes or town centre schemes, implementing bus lanes and bus priority measures may be an effective way of achieving a number

of transport objectives; for example, the use of a bus lanes also allow cyclists clear space from vehicular traffic and parked cars.

## **Design principles and techniques**

7.9 The Council will employ a variety of design principles and engineering techniques depending on context and local circumstances in order to prioritise sustainable transport over private motorised travel. These will include (but are not limited to) the following:

- Prioritising pedestrian and cycle permeability over motor traffic on local roads and residential areas;
- Progressing the removal of gyratories and one-way traffic system;
- Re-designing dangerous junctions that inhibit safe pedestrian and cyclist movement;
- Use of lower speed limits to improve road safety and increase pedestrian and cyclist activity;
- Use of speed reduction techniques including tight junction radii, side entry treatments, continuous footways and speed tables;
- Use of parking controls to implement public realm schemes and improve pedestrian visibility at crossings;
- On-going removal of street clutter including guardrails, unnecessary road signage and advertising boards;
- Use of transition zones for slowing vehicles when entering pedestrian priority areas from a faster moving road.

More details and examples of the above can be found throughout the Strategy.

## **8 Travel patterns and trends in Hackney**

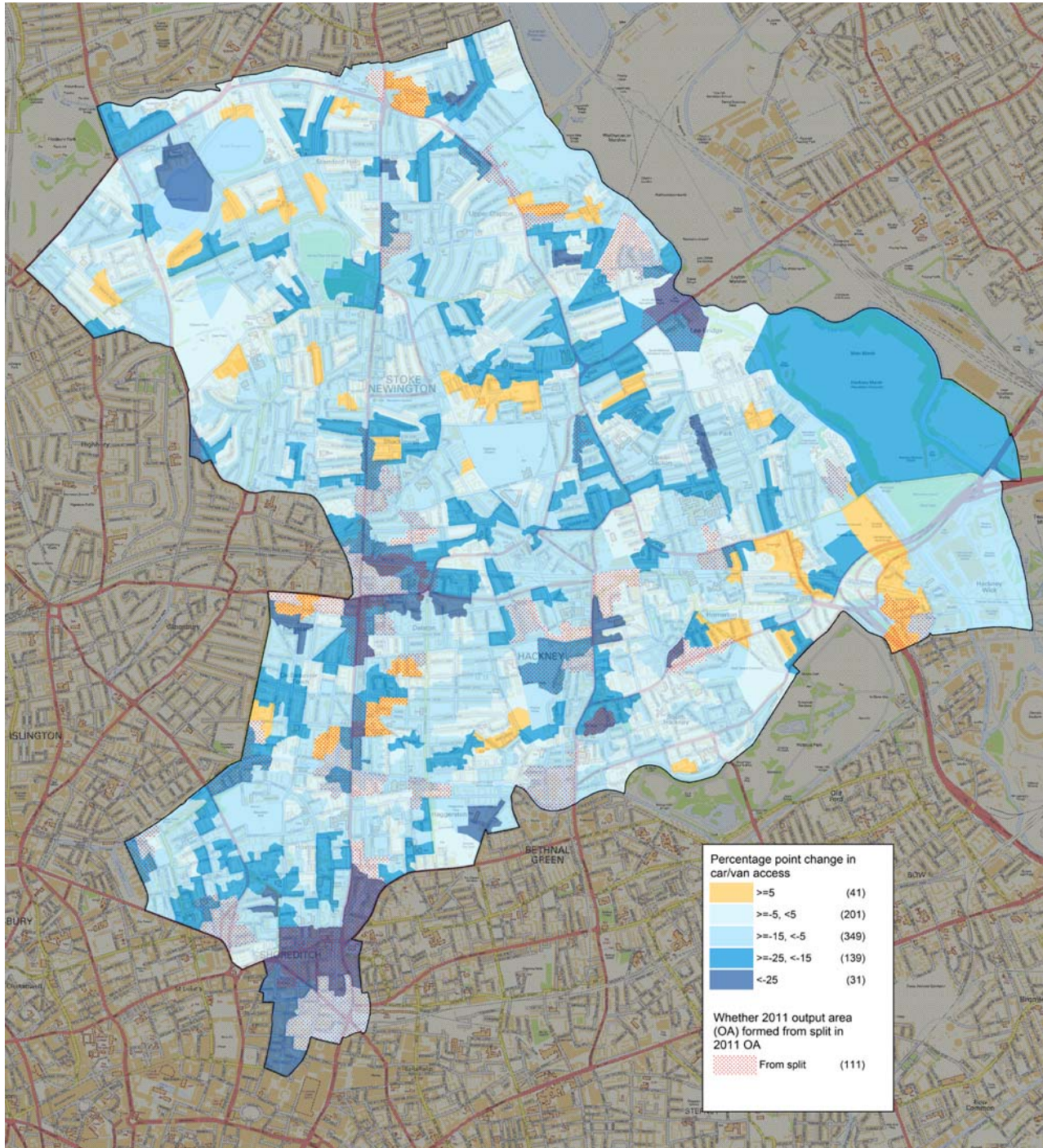
### **Introduction**

- 8.1 This chapter is concerned with key transport patterns in Hackney. It also looks at some of sub-regional transport trends and examines their likely impact on Hackney. Further information, including more detailed analysis of geographical, demographic differences within the borough can be found in the evidence base document that looks at Census 2011 findings in much greater detail.

### **Car ownership levels**

- 8.2 The general trend in London has been for falling car ownership levels per household with an overall 5.1% drop (from 63.5 to 58.4%) across the Capital from the 2001 Census. The fall across the Inner London boroughs has been even more prevalent with a 6.6% drop in car ownership levels to just over 43%.
- 8.2.1 The trend is particularly acute in Hackney. Along with Islington, Hackney has seen the greatest drop in the amount of household car ownership levels (8.6%) of the inner London boroughs. A report by the RAC Foundation in December 2012 has shown that Hackney has the least amount of cars per 1,000 head of population of all 348 local authority areas in England and Wales (RAC, 2012). The Census data also showed a drop in the absolute number of cars in the borough by approximately 3,300 despite the 20% increase in population.
- 8.2.2 Within Hackney, the proportion of households without a car rose from 56 per cent in 2001 to 65 per cent by 2011 – a rise of 9 percentage points. The absolute number of non-car households rose 36.3 per cent from 48,219 to 65,721. This of course, needs to be seen in the context of an 18.2 per cent rise in the overall number of households in the borough. All wards within the borough recorded increases in the number of zero car households between the 2001 and 2011 Census. Figure 2 below, shows the percentage change point change between the 2001 and 2011 Census in resident access to cars/vans in Hackney output areas.

**Figure 3: Percentage point change in resident access to cars/vans in Hackney Output Areas 2001 to 2011** (the full map can be found in the Evidence Base paper 1 on page 20)



Source: Census 2011

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8.2.3 The following points are of interest when assessing changes in car ownership at ward level:

- The Dalston ward experienced the fastest increase in the number of zero car households where the proportion rose from 56 to 69 per cent;
- Over 70% of households in the Haggerston and Hoxton wards are now car free.
- Hackney Central, Lea Bridge, Hoxton and Stoke Newington Central also saw a rise in zero-car ownership levels greater than the borough average of 65%.
- Clissold (with 58 per cent of households without a car) was by 2011 the only ward to have less than 60 per cent of zero-car households but still experienced a fall of 10 percentage points.
- Leabridge, Kings Park and Lordship all had 60 per cent of households without a car.

8.2.4 This trend is likely to be as a result of a combination of a number of factors including;

- Strong planning policies directing high density growth and trip generating activities to public transport corridors;
- Significant investment in the East London and North London Overground rail network which has significantly improved public transport accessibility in Dalston, Hoxton and Haggerston;
- A linked increase in the amount of car free and car-capped developments and Controlled Parking Areas across inner London and;
- A strong emphasis by the Council on promoting walking and cycling as alternatives to motorized travel for short trips;
- The increased availability of alternatives to private car ownership including car clubs, ride sharing services and car sharing organisations many of which are now easily accessed through smartphone applications. These are likely to become more prevalent in the coming



years as smartphone apps become more sophisticated and accessible to a wider range of people.

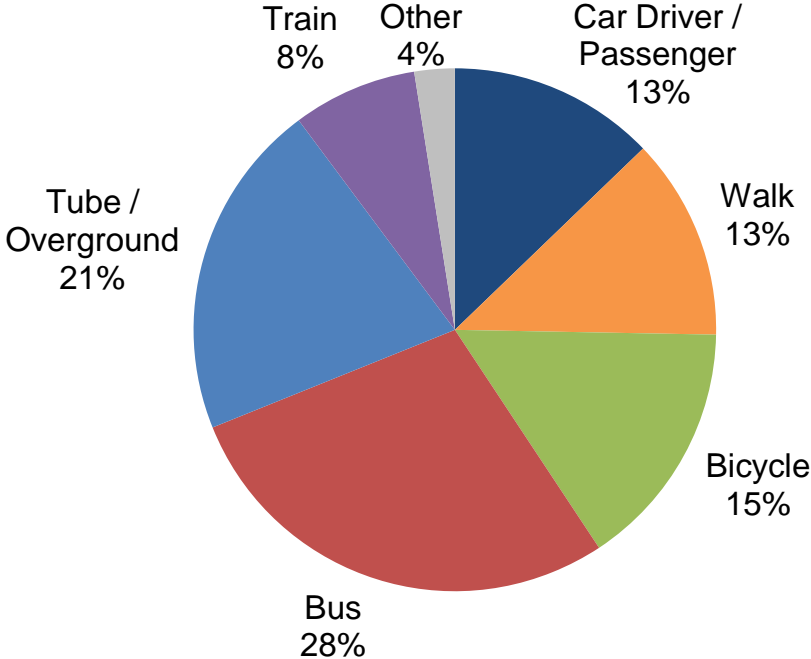
8.2.5 Other influences may also be contributing to this shift may include; the rising - cost of fuel; generally better and safer conditions for walking and cycling; and the rise of home working and more flexible arrangements. The

**Travel to Work data - Travel to work in Hackney by Mode**

8.3 The previous chapter established that the relatively low jobs density within Hackney meant that many of its workforce population travelled outside of the borough to access employment. Census 2011 highlighted that overall, 18,900 or 20% of Hackney residents with a fixed workplace work within Hackney, and the remaining 75,550 or 80% travel out of the borough to work, the majority (just under 72,000) working in other parts of London.

8.3.1 Figure 4 (overleaf) shows the breakdown of how Hackney’s residents travel to work by mode share.

**Figure 4: Travel to work by Hackney’s residents by mode 2011**



Source: Hackney Council, Census 2011.

## Hackney Transport Strategy 2015-2025

8.3.2 Table 2 (below) highlights figures derived from Census 2011 have estimated Hackney to have the following mode share of travel to work for 187,423 people of working age living in the borough. The figures are based on the 62.8% of Hackney residents of working age who are in employment and travel to work (i.e. excluding those who work from home).

Table 2: Travel to work by Hackney's residents by mode 1991-2011

Mode	1991	2001	2011
Tube/Overground	15.9	19.9	20.9
Train	5.7	7.2	7.7
Bus	27.9	28.5	28.2
Taxi	0.0	0.8	0.5
Car Driver	25.9	22.2	11.9
Car Passenger	2.7	1.6	0.8
Motorcycle	1.2	1.7	1.2
Bicycle	4.2	6.8	15.4
Walk	12.2	10.8	12.5
Other	4.2	0.5	0.8
<b>All Commuters</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>
Car Driver/Passenger	28.7	23.8	12.8
Bicycle	4.2	6.8	15.4
<b>Public Transport Train/Tube/Bus</b>	<b>49.5</b>	<b>55.6</b>	<b>56.8</b>

# Hackney Transport Strategy 2015-2025

Notes :

1991 Data Note:

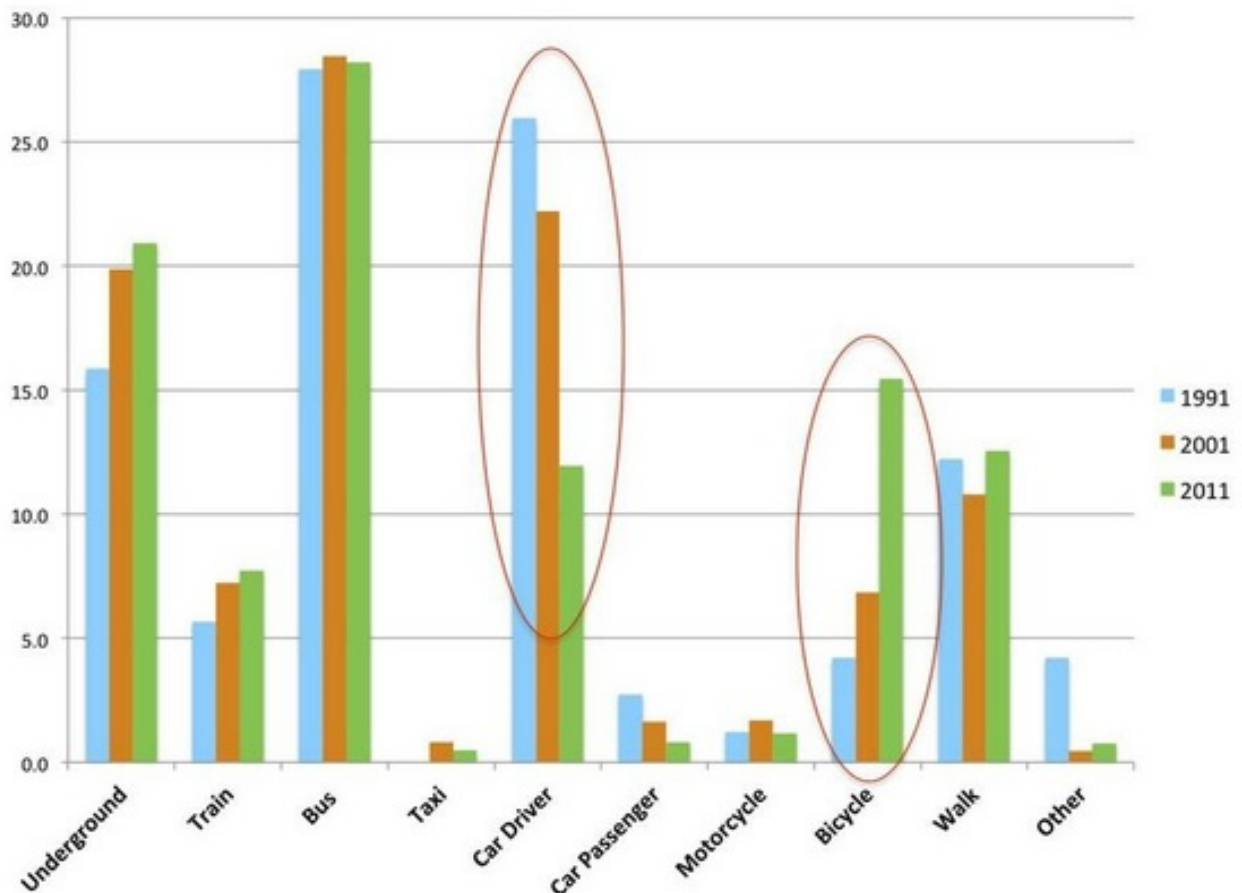
The denominator of Hackney Commuters used in the 1991 figures is derived differently from the other two years as the census methodology has changed and directly comparable data is not available. The data was based on a 10% sample and separate data on taxi use on the journey to work was also not separately identified in this year.

Method (see 1991 Data Fix for details -

1. Used Census Table L08 (21-36) to find number of Economically Active persons in the Borough = 85,032
2. Subtract Economically Active but unemployed 16-74 (L08:135-150) = 19,135
3. Hackney residents in Employment = 65,897
4. Used Census Table L82 to find proportion of those who work at home  $L82:11/L82:1 = 0.046672582$
5. Combined these two pieces of data to find the number of commuters = 62,821
6. Used Census Table L82:2-L82:10 + L82:12 to find Hackney's 10% sample of commuters from table. Nb 'Working outside district of usual residence' and 'Work at Home' were excluded from this total (L82:13 and L82:11). Total = 5,372
7. Scaled up the Hackney sample by  $62,821/5,372$  to get actual numbers of commuters by different modes.
8. From these the mode share percentages were calculated

Figure 5: Hackney resident's modes of travel to work from 1991-2011

## Hackney residents modes of travel to work % 1991, 2001 & 2011 censuses





8.3.3 The journey to work figures for Hackney indicate the following;

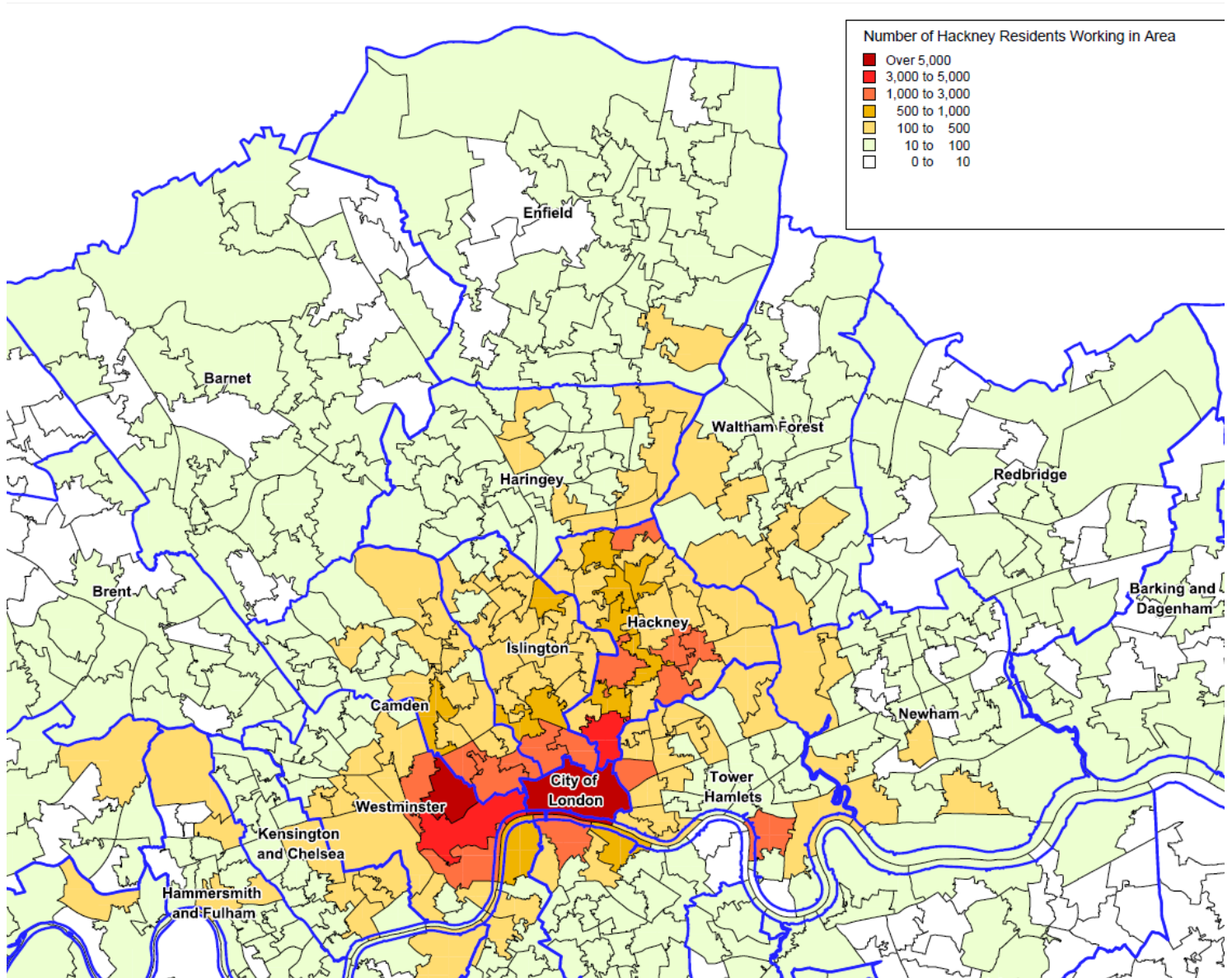
- Approximately 85% of Hackney's commuters travel to work by means other than the private car.
- Bus use is particularly popular as a means to travel to work, Hackney has more bus journeys than any other borough.
- Cycle journeys to work have dramatically increased from 4.2% in 1991 to 15.4% in 2011. Car journeys have fallen from 28.7% to 12.8% over the same period.
- Any further mode share shifts cycling and walking will likely have to come from conversion of public transport trips, particularly bus journeys.

#### **Journey to work destination for Hackney commuters**

8.4 The map below (Figure 6) shows high concentrations of Hackney residents working in Westminster, City of London, and also the Shoreditch area. There is also a concentration of workers from Hackney working in Tower Hamlets, in the area around Canary Wharf. There are also notable numbers of Hackney residents working in south Islington (which would include the area around Angel), and south Camden (which would include Kings Cross). Further information and a larger map can be found in the Census 2011 Travel to Work Transport Analysis paper.

8.4.1 Within Hackney, there is a clear correlation of residents working in Shoreditch, Dalston, and Hackney Central and in the north east of the borough near Stamford Hill. The relatively short commuting distances for Hackney residents (the majority of work destinations are within a 5 miles radius of Hackney Central) suggests a clear potential to convert many of these trips to more active forms of travel (particularly cycling) from existing public transport journeys.

Figure 6: Hackney Residents- Place of Work.



Source: Strategic Policy and Research team, Hackney Council, 2015.

### Travel to workplaces within Hackney

**8.5** Hackney’s workplace population is 103,604. Of these, 60,609 (59%) travel into the borough from elsewhere to work, with just under 49,000 of these travelling into Hackney from other London boroughs. 18,900 (18%) of the workplace population are Hackney residents who also work in the borough. The remaining workplace population includes Hackney residents with no fixed workplace, or those who work at home.

8.5.1 The most common origins of Hackney’s workplace population are set out in Table 2 below. Neighbouring boroughs Haringey, Tower Hamlets, Waltham Forest and Islington are common origins for individuals working in Hackney again suggesting clear potential for cross-borough co-operation to promote and increase active travel options for commuters. Further information and a map showing the above can be found in the Census 2011 Travel to Work Transport Analysis paper.

Table 3: Origin of workers travelling to Hackney from other London boroughs

<b>London Borough of origin</b>	<b>Number of workers travelling to Hackney</b>
Haringey	4511
Tower Hamlets	4410
Waltham Forest	4408
Islington	3933
Newham	3051
Enfield	2973
Redbridge	2606
Southwark	2020
Lambeth	1934
Barnet	1866
Lewisham	1640
Camden	1636
Wandsworth	1340
Barking and Dagenham	1228
Greenwich	1186
Havering	1168
Westminster & City	1012

**Motor Traffic levels**

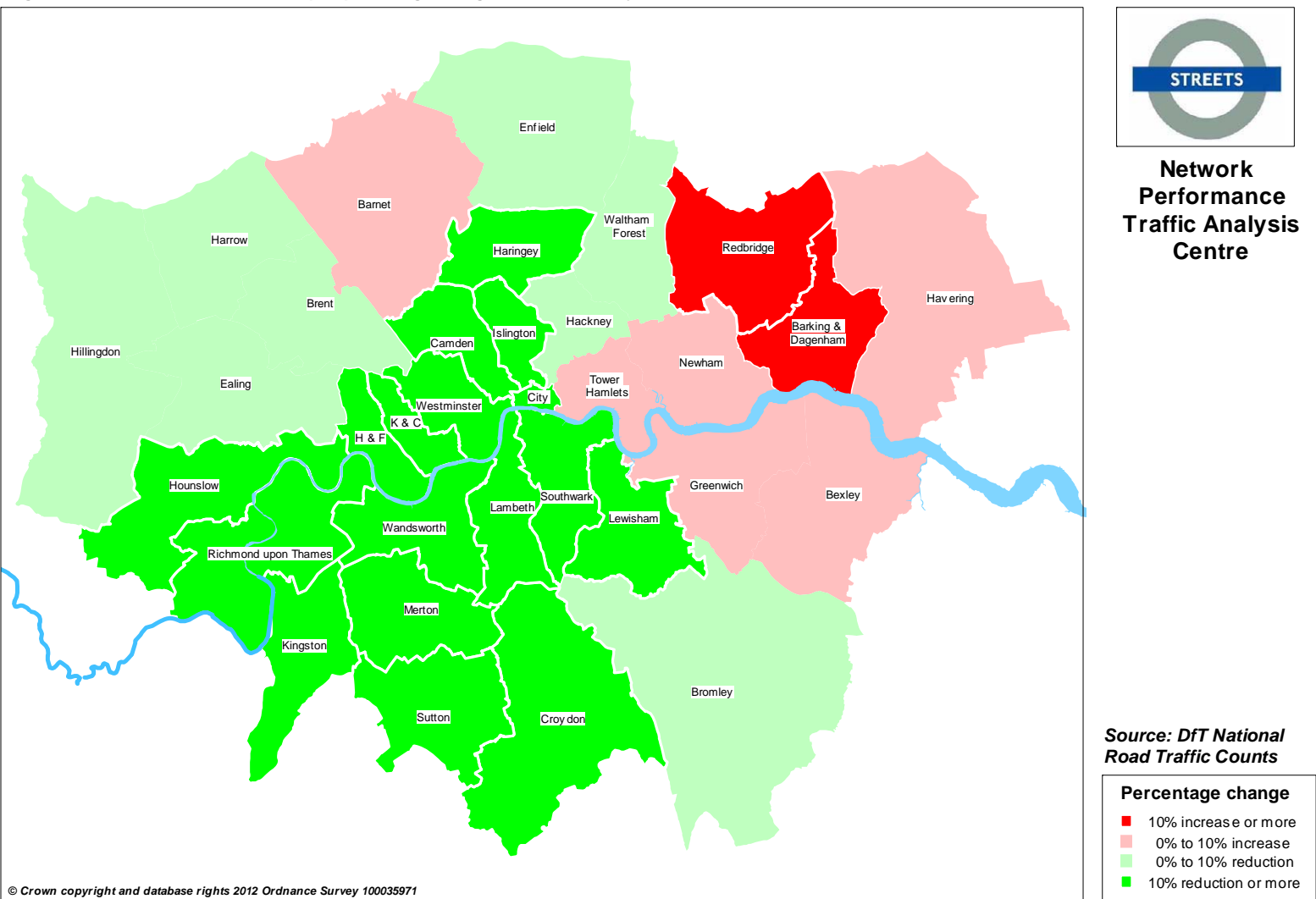
**8.6 Changes in traffic levels in Hackney and surrounding boroughs**

All motor traffic

Statistics released from TfL’s Network Performance Traffic Analysis Centre details changes in vehicle kilometres on classified roads in London boroughs and are reproduced below. The figures show a picture of traffic levels generally falling across the majority of Greater London with exceptions being the outer boroughs of the East London sub-region and LB Barnet (see below).

**Figure 7: Changes in traffic levels across London 1994-99 to 2011**

Figure 6 – All motor vehicle traffic; Map of percentage change from 1994-99 to year 2011



8.6.1 Within Hackney, overall traffic levels in the borough have decreased by 8% in 2011 when compared to the 1994-99 average. However, this fall is not as significant as the Inner London average of 12.3% over the same period – a trend which is likely to be linked to the opening of the A12 Hackney to M11 Link Road in 1999. As a whole, the eastern sub-region has seen an overall increase in traffic levels with the neighbouring boroughs of Tower Hamlets (+6.8%) and Newham (+5.3%) seeing substantial increases.

8.6.2 In general, the following trends can be observed from the TfL and DfT Traffic Analysis,

- A reduction by 10% or more in general motor traffic more across most London boroughs from 1994-99 to 2011- exceptions being Barnet and boroughs located in the in the east and south-east of London
- Hackney has seen a 8% reduction in motor traffic levels over the same period
- A reduction in car and taxi traffic levels across London as whole with exceptions in the east and outer East boroughs.
- HGV levels have fallen by 10% across most of inner London (Hackney – 5.4%) with the exception of Islington and Tower Hamlets which have risen.
- The use of Light Goods Vehicles (LGVs - vans, ambulances etc) have risen by 9.4% in Hackney over the same period. This is subject to much variation across the borough however with decreases of up to 30% in LGV traffic in the west of the borough and near the London Congestion Charging Zone but increase of 30% in eastern areas of the borough around Homerton and Hackney Wick.

### **Motor traffic Congestion and Delays**

8.7 Traffic delay maps produced by TfL showed the extent of delays across the road network within Hackney. Areas of congestion tend to be concentrated mostly on the TLRN network near town centres at Shoreditch and Dalston but also in Hackney Central on routes entering/ leaving the borough to the east

including Lea Bridge Road, Homerton Road and Seven Sisters Road in the north. The maps highlight the following;

- The road network in Hackney experiences the greatest traffic congestion and delays in the PM peak period (16:00-19:00 hours).
- The Inter Peak period (10:00- 16:00 hours) has significant levels of traffic congestion and delays particularly in town centre areas.
- The AM peak has the lower levels of traffic congestion and delays than both the Inter Peak and PM periods but there are still significant delays in all our town centres.

8.7.1 Hackney has sought information from TfL to try and determine how much of the motor traffic in Hackney originates from the borough. Preliminary results from TfL's modelling team suggest that just 27% of traffic on just one road in Hackney (Hackney Road) originates from the borough. Given that a similarly high percentage of external traffic is likely to be representative throughout the borough main arterial routes as a whole, close working with TfL and other London boroughs will be required to address the root causes of congestion and poor air quality in our borough. This may include for example, extension of the Ultra-Low Emission Zone (ULEZ) boundary, and initiating changes to the strategic function of some of Hackney's arterial highway network through the Mayor Roads Task Force process.

### Summary of Transport Trends in Hackney

- Despite the high population increase in Hackney, there has been a rise in the number of zero-car households from 56% to 64.6% over the Census 2001 to 2011 period.
- The absolute number of vehicles in Hackney fell from 45,100 to 41,800 over the same period.
- Approximately, 85% of Hackney's commuters travel to work by public transport or active travel - an increase of 12% since the 2001 Census
- **20% of Hackney residents** with a fixed workplace **work within Hackney**, and the remaining 75,550 or **80% travel out of the borough to work**, the majority (just under 72,000) working in other parts of London
- Hackney's **workplace population is 103,604. Of these, 60,609 (59%) travel into the borough** from elsewhere to work, with just under 49,000 of these travelling from other London boroughs. 18,900 (18%) of the workplace population are Hackney residents who also work in the borough. The remaining workplace population includes Hackney residents with no fixed workplace, or those who work at home.
- Motorised traffic levels across London have generally been falling over the period 1994/99 to 2011 - with the exception of boroughs to the east of Hackney and LB Barnet
- Car, Taxi and HGV traffic levels have been falling in Hackney, however LGV use has increased by 9.4% over the same period.
- Given the predicted congestion on Hackney's roads originating outside the borough, the Council will need to continue to work with TfL and neighbouring boroughs to address the root causes of motorised traffic growth

## 9 Future challenges

### Introduction

9.1 Hackney is changing rapidly. It is already one of the fastest growing boroughs in London and its location and connectivity to Central London and beyond means that it is additionally impacted by growth in other areas of the Capital. These changes offer both challenges to the borough (in terms of additional pressure on its transport network) and opportunities (in terms of ability to reduce the need to travel long distances).

9.1.1 This chapter looks at the some of the most significant, major regeneration opportunities, planned transport developments and demographic changes that will impact Hackney over the next decade. More information on the following can be found in the evidence base document and in the individual plans.

### Sub-regional challenges

9.2 Addressing the challenges brought about by population growth in-and- around Hackney is a key consideration for the Transport Strategy. Hackney is located within the East London sub-region which includes the Growth Boroughs of Tower Hamlets, Newham, and Waltham Forest, Barking and Dagenham and Greenwich for the Mayor of London's sub-regional transport planning purposes. However due to its location, shares boundaries and common transport challenges with both the north and central London sub-regions which include boroughs such as Camden, Islington, Haringey and the City of London.

#### Population growth in and around Hackney

9.2.1 Population is forecast to continue to grow by at least 22% in Hackney in the period 2011-2031 according to estimates by the Greater London Authority (GLA). Similar levels of growth are forecast in surroundings boroughs – an average of 24% over the same period for boroughs in north, east and inner London.



9.2.2 Table 5 (below) shows projected growth in a selected number of boroughs that are located in and around Hackney for the Census years 2011-3031. The figures have been adapted from the GLA Round Population Projections 2012 and have been rounded to the nearest whole number for simplicity sake. The sub-regional growth and wider influences map sets out many of the factors influencing sub-regional growth in the surrounding area.

Table 4 Projected population growth in Hackney and selected boroughs

Borough	2011 ('000s)	2021 ('000s)	2031 ('000s)	Increase (2031-2011)
Hackney	247	279	301	54,000
Tower Hamlets	256	310	340	84,000
Islington	206	238	256	50,000
Newham	311	370	408	98,000
Haringey	255	284	304	49,000
Camden	220	245	260	40,000
Waltham Forest	260	299	328	68,000
Westminster	220	239	251	31,000
Lambeth	305	340	362	58,000
Southwark	289	326	350	61,000
Enfield	314	357	390	76,000
Redbridge	281	328	378	97,000
Greater London	8.20 mill	9.22 mill	9.95 mill	1.75 mill

*Source: GLA 2012 Round Population Projections (trend-based)*

### **Employment growth**

9.2.1 The GLA estimate that the total number of jobs in London could increase from 4.68 million in 2007 to 5.45 million by 2031 – growth of 16.6%. Hackney is projected to accommodate 111,000 jobs by 2031 representing an additional 19,000 jobs (a 20.8% increase) on the 2007 figure.

9.3.1 London-wide employment growth will happen differently across different sectors:

- Manufacturing is projected to continue to decline, from 224,000 jobs in 2007 to 89,000 by 2031.
- Business and financial services could grow from 1.56 million in 2007 to 1.98 million in 2031, representing 38 per cent of the new jobs.
- Jobs in other services (leisure and personal services) are projected to grow by 360,000 (about a third of projected new jobs).
- Hotels and restaurants are set to grow by 235,000 (about a fifth of new jobs).
- Other sectors include health and education, which could see around 54,000 more jobs and retail (36,000 new jobs).

### **Spatial distribution of employment growth**

9.4.1 Some of London's most significant employment growth and regeneration areas are located within reasonable distance of Hackney in the north, east and central sub-regions. Much of this growth will occur in London Plan-designated Opportunity Areas and Areas of Intensification and will have obvious implications for the demand for travel and travel patterns across London generally and Hackney in particular. Some of the most relevant to Hackney are listed below by sub-region and are represented in the Sub-regional influences map:

**(insert sub-regional influences map when PDFing)**

## **Central London**

9.4.2 The central sub-region alone accounts for almost half of London's existing employment. Significant areas include:

### *Opportunity Areas*

- Kings Cross (25,000 homes / 1,900 jobs)
- Vauxhall, Battersea and Nine Elms (16,000 homes / 25,000 jobs)
- Elephant and Castle (4,000 homes / 5,000 jobs)
- London Bridge and Bankside (1,900 homes / 25,000 jobs)
- Euston and Park Royal City (4,000 homes / 9,500 jobs)

### *Intensification Areas*

- Holborn (200 homes/ 2,000 jobs)
- Farringdon/ Smithfield (850 homes/ 2,000 jobs)

## **North London**

9.4.3 The north London sub-region includes two boroughs that border Hackney (Haringey and Waltham Forest) and some important growth areas at Tottenham Hale and Meridian Water.

### *Opportunity Areas*

- Upper Lea Valley (15,700 homes / 15,000 jobs)

### *Intensification Areas*

- Haringey Heartlands/Wood Green (1,000 homes / 2,000 jobs)

## **East London**

9.4.4 The East and South-East London sub-region area is forecast to accommodate almost half of the population growth in London, and nearly a quarter of employment growth. In the East sub-region there are 12 Opportunity Areas (including the City Fringe and Lower Lea Valley & Olympics Area which are partly based in Hackney) and two areas of intensification (one of which is Dalston) which tend to cover large geographical areas. As a result, the sub-region is expected to see a 25% increase in the total trips by 2031. Some of the more significant areas for Hackney include:

### *Opportunity Areas*

- City Fringe (7,000 homes / 40,000 jobs)
- Olympics Legacy Opportunity Area (32,000 homes / 50,000 jobs)
- Isle of Dogs (10,000 homes / 110,000 jobs)
- Lewisham, Catford & New Cross (8,000 homes / 6,000 jobs)
- London Riverside (25,000 homes / 14,000 jobs)
- Royal Docks & Beckton Waterfront (11,000 homes / 6,000 jobs)
- Deptford Creek/Greenwich Riverside (5,000 homes / 4,000 jobs)
- Greenwich Peninsula (13,500 homes / 7,000 jobs)

## **Challenges within Hackney**

9.5 Hackney is a dynamic borough located within the confluence of the nationally-significant Thames Gateway and the London-Stansted-Cambridge-Peterborough regeneration corridors. The drivers of change map sets out many of the factors influencing growth and change in Hackney. [insert drivers of change map when PDFing]. Drivers of change and opportunities include but are not limited to:

- **Population growth:** an additional 70,000 people by 2041 in Hackney;
- **Demographic change:** younger people initially followed by ageing population;
- **Tenure change:** likely to be a continued increase in private renting and shared households.

9.5.1 Hackney's regeneration areas offer significant potential to concentrate housing and employment opportunities on brownfield land located in or near areas served by existing or planned public transport provision. The most significant of these are:

- Dalston Intensification Area (1,700 homes / 1,000 jobs)
- Woodberry Down New Community (4,700 new homes)
- Hackney Wick
- Finsbury Park (planned regeneration with LB Islington and LB Haringey)

- Haggerston & Kingsland West Estate
- Colville Estate
- King's Crescent Estate

9.5.2 Increased employment opportunities in the following areas can play a role in addressing the Hackney's low jobs density and the consequent need to travel further afield to work:

- Here East (part of the Olympic Legacy Opportunity Area)
- TechCity (part of the City Fringe Opportunity Area)
- South Shoreditch (part of the City Fringe Opportunity Area)
- Hackney Fashion Hub in Morning Lane
- Hackney's town centres

## **Impact of growth on Hackney's Transport Network**

9.6 The growth in population, housing and employment both from within Hackney and from the wider sub-regions of London will have obvious implications on the demand for travel and congestion on the borough's transport network.

### **Public transport**

9.6.1 As outlined earlier, approximately 57% of Hackney's commuters use public transport to access work – a rise from 50% in 1991. Any added congestion on the public transport network will therefore disproportionately impact on this group.

9.6.2 28% of resident commuters in Hackney use either the London Underground, Overground or train to access their place of employment. Figure highlights the extent of expected overcrowding on London's rail and Underground network by 2031 which is expected to occur despite committed investment from TfL and Network Rail.

9.6.3 Figure 8 shows overcrowding at key hubs such as King's Cross, Liverpool Street, London Bridge and Stratford. The following are of particular relevance to Hackney:

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- Severe overcrowding is expected on all rail and tube lines running south of Finsbury Park;
- Overcrowding expected on the North London line between Homerton and Highbury and Islington (particularly between Dalston Kingsland and Highbury & Islington);
- Overcrowding on most of the Northern Line but particularly between London Bridge and Euston;
- Central Line overcrowding between Bank and Stratford.

**Figure 8: Forecast Underground, Overground and rail congestion 2031**

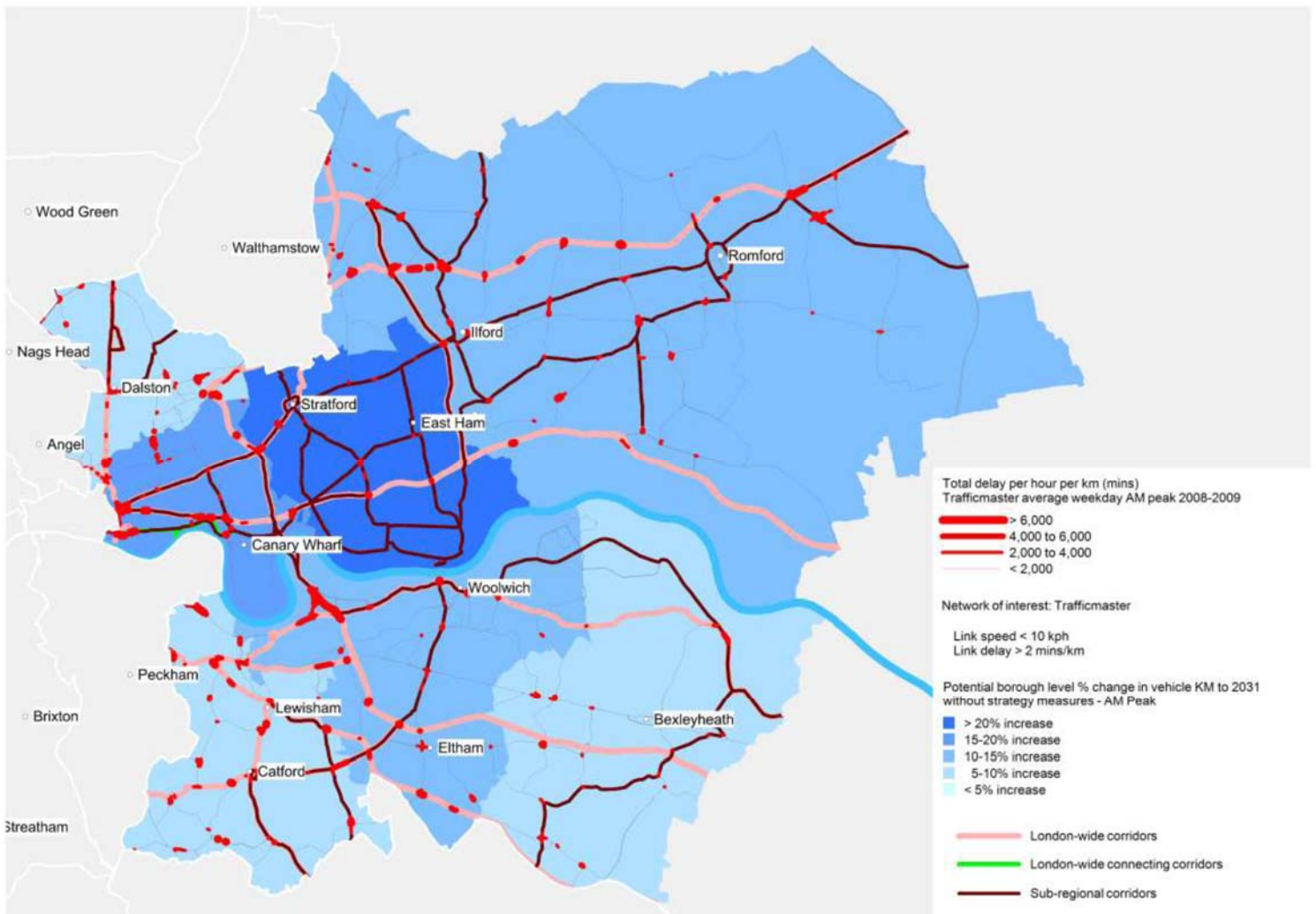


Source: Central London sub-regional transport plan 2012

### Highway network

9.7 TfL’s own sub-regional plan for the East and South East sub-region predicts that congestion, measured in terms of vehicle delay per km, is projected to increase by around 18% with the A12, A13 and A2 and areas within Tower Hamlets and Newham likely to experience particular pressure. Within Hackney, the worst affected areas are expected to occur in the south east part of the borough near the A12, the A10 (north of Dalston), Seven Sisters Road and the Lea Bridge Road/Pembury Road/Dalston Lane corridor (see Figure). Congestion on these roads would likely impact upon bus journey times – a significant consideration in a borough with such a high level of bus usage.

**Figure 9: Forecast congestion in the East London sub-region 2031**



Source: East London sub-regional plan, TfL 2010.



## Proposed transport improvements

9.8 The following list outlines some of the key upgrades to the sustainable transport network that are needed to support growth in and around the borough. More information on these schemes can be found in the Public Transport, Walking and Cycling plans.

- Northern Line upgrade
- Piccadilly Line
- Five car trains on the Overground
- GOBLIN Line electrification
- Crossrail 1
- Crossrail 2 (uncommitted)
- West Anglia Line four tracking
- Devolution to the Mayor of London and TfL
- Reopening of Lea Bridge station
- Hackney Central/Downs Interchange project
- Narrow Way public realm improvements
- Hackney Wick station improvements
- Mayor of London's Cycling Vision proposals (Central London Grid and Quietways)
- Cycle Hire Scheme expansion
- Wick Road two way operation
- Stoke Newington gyratory proposals

9.8.1 Addressing the issues identified in this chapter will require a significant uplift in public transport capacity provision over-and-above these proposals, as well as a series of policy initiatives promoting more walking and cycling to reduce pressure on the existing transport network.

9.8.2 The forecasts underline the pressing need for Hackney to address congestion coming from within the borough through motorised traffic restraint measures and judicious land use policies. It also highlights a need to work closely with TfL (particularly the Mayor's Roads Task Force) and neighbouring boroughs to



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mitigate these impacts through effective modal shift measures including bus priority and consideration of motorised traffic restraint measures such as road pricing, road space reallocation to favour sustainable modes of travel and extension of the Congestion Zone.

## 10 Strengths, weaknesses, opportunities and threats

10.1 The previous chapters sought to identify some of the key issues affecting transport in Hackney. This chapter attempts to identify these issues, and sets the scene for the following chapter and the remainder of the Strategy.

### SWOT analysis

10.2 A strengths, weaknesses, opportunities and threats (SWOT) analysis was undertaken in order to evaluate existing transport characteristics and trends that are relevant to Hackney. The SWOT analysis can be explained as follows:

- **Strengths:** locational, topographical, political and socio-economic characteristics of the borough that give it an advantage over other areas;
- **Weaknesses:** characteristics that place the borough at a disadvantage relative to others;
- **Opportunities:** elements that the borough could exploit to its advantage;
- **Threats:** refers to elements in the environment that could cause challenges for the Council in achieving the overall aims and goals of the Transport Strategy.

10.3 Issues were identified through analysis of existing transport policy documents such as the TfL's Sub-regional Plans and Hackney's LIP2 and through discussions and workshops with cross-Council internal staff and members as well as key external stakeholder groups and organisations such as the London Cycling Campaign in Hackney, Living Streets and Disability Back-up. Table 5 summarises the key issues to emerge from these consultations.

10.4 The Council has also undertaken a Political, Economic, Social and Technological and Environmental (PESTE) analysis to highlight some of the macro-economic factors that may influence the Transport Strategy. The PESTE analysis can be found in the Transport Strategy supporting document.

**Table 5: Transport in Hackney SWOT analysis**

<b>Strengths</b>	<b>Weaknesses</b>
<p>High cycling levels - highest in London</p> <p>High walking levels for all trips</p> <p>Relatively high density allows opportunities to reduce the need to travel</p> <p>Relatively flat topography</p> <p>Low propensity for car use – lowest levels of car ownership in country</p> <p>Lot of green open space for an inner London borough – good levels of green infrastructure</p> <p>Tradition of sustainable transport innovation and success in Hackney</p> <p>Strong political leadership and backing to affect positive change in sustainable transport</p> <p>Young, increasingly educated borough, open to modal shift and sustainable urban living</p> <p>Recognition of importance of high quality public realm</p> <p>Favourable local policy climate, political leadership for sustainable transport</p> <p>Dedicated and committed staff</p>	<p>High levels of deprivation, poor health, inactivity and economic inequality</p> <p>Low jobs density - leading to high commuting levels &amp; need to travel</p> <p>Exogenous vehicular traffic coming through borough as a result of geographical location and impacting on highway condition, air quality and highway safety targets</p> <p>Hackney does not fully control some borough roads such as Hackney Road making interventions more difficult.</p> <p>Noise pollution from engines and night time economy</p> <p>Historic lack of access to Tube/train stations and planned Crossrail 1 stations</p> <p>Poor pedestrian crossing facilities in some locations particularly for EQIA groups</p> <p>Accessibility problems for disabled and older people in our public realm and public transport system</p> <p>Disjointed Parking Zone coverage</p> <p>Instances of street clutter, A boards and pavement parking obstructing pedestrian movement</p> <p>Legacy of one-way streets/systems in East of borough</p> <p>Heavy vehicular traffic and uncontrolled parking in parts of the borough as a barrier to children’s play, access to parks and walking and cycling and community severance</p> <p>Severance in transport system caused by presence of Lea Valley Regional Park (LVRP)</p> <p>Bus congestion at peak times</p>

<b>Opportunities</b>	<b>Threats</b>
<p>Opportunities afforded by new development to positively impact on jobs growth within Hackney to reduce the need to travel such as the Dalston, Fashion Quarter and Shoreditch</p> <p>Opportunity to greatly increase the level of walking and cycling in the borough</p> <p>Dynamic economy Tech City and Olympic Park</p> <p>Capitalise on 2012 transport behavioural Legacy</p> <p>Opportunities to improve resident's health and well-being and make a more pleasant public environment</p> <p>Opportunity to positively influence air quality and local impacts of climate change through increasing tree canopy/ green infrastructure</p> <p>Car free places can promote play, a sense of community, and be used for secondary uses (e.g. food growing, public cafe spaces etc.)</p> <p>BSF rebuilding programme allowing redesign of schools &amp; early chance to influence travel behaviour</p> <p>Using rising fuel costs as a means to encourage modal shift</p> <p>Opportunities to form inter-borough partnerships for funding &amp; initiatives</p> <p>Hackney could become first fully connected 'Overground borough'</p>	<p>High levels of Cycle theft Increasing cyclist casualties</p> <p>Threat of many projects being postponed or discarded as a result of the severe financial constraints that the Council is/will be operating under</p> <p>Threat of loss of staff and resources as a result of future cuts to capital funding</p> <p>Severe congestion and strain on transport network as population of Hackney and London grows Impact of growth beyond the borough's boundary e.g. Stratford and Upper Lea Valley Opportunity Area</p> <p>Impact of public transport fare increase, may lead to more using comparatively cheaper cars for travel</p> <p>Impacts of other borough's transport policies- e.g. encouraging car use</p> <p>Danger of political change and emphasis – threat to continuation of sustainable transport policy</p> <p>Potential of increased conflict between pedestrians and cyclists as numbers increase</p> <p>Cultural and political differences in transport behaviour and interpretations</p> <p>Climate change impacts on our transport network including localised flooding</p> <p>Threats to green infrastructure e.g. disease to plants and vegetation</p>

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Technological advances to facilitate people working from home and also providing real time travel information and route selection

Improve walking & cycling connectivity to open space including Lea Valley Regional Park

Use of canal and river networks (Blue Ribbon Network) to transport freight & waste

# 11 Risk Management and Responses

## Introduction

- 11.1. In developing this Strategy, the Council has identified the following challenges and risks and how it proposes to respond to them. These are examined in greater detail in the supporting evidence base document and are summarised in Table 6. Wherever possible, this section sets out how the Council can respond to these challenges through strategic actions or plans to convert weaknesses or threats into strengths or opportunities and indicates where in Strategy these issues are considered. These challenges and threats include factors that are both internal and external to the borough and also those that can be influenced to varying degrees by the Council.
- 11.2 It is important to note that other Council strategies such as the Council's emerging Local Plan, Public Realm SPD, and Air Quality Strategy will have highly significant roles to play in meeting these challenges. Wherever appropriate, Table 6 has sought to include some of the more relevant of these. Risks are assessed as high (red), medium (amber) or low (yellow).
- 11.3 Proposals and actions from the individual Transport Strategy Plans (and other Council policy documents) are expected to help mitigate the levels of risk identified below in Table 6.

**Table 6: Key challenges and responses**

Challenge	Threat	Level of risk	Response measures	Relevant TS plan / other document
Internal population & employment growth within the borough	New development such as Woodberry Down, Here East, Dalston etc could put additional pressure on public transport and road network.	Hackney has responsibility for new development in the borough and can controls the level of car parking provision, in addition to encouraging sustainable modes of travel through travel plans.	Car free development Parking standards for new development. Travel plans New cycle infrastructure and routes Improved public realm to encourage walking New public transport infrastructure Parking controls	Sustainable transport SPD Cycling Plan  Walking Plan Public Transport Plan  Road Safety Plan  Hackney's emerging Local Development Framework Parking Enforcement Plan 2015-2020
External population and employment growth in surrounding areas of London and the South East.	Significant growth in population and employment in the surrounding boroughs and further afield in the north and east sub-regions plus additional growth in South East England, particularly the Stansted-Cambridge-London corridor. To access work opportunities many of these new London	This has been classified as a HIGH risk because Hackney has no influence on how sustainable the new development that occurs is likely to be. Hackney is limited in how it can restrain trips starting and finishing outside of the borough, but still passing through the borough.	Vehicular traffic restraint measures such as road closures and filtered permeability cells	Liveable Neighbourhoods
			Parking controls Local emission zones Zero emission networks New cycle infrastructure and routes Improved bus provision and bus priority	Cycling Plan Walking Plan Public Transport Plan

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	residents will need to pass through Hackney thereby putting additional pressure and strain on our transport networks, particularly on our roads.		Demand management initiatives Regional work to promote rail improvements e.g. West Anglia Line/Crossrail 2	
Managing demand for road space from different users	Competing demands for road space by different users such as cyclists, pedestrians and buses create conflict and negatively impact on a particular user.	Hackney controls most of the roads in the borough, however many of the busiest are controlled by TfL who may have different priorities or drivers.	Reducing overall levels of vehicles on our roads is a priority Reallocating road space to pedestrians, cyclists and bus users Filtered permeability cells Quietways Public realm, cycle and bus priority schemes, schemes that benefit all three modes Road user hierarchy	Liveable Neighbourhoods  Walking Plan  Cycling Plan  Sustainable Transport SPD Road safety
Increasing vehicular traffic congestion and delays on the road network	TfL predicts that vehicular traffic volumes in the East and South East sub-region are likely to increase by 18% by 2031. This will inevitably result in additional congestion and delays to users.	Hackney is able to influence and manage the roads under our control and our own residents travelling by car. However we have limited powers to manage additional vehicular traffic originating outside of the borough.	Demand management tools Parking controls Vehicular traffic restraint techniques Mode shift to public transport, walking and cycling	All Transport Strategy plans



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			Behaviour change tools	
Increased numbers of commercial and LGVs on our roads	LGVs are the type of traffic that has increased most on Hackney's roads. LGVs tend to originate outside of the borough and are more polluting than cars as well as spending more time driving around.	Hackney is able to influence and manage the roads under our control and LGVs delivering to businesses and residents within the borough. However we have limited powers to manage additional vehicular traffic originating and ending outside the borough.	Zero emissions zones Business engagement Vehicular traffic restraint tools Demand management Travel plans Freight plans	Liveable Neighbourhoods Sustainable Transport SPD
Demand for public transport and increasing overcrowding	Despite considerable improvements to public transport provision over the past decade, as well as new infrastructure currently being built such as Crossrail, overcrowding is expected to significantly worsen in London, particularly to the east of London.	Hackney has some of the highest levels of public transport usage in the country and being an inner London borough, this means that many services are already congested before they reach the borough. Hackney does not control public transport services in the borough which are mainly controlled by the Mayor and TfL, meaning we have limited influence.	Mode shift from public transport to walking and cycling Behaviour change tools Additional public transport provision/services New public transport infrastructure, i.e. Crossrail 2 Improved bus priority Station accessibility improvements  Lengthening platforms/concourse capacity	Public Transport Plan  Walking Plan Cycling Plan  Sustainable Transport SPD  Local Plan policies that reduce residents need to travel

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<p>Reduced funding for bus services</p>	<p>TfL’s revenue funding is to be significantly reduced in the coming years. This means it is highly likely that bus services will be impacted through reduced funding likely resulting in lower service provision.</p>	<p>Hackney has the highest bus usage in London and any reduction in service provision will disproportionately impact the borough. The London Mayor and TfL control bus services so we have limited influence.</p>	<p>Mode shift from public transport to walking and cycling Behaviour change campaigns Improved bus priority leading to more efficient services Cycle loan scheme Cycle training Smarter travel estates</p>	<p>Public Transport Walking Cycling Plan Sustainable Transport SPD Public Realm SPD</p>
<p>Consequences of sedentary lifestyle</p>	<p>Hackney already has high levels of obesity and poor health. Continuing societal increase in transport-related obesogenic environments and lifestyles has serious impact on health, quality of life and NHS costs.</p>	<p>Hackney has some of the worst childhood obesity rates in the country and high rates of diabetes amongst certain ethnic groups. Now that public health has been brought into the Council, greater opportunities for joint holistic working.</p>	<p>Travel plans New cycle infrastructure and routes Improved public realm to encourage walking Mode shift from public transport to walking and cycling Behaviour change campaigns School travel plans Air quality improvements Cycle loan scheme Cycle training Smarter travel estates Play streets</p>	<p>Liveable Neighbourhoods Walking Plan Cycling Plan</p>

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Climate change	Climate change is already happening and implications for an urban area like Hackney that sits on a fluvial floodplain will be severe.	Despite having large areas of green space, much of Hackney is very urban and the consequences of the urban heat island effect will be severe on vulnerable residents. Increased flooding is also a growing risk especially in the more deprived eastern parts of the borough. However now the Council is due to take on flood management responsibilities, there is more opportunity to influence outcomes.	<p>Travel plans Mode shift from private cars to public transport, walking and cycling</p> <p>Greening streets and tree planting Retrofitting public realm with sustainable urban drainage systems and bio-retention ponds</p> <p>Parking standards Car-free development Sustainable lighting</p>	<p>Liveable Neighbourhoods Sustainable Transport SPD</p> <p>Local Plan (Core Strategy, Development Management Policies DPD and AAPs)</p> <p>Public Realm SPD</p>
Air pollution	The whole of Hackney is an air quality management zone with areas of high NOX and PM10. These pollutants shorten life expectancy, damage lungs, contribute to heart disease and cause asthma in children. Residents in deprived areas are known to be disproportionately impacted by poor air quality.	Most of the source of poor air quality is from vehicular traffic on the TfL-controlled road network over which we have limited influence and control. However there are also a number of roads in the borough with poor air quality that are used as rat runs by external vehicular traffic and we can do something about these.	<p>Demand management tools Parking controls Vehicular traffic restraint techniques</p> <p>Mode shift to public transport, walking and cycling Behaviour change tools Tree planting Greening streets Zero emission zones Green Action Zones</p>	<p>Liveable neighbourhoods</p> <p>Walking and public realm Cycling Plan</p> <p>Sustainable transport SPD</p> <p>Air Quality Strategy</p>

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Reducing deprivation and income inequality	Hackney still has high levels of deprivation and income inequality that has widened over the past few years. There is a need to ensure that new growth and jobs are accessible to local residents to reduce this inequality and reduce deprivation.	Hackney has historically had lower job densities and higher unemployment than other inner London boroughs. With the rapid economic growth that is occurring in the borough, we want to ensure that new jobs are taken by local residents. We also want to ensure that residents are able to easily access jobs outside of the borough as well.	Smarter Travel Estates New cycle infrastructure and routes	Liveable Neighbourhoods Public Transport
			Improved public realm to encourage walking Mode shift from public transport to walking and cycling Behaviour change campaigns Cycle loan schemes Cycle training	Cycling Plan Walking Plan Sustainable Transport SPD
Affordability of public transport	Public transport costs are now reaching levels where it is becoming unaffordable for low-income residents, meaning they cannot afford to access jobs. Higher income residents will be encouraged to travel by private car	Hackney has some of the highest levels of public transport usage (particularly buses) in the country and therefore our residents will be disproportionately impacted by increases in fares.	Smarter Travel Estates New cycle infrastructure and routes Improved public realm to encourage walking Mode shift from public transport to walking and cycling Behaviour change campaigns Cycle loan schemes Cycle training	Liveable Neighbourhoods Public Transport Plan Cycling Plan Walking Plan
Road casualties – particularly cyclists and pedestrians	There have been substantial reductions in road traffic casualties over the past decade. However	Older residents and children are disproportionately the victims of road traffic casualties and the outcomes	Behaviour change/education campaigns Cycle training	Liveable Neighbourhoods Road Safety Plan

Hackney Transport Strategy 2015-2025

	the number of casualties involving vulnerable residents such as older people and cyclists is still too high.	are more likely to be fatal. The significant increase in cycling in the borough has also meant that there has been an increase in cyclist casualties. There is a particular issue with casualties involving HGVs and cyclists in London that needs to be urgently tackled.	Driver training Speed reduction Comprehensive 20mph speed limits	Cycling Plan Walking Plan
			Driver/traffic enforcement Tackling illegal and uninsured drivers Vehicular traffic restraint	
Crime and safety – on public transport	Crime on the transport network has dropped dramatically over the past decade, but there are still concerns over anti-social behaviour on buses and at stations.	Concern over behaviour and crime on buses is still an issue on certain routes (e.g. 253/254) and can deter people from using public transport. Lack of staff and barriers on stations on the West Anglia line is also a concern and can contribute to anti-social behaviour and crime.	Improved bus service provision Better CCTV coverage of stations and buses  West Anglia Line brought into TfL	Public Transport Plan Walking Plan
Crime and safety – cycle theft	Hackney is now the cycle theft capital of London after recently overtaking Westminster.	Cycle theft is now at epidemic proportions in London and unfortunately because of our high rates of cycling, Hackney has the highest	Additional cycle parking provision New secure cycle hangars in residential areas	Cycling Plan

Hackney Transport Strategy 2015-2025

		levels in London for this type of crime. There is a real risk that the levels of bicycle theft will deter new cyclists or make existing cyclists give up.	Secure lockers, garages, sheds and shelters on estates Increased monitoring and enforcement Targeted police enforcement	
New River Crossing	The Mayor of London has proposals to build a new Thames Crossing to the east of Tower Bridge. This proposal does have many economic and regeneration benefits, but we have strong concerns that it could encourage additional vehicular traffic volumes on the east London road network and in particular attract more vehicles onto the A12 via Hackney.	Hackney has limited influence over the new Thames Crossing because it is outside of our borough and we do not control the roads such as the A12	Demand management tools Parking controls Vehicular traffic restraint techniques Filtered permeability cells	Liveable Neighbourhoods  TfL East & South East London Sub-regional Plan
Severance caused by River Lea Valley and A12	The presence of the A12 and the River Lea Navigation continue to act as geographical barriers to travel to and from the east of the borough. This	The Lea Navigation and Lee Regional Park is an asset for the borough but does make travel eastwards more difficult. Fortunately the development of the Olympic	New Eastway Bridge New bridges from Hackney Wick into the Olympic Park Possible new green links over the A12	Liveable Neighbourhoods Cycling Plan  Public Transport Plan

Hackney Transport Strategy 2015-2025

	<p>causes severance particularly for pedestrians and cyclists.</p>	<p>Park has resulted in a number of new bridges over the River Lea and improvements to the crossings over the A12. We would like to see more accessible crossings over the River Lea north of the Olympic Park and continued work to reduce the severance caused by the A12.</p>	<p>Upgraded footbridges at Spring Hill, Horseshoe Bridge and Lea Bridge Road</p>	<p>Lea Valley Regional Park Plan</p>
			<p>New Quietway Route along Lea Navigation towpath towards Coppermill Lane</p>	<p>TfL's East &amp; South East London Sub-regional Plan</p>

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# **Hackney Transport Strategy**

**2015-2025**

**Walking Plan**

**October 2015**

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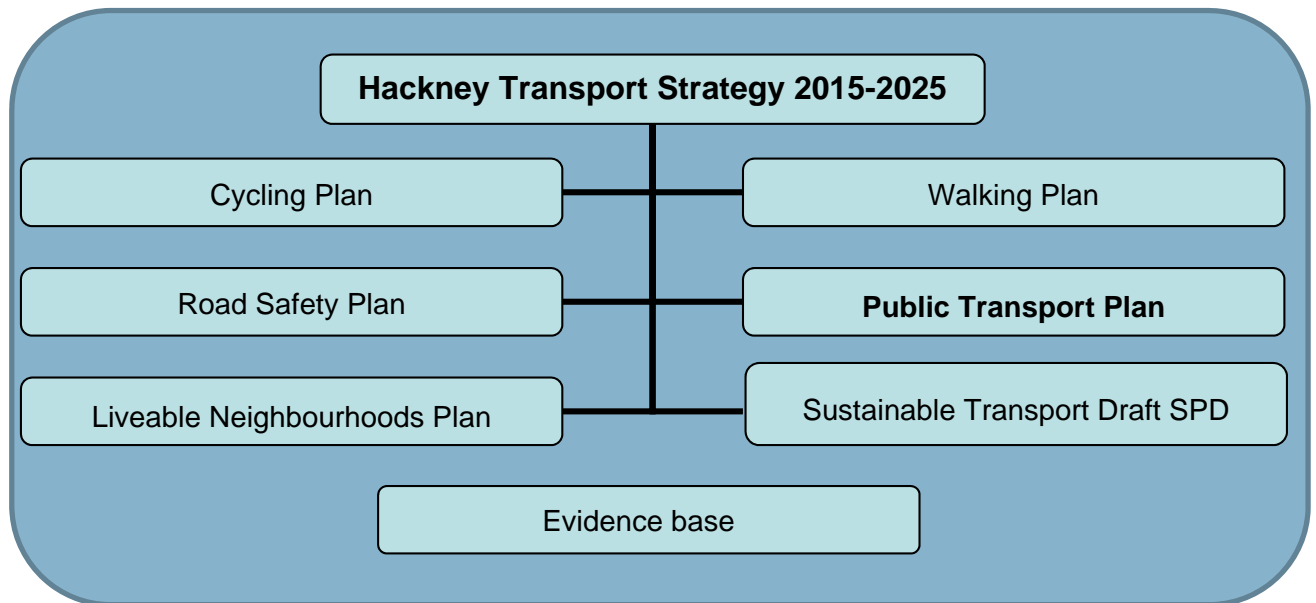
# 1 Introduction

- 1.1 Walking remains the most commonly used mode of transport for trips made by Hackney residents. The vast majority of all journeys in the borough start and end with a walk regardless of the other modes used.
- 1.2 This Plan presents Hackney Council's vision for walking in Hackney in 2025 encompassing health benefits, carbon reduction and improved air quality, cohesive communities, economic prosperity, quality of life and equality of opportunity. It supports the objectives set out by the Mayor of London's Transport Strategy as well as local priorities set out by the Hackney's Sustainable Community Strategy, its emerging Local Plan and the Mayor of Hackney's 2014 Manifesto pledges.
- 1.3 The Walking Plan identifies the reasons for the Council's commitment to walking and continual improvement of the public realm through its strategic vision for walking and the actions and levels of investment required to achieve this vision. Many of the actions and investment outlined will not just benefit walking, but will contribute to a wider take up of sustainable travel, local economic prosperity, and a safer and more vibrant public realm.
- 1.4 As with all other supporting Plans in the Transport Strategy, the Walking Plan is a 'live' document and is subject to revision over the plan period as circumstances and available funding streams dictate. The Council's Corporate Plan to 2018 'Hackney; a place for Everyone; for example, commits to investing in our streets but also acknowledges the severe financial restraints that the Council have been operating under since the first Comprehensive Spending Review (CSR) with over £130 million saved since 2010. The Corporate Plan estimates that the next CSR due later this year may result in an indicative gap of over £70 million over the period 2016/17 to 2018/19. Any further unforeseen reductions to these funding streams will adversely impact on the Council's ability to deliver proposed transport improvements over the ten year plan period and necessitate revision of the existing Strategy.

- 1.5 Despite the extremely challenging fiscal climate for local authorities, there is a recognition at all levels of government that improved transport infrastructure is critical to delivering regeneration and housing and employment growth in London. The majority of the projects outlined in the first phase of Walking Plan are funded, through committed investment including for example, the improvement of Hackney Town Centre will be partly funded through a successful TfL Major Scheme funding submission and other improvements in Shoreditch and Woodberry Down etc. will be funded through financial contributions through planning agreements. As constraints on our Capital funding grow tighter, we will continue to be innovative in terms of looking at revenue including advertising and sponsorship and further partnership working with neighbouring boroughs if a further than expected deterioration in local government finances takes place- particularly in the latter part of the Plan.
- 1.6 The Walking Plan sets out the Council's long term strategy and delivery plan for promoting greater levels of walking in Hackney. This document is one of six supporting Plans that form part of Hackney's Transport Strategy 2015-2025. In addition, there are evidence base documents which provide greater detail and relevant context to the overall Strategy.



**Figure 1: Structure of Hackney Transport Strategy**



## Hackney Transport Strategy Vision

- 1.7 The over-arching vision for the Hackney Transport Strategy is:

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*“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.”*

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- 1.8 Supplementary to the over-arching vision, the proposed vision for the Walking Plan is:

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*“A borough where all people of all ages and all abilities – local and visitor alike – walk more conveniently, more safely and more often.”*

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## **What will walking be like in Hackney in 2025?**

- 1.9 The Council considers the Walking Plan to have a key role in providing a fair, equitable and sustainable transport system in the borough. The desired outcomes of the Walking Plan are as follows:
1. To increase walking levels in Hackney for journeys to work, recreation and education and to our town centres by promoting modal shift from private vehicles and buses.
  2. To provide a high quality and fully accessible environment for walking by continuing to develop a safe, convenient, legible and attractive public realm.
  3. To tackle the safety issues and barriers that prevents our residents and visitors from walking more in Hackney.
  4. To promote walking's role in promoting linked trips.
  5. To harness walking's role in strengthening Hackney's visitor economy.
  6. Work with our colleagues in the NHS and Public Health to develop and promote walking as a key public health initiative benefitting resident's health and well-being.
  7. Ensure that the needs of older people and those with visual and mobility impairments are considered in all plans and proposals to upgrade the public realm.

## **Supporting the Transport Strategy and other plans**

- 1.10 The Walking Plan will supplement and assist the over-arching Transport Strategy and supporting Plans through:
- Working to continue to reduce unnecessary car use by our residents in the borough;
  - Reducing the amount of pedestrian injuries;
  - Promoting linked trips with public transport;
  - Fostering better health in the borough through physical exercise;
  - Contributing to better air quality;
  - Strengthening our town centres and local economy.

## Supporting Hackney's Sustainable Community Strategy 2008-2018

- 1.11 The Walking Plan will contribute to the following policy objectives and priorities in Hackney Council's Sustainable Community Strategy (SCS):
- **SCS Outcome 12:** Use excellent, sustainable urban design across the borough in our streets, on our estates, in our town centres and in other public spaces and local amenities; design which encourages and enables people to walk, cycle, play and spend time together safely in the community.
  - **SCS Outcome 16:** To achieve a reduction in CO2 emissions from the local area in line with national and internationally set standards from domestic, commercial, industrial and transport emissions.
  - **SCS priority 6:** Be a sustainable community, where all citizens take pride in and take care of Hackney and its environment, for future generations.

## A Place for Everyone; Hackney Council's Corporate Plan to 2018

- 1.11 The Corporate Plan and Mayor of Hackney's priorities have been discussed in more detail in the Transport Strategy document. Tackling inequality is a cornerstone of the Mayor of Hackney's priorities. Creating an environment where people actively choose to walk and cycle as part of everyday life can have a significant impact on public health and may reduce inequalities in health (LGA, 2013). The Walking Plan is expected to contribute to the second Mayoral priority in particular;

*'Making Hackney a place where everyone can enjoy, with clean, safe streets, excellent parks and public services, and a great quality of life for all who live here'*

## 2 Why do we need a Walking Plan?

2.1 The Transport Strategy supporting document details the importance of planning and promoting sustainable transport in Hackney; the majority of these reasons are equally relevant for the Walking Plan. The following summarises these key reasons:

- **Addressing population growth and demand for travel:** Hackney's high current and forecast population growth will need to be accommodated in a sustainable manner due to pressures on the road and public transport systems. Increased walking and cycling levels are therefore vitally important to Hackney's future.
- **Direct economic benefits:** Research shows that pedestrian-friendly infrastructure can offer greater value for money invested than other forms of transport infrastructure (Sustrans, 2007). Research undertaken by Living Streets 'The Pedestrian Pound' shows that making places better for walking can boost footfall and trading by up to 40%. In London town centres, walkers spent £147 more per month than those travelling by car (Living Streets, 2013)
- **Providing health benefits:** Promoting active travel offers wider health and wellbeing benefits in terms of reduced risk of heart disease, diabetes, high blood pressure and strokes (LGA, 2013) as well as offering mental health benefits. There is some evidence to suggest that physical activities such as, gardening, walking, and travelling may be beneficial in preventing dementia (City of London & Hackney, 2014). Adult and childhood obesity remain a particular issue in Hackney (JSNA update, 2014), which increased activity including walking can play a key role in helping to address.
- **Addressing key stakeholder concerns:** Despite recent and significant accessibility improvements to the public realm, the consultation process for this document highlighted progress which still needs to be made. The issues which emerged from consultation with Living Streets, Age UK, Disability Back Up and the Council's Sensory Team are outlined in Chapter 5.

- **Promoting social inclusion:** Walking is a low cost form of transport. Properly providing for pedestrians is part of delivering a fairer and more equitable transport system, one which is not car-oriented.
- **Improving air quality:** Hackney was declared an Air Quality Management Area in 2006 but serious issues still remain. Facilitating modal shift for short resident's trips away from polluting modes of transport to walking and cycling is a key objective of the Council's Air Quality Action Plan 2014-2018.
- **Impact of cuts to public transport funding;** Any further reductions to the Transport for London budget will impact on the level and frequency of public transport services (particularly bus services) meaning that walking (and cycling) will become a more attractive or necessary alternative for short journeys. Ensuring that the pedestrian environment is able to accommodate these additional trips is therefore a key reason for this Plan.

## 3 Policy Background

3.1 There are a number of relevant policy documents concerned with the importance of increasing walking levels and the improvement of the public realm. Many of these documents are detailed in the supporting document of Hackney's Transport Strategy. The following list contains some of the more relevant which have proved useful in the preparation of this document.

### National Guidance

- DfT, Manual for Streets (2007) and Manual for Streets 2 (2010);
- Department for Transport *Framework for a local walking strategy* (2000);
- Local Government Association (2013), Obesity and the environment: increasing physical activity and active travel
- Traffic Advisory Leaflet 06/02 – Inclusive Mobility (DfT, 2002);
- Walking and Cycling – An Action Plan (DfT, 2004);
- Towards a Sustainable Transport System (DfT, 2007);
- Delivering a Sustainable Transport System (DfT, 2009);
- Low Carbon Transport: A Greener Future (DfT, 2009);
- Active Travel Strategy (DfT, 2010);
- Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (DfT, 2011);
- Strategic Framework for Road Safety (DfT, 2011);
- Healthy Weight, Healthy Lives (DoH, 2008);
- Be Active, Be Healthy (DoH, 2009);
- National Planning Policy Framework (DCLG, 2012).

### Regional Guidance and Policy

- London Assembly *Walk this Way – Making walking easier and safer in London* (2010);
- Mayor's Transport Strategy (2010);

- Transport for London – Walking Plan (2004);
- Transport for London – Sub-regional Transport Plans (2012);
- Transport for London – Walking in London report (2008);

## **Local Influences**

- City and Hackney, Health and Well-being Profile update 2014.
- Hackney Council Corporate Plan to 2018 'Hackney – A Place for Everyone
- Hackney Council draft Air Quality Action Plan 2014-2018
- Disability Back Up in Hackney *Getting there* (2012);
- Hackney Local Implementation Plan 2011-2014;
- Hackney Council Public Realm SPD;
- Hackney Sustainable Community Transport 2008-2018.
- A Mental Health Needs Assessment for the Residents of Hackney and City of London

## 4 Challenges and barriers to walking in Hackney

4.1 A key aim of the Strategy is for our residents and visitors to the borough is to both walk more and also walk more safely in Hackney. This section examines the reasons that prevent people from doing this.

### London-wide barriers to walking

4.2 TfL's 'Attitudes to Walking' (2011) annual studies have identified some of the following issues that prevent people from walking more in London indicated by **Error! Reference source not found..**

**Table 1: London-wide barriers to walking**

<b>Barrier to walking</b>	<b>Key messages</b>
Concerns about personal safety	72% of Londoners would walk more if there was better lighting or safer crossings (TfL, 2011, p10)
	20% of people don't feel safe walking alone in their local area (TfL, 2008)
Traffic and congestion	51% of Londoners think traffic congestion is a serious problem for pedestrians
	66% of Londoners feel that traffic fumes are a deterrent to walking (TfL, 2008, p8)
	64% would walk more if pedestrians were given greater priority by reducing motor traffic (TfL, 2008, p19)
Unpleasant walking environment	Over 50% of children don't walk to school regularly (TfL, 2008)
	41% of school-run parents that currently go by car say that they would walk if the route was more pleasant (TfL, 2011, p16)
Wayfinding and Awareness	63% of Londoners say they would walk more if there was better information for finding their way around / on walks and places of interest in their area (TfL, 2011, p27)

### Barriers to walking in Hackney

4.3 As part of the initial consultation process for the Transport Strategy, Council officers engaged the following key stakeholder groups to identify some of the



key issues that prevent our residents and school children from walking more and getting around in the borough:

- Hackney Living Streets;
- London Cycle Campaign in Hackney (LCCiH);
- The Canal and Rivers Trust (C&RT);
- Age UK;
- Disability Back Up (DBU);
- Hackney One Team, Learning Disability Service (LDS);
- The Council's Sensory Team which provides services for children and adults who are hard of hearing or deaf, or who are partially sighted or blind;
- Hackney Headteachers Forum (HHF); and
- Hackney Councillors (HC).

4.4 In addition to this, Council officers also took into consideration previous submissions to the LIP2 document and other useful documents such as the Disability Backup Report 'Getting there' (2012) and the Council's own 'Sustainable Modes of Travel Strategy' (SMTS) (2009) which identified issues preventing children from walking and cycling to school more often.

4.5 The issues raised can be summarised as follows:

- **Traffic:** High speeds and volumes of cars creating a sense of danger for pedestrians particularly at junctions where car movements are given priority.
- **Pedestrian environment:** Cluttered or poorly designed or maintained footways or public spaces.
- **Crossings:** Poorly designed, dangerous or complex crossing facilities.
- **Parking:** Parked cars obstructing movement for pedestrians and visibility of pedestrians of others for users.
- **Cyclists:** Some areas of cyclist/pedestrian conflict points particularly on one-way streets, shared spaces and narrow toucan crossings.

4.6 **Lack of information;** Many people are simply unaware of how practical and efficient walking can be for a significant portion of their trips **Error! Reference source not found.** provides a more detailed list of the key issues raised.

**Table 2: Stakeholder-raised barriers to walking in Hackney**

<b>Issue</b>	<b>Raised by</b>	<b>Specific Locations raised</b>
<b>Traffic</b>		
High traffic speeds and volumes	SMTS HHF HC	Green Lanes Queensbridge Road Albion Road / Stoke Newington Church Street Albion Road / Carysfoot Road / Clissold Crescent
Need for more 20mph speed zones, inconsistent application of zones	HHF Living Streets	Green Lanes and other locations on the TLRN network
Need for speed cameras / enforcement	HHF	Green Lanes and other locations on the TLRN network
<b>Pedestrian Environment</b>		
Too much emphasis on movement, less on place value of public spaces	Living Streets	Boroughwide
Lack of street seating	Living Streets  DBU	Boroughwide but particularly in town centres and mid-points between house and destination
Uneven/broken pavements	LDS  DBU SMTS	Mare Street Regents Row Hoxton
Winter maintenance programme to grit icy pavements	Living Streets DBU	Boroughwide
Localised flooding near some dropped kerbs where drainage is poor	LDS	Wick Road  Eastway
Street clutter from advertising boards, telecoms equipment etc.	Living Streets DBU	Kingsland High Street/ Shacklewell Lane Bradbury Street
Encroachment by market stalls and shops on pavement reducing width of pavements	Cllr Stops	Ridley Road, Dalston
Lack of spaces to rest, socialise and play on our streets	Living Streets	Boroughwide

Lack of local facilities – shops, amenities, leisure and employment opportunities	Living streets LCCiH	Boroughwide
Lack of public and accessible toilets suitable for older and disabled people, pregnant women and children. Hackney should also provide more Changing Places toilets for adults with multiple and complex disabilities	Living Streets  Older persons Engagement forum	Boroughwide
On-street car parking obstructs visibility and movement for pedestrians, in addition to lost potential use for planting, greening and reduction of flood risk by reducing hard paving and improving drainage	Living Streets	Boroughwide
Streets should be used more for economic activities themselves such as for street markets, street stalls, street eating, and street based businesses	Living Streets	Boroughwide
Need for a continuous level footway - dropped kerbs, and single stage, direct crossings	Cllr Stops Living Streets DBU	Boroughwide but particularly near Hackney Central
<b>Crossings</b>		
Zebra Crossings: - Need for more zebra crossings - Need for raised zebra crossings to footway level	SMTS HFF DBU	Northwold Road Queensbridge Road Shacklewell Lane Boroughwide
Dangerous and/or complex crossings at junctions	DBU LDS Living Streets AgeUK HHF ST	Old Street Clapton Pond Morning Lane near Tesco  Victoria Park Road/Mare St Mare St/Well St Pembury Circus Stamford Hill Broadway

		Albion Road / Carysfoot Road / Clissold Crescent Shacklewell Lane / Amhurst Road Queensbridge Rd Northwold Rd Wick Interchange Dalston Lane / Queensbridge Road
Lack of controlled crossing points where roads are wide or near bus stops	LDS DBU	Wick Road & A12 Powerscroft Road Lower Clapton Road Side roads off Upper Clapton Rd Lea Bridge Road Broadway Market
Insufficient Crossing Times (1.2m / second) at lights	Living Streets DBU  Age UK	Homerton High Street  Dalston Junction / Kingsland High Street Graham Rd/Mare St Outside Princess May school Lea Bridge Road
Traffic Islands not wide enough to fit specialist wheelchairs	LDS	Boroughwide
Issues with existing crossings:  - Lack of pedestrian crossing - Inaudible beeps - Inappropriately located crossings far from bus stops	DBU	Access road to Tesco Morning Lane General issue Lea Bridge Road
Lack of tactile pavement to alert visually impaired persons to crossing points	Sensory Team	Morning Lane
<b>Parking</b>		
Parking on pavement obstructing pedestrians, wheelchair users and those pushing prams/buggies	Living Streets DBU SMTS	Lee Conservancy Road  Generally in locations in the north of the borough
Parked cars blocking pedestrian sight lines and crossing opportunities	LDS HC SMTS	Hoxton Street

<b>Cyclists</b>		
Inconsiderate cycling on the pavement / canal towpath / parks and other shared surfaces	DBU  C&RT LCCiH	Areas in the vicinity of Clissold Park and Victoria Park Stoke Newington, Well Street Regents Canal and River Lee towpaths
Cycle parking on the footway causing obstruction	DBU LCCiH	Hackney Town Hall Boroughwide
Potential conflict between pedestrians and cyclists at toucan crossings	DBU	Boroughwide but particularly in Shoreditch area (Apex crossing)

- 4.7 Addressing many of these issues will require on-going partnership working between a wide range of stakeholders including those listed in this chapter, the Council, TfL, and the DfT. The Council also recognises that there may be conflicting and competing interests between some of the issues raised, for example, in providing toucan crossings which allows pedestrian and cyclist to cross together. Regular consultation will also be needed between the Council's Streetscene Service and key stakeholders to identify priority locations to maximise efficiencies given that our available funding for transport projects will be limited for the foreseeable future.

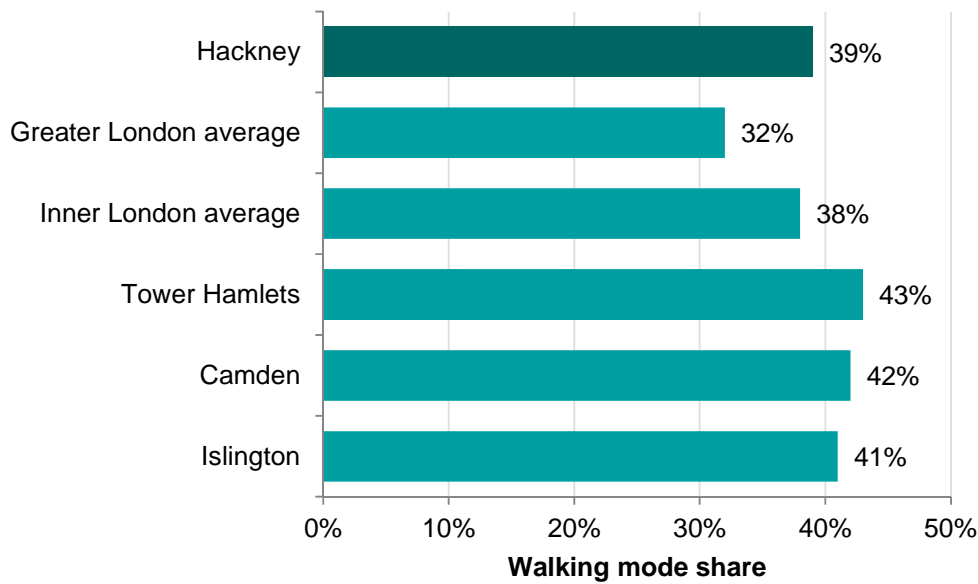
## 5 Walking in Hackney – current trends and targets

### Introduction

- 5.1 Measuring levels of consistent walking in London is notoriously difficult given difficulties in measuring ‘whole trip’ walking and taking into account variations in levels as a result of seasonal and weather variations. Nonetheless, the intention of this section is to outline recent trends in walking and to highlight the importance of walking as a mode of transport within the borough – either for its own purposes or as part of linked trips. Much of the following data is derived from recent Census 2011 releases and from Transport for London through its annual ‘Travel in London’ reports and Local Implementation Plan (LIP) Performance Indicators.

### Walking as the main mode of transport over seven day period

- 5.2 In contrast to national trends, but in common with London trends, walking levels in Hackney have generally been increasing in recent years. The London Travel Demand Survey (LTDS) data shows the walk mode share for trips originating in Hackney increasing from 36.8% (data from 2006 – 2009) to 40% (data from 2007 – 2010), declining slightly to 39% (data from 2009 – 2012). This slight fall coincided with an increase in the level of cycling and the opening of the Overground extension in 2010.
- 5.3 Figure 2 shows that Hackney’s walking mode share is well above the Greater London average, slightly above the inner London average, but below neighbouring inner London boroughs.

**Figure 2: Comparison of walking mode share in Hackney and inner London**

Source: TfL, 2013.

5.4 The Council's adopted second Local Implementation Plan (LIP2) set a target of 40% of all trips to be undertaken by walking as the main mode of transport in the short term to 2013/14, maintaining this level as a long term target to 2030/31. Maintaining a 40% target was seen as challenging in recognition of a number of local characteristics and trends including rapid population growth locally (meaning a higher number of trips), fast growing cycling levels and traditionally high levels of bus usage. Other factors that could mitigate against increasing the overall percentage of walking trips include:

- Many of London's designated employment growth areas are located in areas too far away to walk to from some parts of the borough (e.g. to the Upper and Lower Lea Valley Opportunity Areas);
- On-going improvements to public transport and cycling infrastructure meaning more pedestrians switch to these modes;
- The borough has an ever-decreasing level of car ownership meaning that targeting modal shift from private car will yield diminishing returns.

5.5 These factors are not necessarily negative and are countered by other factors including:

- Planning policies adopted in our Local Plan that result in more people living within easy walking distances to employment, retail, leisure opportunities and essential services;
- A planned increase in local jobs density/employment opportunities within walking distance in Shoreditch/Old Street, Hackney Wick and Dalston (a London Plan intensification area);
- Policies adopted by the Council that continue to restrain growth in car use;
- Potential high cost of public transport in the future;
- On-going improvements to our walking network, including planned public realm and town centre improvements.

5.6 In consideration of these factors, the Council considers that retaining the 40% target of all trips over the lifetime of the Strategy to 2025 is a realistic and challenging ambition. Therefore, this Plan does not propose to change this target at present but will keep an open mind with a view to revising the target upwards subject to new evidence emerging.

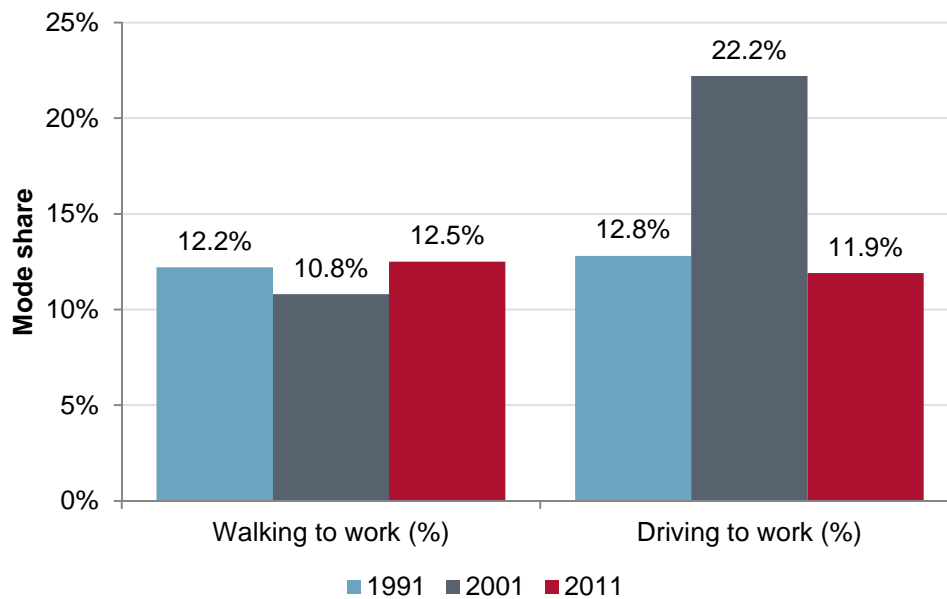
#### **W1: Walking mode share target**

To at least maintain the overall walking mode share at 40% of all journeys made by Hackney residents

### **Walking to work**

5.7 According to the Census 2011, approximately 12.5% of the journeys to work that Hackney's commuters took were undertaken on foot. The previous Census in 2001 showed a figure of 10.8% meaning an approximate 16% increase in the percentage of residents walking to work over the ten year period. The figure of 12.5% also means that more Hackney commuters now walk to work than drive (11.9%) – a trend that is also emerging with cycling (15.4%). Figure 3 shows the changing relationship between walking and driving to work from Census 1991 to 2011.



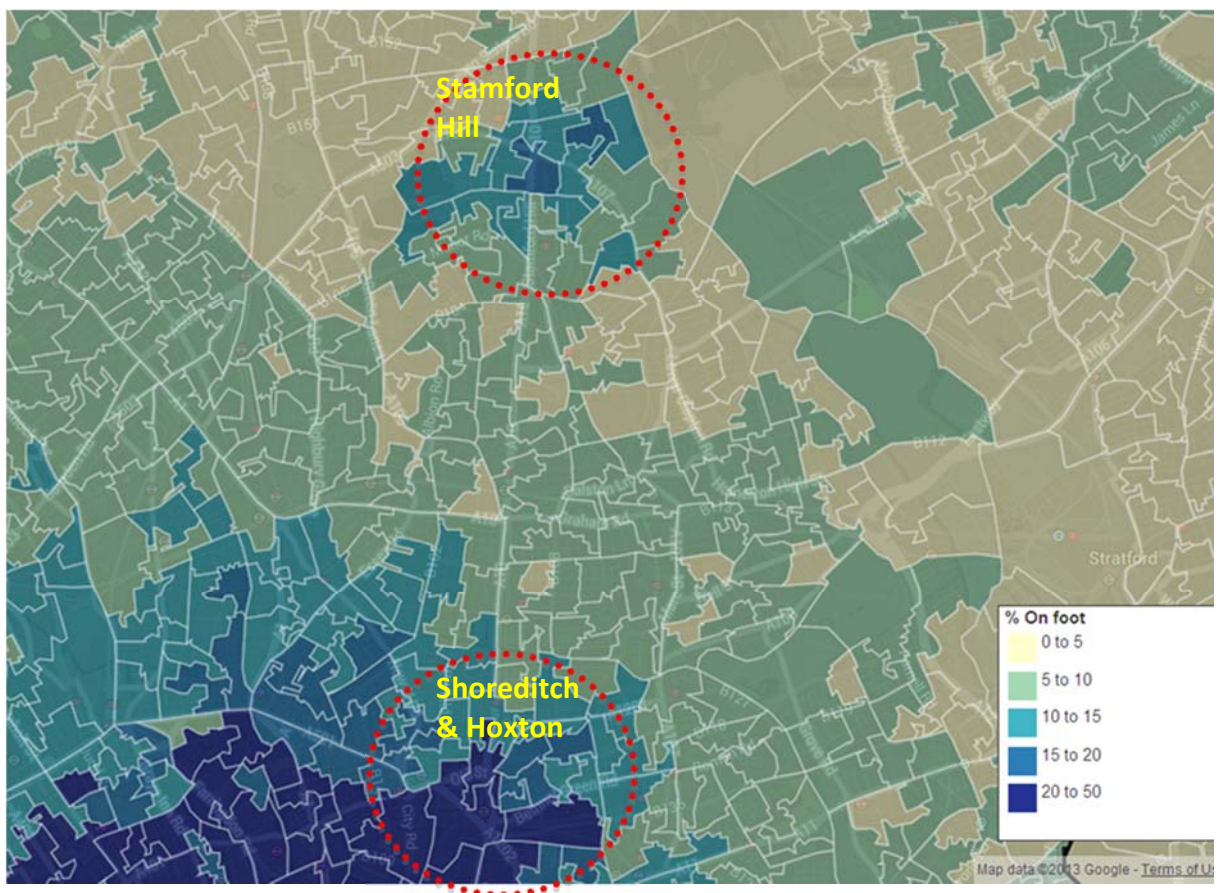
**Figure 3: Walking and driving to work in Hackney**

Source: Census 1991, 2001, 2011.

- 5.8 Given the borough's relatively high figure of 40% walking mode share for all trips over a 7 day period, the figure of 12.5% of commuting share may be considered to be surprisingly low. Factors for this may include the borough's relatively high unemployment rate and low jobs density (meaning that commuters have to travel to access employment) are taken into account.
- 5.9
- 5.10 Figure 4 highlights in the geographical pattern of walking to work within Hackney taken from The Guardian 2013 datablog series that looked at representing Census 2011 figures through graphs. Walking commuter trips within Hackney are generally highest in the south of the borough near Central London at Shoreditch, Hoxton and Hackney Road but are also substantially higher than the average in the Stamford Hill town centre area.
- 5.11 The lowest levels of commuter walking trips (less than 5%) are generally found in the east of the borough around Lower Clapton, Homerton, Lea Bridge and Hackney Wick potentially reflecting lower employment opportunities in these areas (requiring residents to travel further to their place of work). These figures are also likely to reflect the generally poorer pedestrian environment in these

areas where a number of feeder roads to the A12 motorway contribute to higher volumes of through traffic with generally higher speeds, volumes and noise than many areas to the south and the west of the borough where walking to work levels are greater. Similarly low levels are found in the northwest of the borough where access to the London Underground is available at Manor House and Finsbury Park

5.12 Figure 4: Map of walking to work in Hackney 2011



Source: The Guardian datablog, February 2013. Note: darker colours represent high walking to work levels in output areas.

5.13 The Council has increased the existing walk to work mode share target of 12.5% to 15% over the lifetime of the Plan given the likelihood of more people living near to their place of work as mixed use development opportunities in

**W2: Walking to work target**

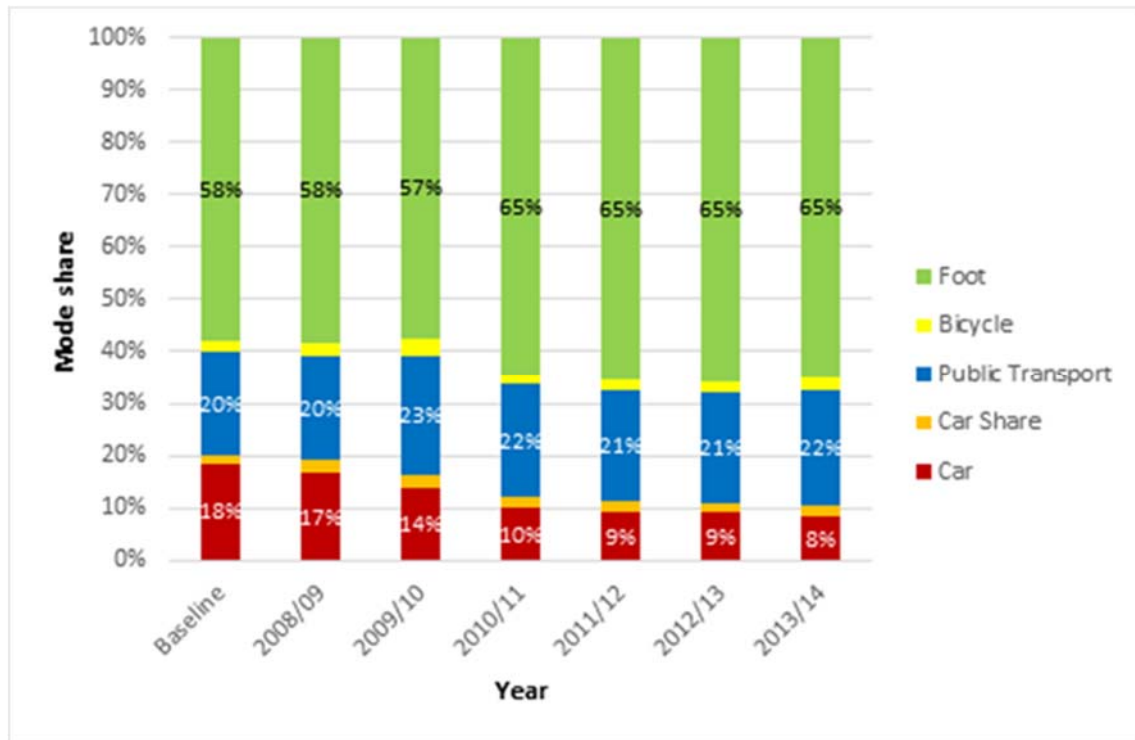
To increase the proportion of Hackney residents walking to work to 15% by 2025.

Dalston, Hackney Central, Hackney Wick and Shoreditch are realised. The projected increase is also in recognition of the Council's on-going Workplace Travel Planning programme (see the chapter on Workplace travel planning).

## **Walking to school**

- 5.14 Hackney Council has been very successful in recent years in promoting modal shift from car journeys to school to more sustainable means –65% of our children now walk to school. The Council's Sustainable Transport and Engagement (STE) team is proactive in working with schools and pupils through its comprehensive School Travel Planning programme which covers the vast majority of the schools in Hackney; it covers over 30,000 pupils and 4,000 staff across 91 schools (93% of all schools and 100% of LEA schools).
- 5.15 Recent figures recorded by the STE team has highlighted a 6.8% increase in the amount of schoolchildren aged 5-15 walking to school from a baseline year of 2007/08. This increase in walking was primarily achieved through a drop in private car use which fell approximately 10% over the same period. Figure 5 highlights the changes in school children's travel to school over the period from 2007/08 to 2012/13.

**Figure 5: Travel to school mode share in Hackney 2007 - 2014**



Source: Hackney Council, 2015.

5.16 The Council will continue to promote walking to school as an alternative to travelling by car. Figure 5 highlights the potential to target some of the shorter public transport school journeys (which are made predominately by bus) to encourage modal shift to more active travel. A target of 70% walking to school has been set by the Walking Plan. This figure can be broken down as follows;

- School children 5-10 = 75% by 2025
- School children 10-15 = 65% by 2025

**W3: Walking to school target**

To increase the mode share for Hackney children walking to school to 70% by 2025.

## 6 Walking Strategy

- 6.1 A deciding factor that will influence the success of this strategy is the extent to which our interventions can influence people to walk rather than take motorised transport. This decision process is influenced by physical interventions that the Council can facilitate (in terms of improving the walking environment) but also to the degree that we can encourage our residents and workplaces to consider walking as a key component of their travel (Smarter Travel initiatives). The following chapter outlines some of the key programmes, actions and initiatives that the Council intends to undertake over the lifetime of the Plan.
- 6.2 An over-arching initiative emerging from the Road Safety Plan is Hackney's continued roll out of 20 mph speed limits. The Council will conduct regular reviews of the effectiveness of our existing 20mph network and extend the limit until we have achieved 20mph limits on all roads in the borough including the SRN and TLRN routes (excluding the A12).

### **W4: Boroughwide 20 mph**

The Council will continue to roll out 20 mph speed limits across the borough.

### **Public realm major schemes**

- 6.3 Subject to funding, the Council is proposing to undertake the following public realm interventions over the lifetime of the Transport Strategy to improve the vitality and vibrancy of some of our key town centres, growth areas and local retail parades. The following outlines some of the more significant of these.

#### **Space & Place Shaping Plan for Shoreditch (SPSPS)**

- 6.4 Shoreditch is now a globally recognised centre for the arts and creative industries and is the borough's main centre of employment supporting over 30,000 jobs. The distinctive combination of arts, creative industries and the thriving night-time economy in the South Shoreditch Triangle has seen the area become a model for inner city development. Despite this success, parts of

Shoreditch presently suffer from poor public realm and are severed by main streets carrying fast flowing traffic and heavy, polluting vehicles. Despite recent improvement in the area, there are still remnants of the former gyratory system with parts of Pitfield Street, Holywell Lane, Curtain Road and Hoxton Street remaining one-way.

6.5 The Space & Place Shaping Plan for Shoreditch (SPSPS) is a non-statutory document that aims to create a framework for better connectivity, greater legibility and increased place making in this part of Hackney. The document intends to guide development in Shoreditch; some of the proposals to improve the walking environment include:

- Introduction of shared space at Leonard's Circus to slow traffic and create a more pedestrian friendly environment (implemented 2014);
- Part-pedestrianisation of Rivington Street;
- Improved pedestrian crossings of Great Eastern Street, Shoreditch High St junction;
- Further street planting and street seating within the Shoreditch Triangle area;
- Consideration of Murray Grove as a two-way operation.



New shared space scheme at Leonard Circus



- 6.6 Improvements to the public realm in Shoreditch will primarily be funded through development contributions raised through the Community Infrastructure Levy and Section 106 agreements. Additional funding may be provided through the Council's LIP allocation and potentially, through proposed walking and cycling improvements agreed as part of the Central London Grid cycling proposals.

**W5: Improvements to the walking environment in Shoreditch**

Hackney Council will continue to progress and implement the proposals outlined in the SPSPS.

**Old Street public realm improvement scheme**

- 6.7 Immediately adjacent to the Shoreditch area is the traffic dominated Old Street roundabout which has in recent years become referred to as 'Tech City' or 'Silicon Roundabout' due to the increasing amount of technology, media and creative companies choosing to locate themselves here. The majority of the Old Street roundabout comprises of TfL-controlled road, the majority of which lies within LB Islington. The Council will work with TfL, and LB Islington to proactively seek improvements to the public realm around this area including an at-grade station entrance, wider footways and improvements to the junctions with Pitfield Road and Great Eastern Road where crossing facilities for both pedestrians and cyclists are overcrowded. Other public realm objectives for the area include:

- the removal of the New North Road and East Road one-way systems;
- A significant reduction in pedestrian casualties in the general Old Street / Great Eastern Road area.

**W6: Improvements to public realm at Old Street roundabout**

Hackney Council will work with partners to provide at grade station entrances and road crossings created through redesign of the existing roundabout layout.

**Hackney Central Town Centre**

- 6.8 Hackney Central is the second largest economic centre in the borough with just under 7,500 employees. The public sector is by far the primary employer with retail, real estate and education the next highest employers. In addition to this, the Council has ambitious plans to support the emerging Fashion Hub at Morning Lane and to increase pedestrian footfall on the Narrow Way in the town centre.
- 6.9 The Council's adopted Area Action Plan (AAP) for Hackney Central outlined a number of proposed improvements in the vicinity of the town centre. Some of the more significant proposals are summarised here:
- In 2013/14, Hackney Council and TfL carried out a 6-month trial to re-route southbound buses from the Narrow Way to Amhurst Road. The intention of the trial was to evaluate proposals to provide a high quality pedestrian environment and increase footfall on the Narrow Way to add to the vitality and viability of local businesses. The trial was considered to be a success in creating a much more pleasant space for pedestrians, shoppers and cyclists and a significant factor in the Narrow Way becoming a destination rather than just a street. The proposal has been approved for Major Scheme funding by TfL with works on the Narrow Way expected to commence in 2016.
  - The Hackney Interchange Project (completion summer 2015) will reduce the walking distance between Hackney Central and Downs through the provision of a direct pedestrian bridge. The provision of a lift to enhance accessibility to the platform is the next step in the project.
  - Improvement to pedestrian crossings at Pembury Circus and the Clarence Road / Mare Street / Dalston Lane junction as well at the junction of Mare St / Narrow Way / Amhurst Road.
  - New and enhanced pedestrian links from Morning Lane to the Narrow Way and from St John's courtyard to the Narrow Way and Bohemia Place and from Morning Lane to Paragon Road.



- Fashion Hub proposals include pedestrianisation of Chatham Place at the Morning Lane junction and improving the crossing facility over Morning Lane.
- Further footway widening and pedestrian environment improvements along Mare Street, Dalston Lane, Amhurst Road, Morning Lane and Graham Road.
- Localised improvements to pedestrian crossings at Mare Street, Morning Lane and Graham Road.

6.10 Funding for the majority of these improvements is likely to come from TfL Major Scheme and LIP funding, section 106 and the Community Infrastructure Levy, and the Mayor's Regeneration Fund over the course of the Transport Strategy. The Council is presently examining proposals to improve the pedestrian environment at the local retail parade at the southside of Morning Lane to address some of the issues raised by stakeholders relating to dropped kerb alignment, street clutter and difficulties arising from the slope of the pavement. Further pedestrian and public realm improvements are expected as part the Fashion Hub development.

**W7: Hackney Town Centre public realm improvements**

The Council will continue to progress the public realm improvements outlined in the Hackney Central AAP.

**Stoke Newington Town Centre scheme**

6.11 Stoke Newington is the fourth largest economic centre in the borough with a growing reputation as a vibrant local, commercial and community hub, and employment base made up primarily of pubs, restaurants and retail. The high street is the second largest in the borough but the existing gyratory system in the town centre creates severance for pedestrians from its surrounding residential areas. The town centre also suffers from congestion, relatively poor quality public realm and cluttered, narrow pavements.

- 6.12 The Council has a long-standing aspiration to remove the gyratory system (see Transport Strategy) and subsequently implement public realm improvements to the town centre and surrounding residential streets within the gyratory system. The Council is currently undertaking a review of options for its removal and assessing impacts with TfL over the period 2013-15. Implementing pedestrian improvements including examining the case for the gyratory removal is included within Mayor's Roads Task Force Plan programme over the period 2016-2021/22 (TfL, 2013, p81).

**W8: Stoke Newington Gyratory removal**

The Council, working jointly with TfL will continue to seek the removal of the Stoke Newington gyratory and regeneration of the town centre through public realm improvements.

**Seven Sisters Road public realm improvements**

- 6.13 Upgrading the public realm of Seven Sisters Road is a committed transport scheme of the Woodberry Downs Masterplan. At present, this stretch of Seven Sisters Road is the only six lane section of the road in the borough, which has contributed to high traffic speeds, poor crossing facilities and community severance. Proposed public realm improvements will retain the bus lane but should have the impact of lowering vehicle speeds, reducing crossing widths and helping to address high accident rates at this location. The scheme is expected to be funded through Woodberry Downs development contributions.

**W9: Seven Sisters Road public realm improvements**

The Council will continue to work with TfL and Woodberry Down developers to progress public realm improvements on Seven Sisters Road to improve road safety and pedestrian conditions.

**Hackney Wick public realm improvements**

- 6.14 Hackney Wick is one of the borough's designated growth areas with an expected 1,600 extra homes and an emerging creative and technology employment base. Upgrading the existing pedestrian environment will be a critical element in supporting this growth. The Council's adopted Area Action

Plan (AAP) promotes general improvements to public realm through an enhanced network of spaces (streets and pocket squares) to complement and connect the primary public realm elements of Mabley Green, Olympic Park and Victoria Park. This will include improved public space at the remodelled Overground station (see Public Transport Plan) which will be the focus for activity as well as acting as a base from which connections radiate to all the major public realm elements around the AAP area.

- 6.15 A planned new pedestrian link through the railway embankment would allow passengers to head directly north and south from both the east and westbound platforms, which would result in direct walking connections to key attractions, including Here East, Multi Use Arena, Queen Elizabeth Olympic Park and Olympic Stadium. Average walk times to each of these destinations would be reduced to a 5-10 minutes. Future improvements will take place in a phased basis over the lifetime of the Transport Strategy and will primarily be funded by funding through s106 and CIL developer contributions gathered by the Council and the London Legacy Development Corporation. More details about proposed public realm improvements in the Hackney Wick AAP area can be found online at;

**[http://www.hackney.gov.uk/Assets/Documents/hackney\\_wick\\_area\\_action\\_plan\\_a4\\_web.pdf](http://www.hackney.gov.uk/Assets/Documents/hackney_wick_area_action_plan_a4_web.pdf)**

#### **W10: Hackney Wick AAP public realm improvements**

The Council will continue to implement the public realm and walking improvements outlined in the Hackney Wick AAP.

#### **Finsbury Park Public Space and Traffic Study**

- 6.16 Finsbury Park is an important town centre and transport interchange for residents in the north and north-west of Hackney. In 2012, the London Boroughs of Hackney, Haringey and Islington signed the Finsbury Park Accord laying the foundation for a united approach to managing Finsbury Park as a town centre and the adoption of the Finsbury Park Special Planning Document

(SPD). As part of this commitment, Hackney and Haringey will support lead borough Islington in preparing the Finsbury Park Public Space and Traffic Study. The Study aims to:

- To investigate opportunities to improve the public realm in Finsbury Park, in particular at Station Place and Wells Terrace;
- To improve the transport interchange, focussing on the location of bus stops and interchange between bus services; and
- To improve the general environment, making it safer and less polluted, including looking at the operation of traffic through the area, including the Rock Street one-way system, and the movement of pedestrians and cyclists.

6.17 Hackney Council recognises existing issues in the area in terms of accessing the station and fully supports proposed improvements to the pedestrian and cyclist environment in and around Finsbury Park. The Council will continue to work closely with TfL and LBs Islington and Haringey to deliver improvements to the wider Finsbury Park area including Blackstock Road over the lifetime of this Strategy.

**W11: Finsbury Park interchange and public realm improvements**

The Council will continue to work closely with TfL and the London Boroughs of Haringey and Islington to identify and deliver public realm improvements to Finsbury Park town centre and interchange.

**Estates Regeneration Programme**

6.18 As part of Hackney's Estates Regeneration programme, the Council are embarking on the transformation of a number of council-owned post-war estates which will provide thousands of new homes. The redevelopment of the Estates will be design-led, helping to provide better connections to and from the redeveloped housing estates to the surrounding street network to form important secondary walking networks. The most prominent of the Estates redevelopment programme include:

1. The Pembury Estate;
2. Colville Estate;

3. Nightingale Estate;
4. Kings Crescent Estate; and
5. Bridge House and Marian Court.

- 6.19 Woodberry Down is being redeveloped in partnership with Berkeley Homes and will provide new streets, lighting and a green corridor alongside the reservoirs (see below).

#### **W12: Estates Regeneration Programme**

The Council will ensure that any redevelopment of its post-war housing estates seeks to reconnect with the surrounding street network to form high quality secondary walking and cycling networks.

### **Improvements to parks and greenways**

- 6.20 The Council propose the following initiatives over the life of the Transport Strategy to improve conditions for walking on Hackney's parks and greenways.

#### **Reducing pedestrian / cyclist conflict**

- 6.21 The Council is keen to increase levels of cycling in our borough as part of our commitment towards sustainable travel. However, the Council is aware that there are instances of cycling on footways causing issues for pedestrians, particularly older people, those with vision or mobility impairments vulnerable and other equality groups. In some cases, this is as a result of poor conditions for inexperienced cyclists, for example on some of the one-way systems found in the east of the borough.
- 6.22 The Council does not support cycling on the footway (unless a part of the footway has been designated as a cycle track or shared space) and will work with the police and other stakeholders to address areas where footway cycling offences regularly take place.
- 6.23 Other identified causes of conflict include instances of inconsiderate cycling by a minority of cyclists on some of our shared spaces including the borough's parks and towpaths. In these areas, pedestrians will have priority over cyclists at all times in accordance with the Council's adopted movement hierarchy and

we will work with residents, park users, the Canal and River Trust, local stakeholder groups including Living Streets and DBU and groups representing vulnerable people and the Police to identify and address these issues. The location of some cycling parking facilities has also been questioned particularly where it has reduced the space of the footway for pedestrians. In recognition of these issues the Council will take the following actions:

- We will provide on-carriageway cycling parking rather than on the footway wherever this is possible.
- We will work to progressively improve on-carriageway cycling conditions and to maintain our current levels of funding for cycle training programmes for adults and schoolchildren to promote responsible cycling.
- We will work with the LCC, Living Streets, the Canal and River Trust and other stakeholders to promote awareness of the Towpath Code for Cyclists – ‘Share the Space, Drop your Pace’ campaign.
- We will develop a Pedestrian Priority and Considerate Cyclist awareness / behaviour change campaign to make cyclists fully aware that pedestrians have priority over cyclists in all shared space locations and that cyclists are guests in these areas and need to behave accordingly. This will include new shared use signage similar to that used by the Canal and River Trust:

**Figure 6: Pedestrian priority signage**



Source: Canal and River Trust.

**W13: Reducing pedestrian / cyclist conflict**

Hackney Council will encourage considerate cycling, provide on-carriageway cycle facilities and work with the police to address problem areas.

**Regent's Canal parallel routes**

- 6.24 To alleviate pressure and congestion on the Regent's Canal towpath, the Council is currently examining the possibility of providing a largely traffic-free route parallel to the Regents Canal between Kingsland Road and Broadway Market. The work would be undertaken in partnership with the Canal and River Trust to provide an alternative route to the towpath. Work on the Broadway Market to Marlborough Avenue section of the route has been completed in summer 2015. As a medium to longer term objective, the Council are examining proposals to create a linear park along this route using redundant carriageway at Denne Terrace and Dunston Road.

**W14: Regent's Canal parallel routes**

The Council will progress a traffic-free pedestrian and cycle only route parallel to the Regent's Canal between Kingsland Road and Broadway Market to relieve congestion and conflict on the towpath.

**Woodberry Wetlands / New River walkway improvements**

- 6.25 The Council is working in partnership with the London Wildlife Trust, Thames Water and Berkeley Homes under the Woodberry Wetlands project to open up Stoke Newington Reservoirs (the East and West Reservoirs) to local people as part of the Woodberry Down regeneration scheme in Manor House. These Victorian reservoirs have been largely inaccessible since they were created but the project includes a number of proposals that will encourage leisure walking including:
- A new bridge over the New River and possibly a floating boardwalk into East Reservoir;



- An accessible path around East Reservoir to enhance the visitor experience; and
- High quality wayfinding.

6.26 The project would provide additional leisure walking routes for the communities around Manor House, Stamford Hill, Stoke Newington and Finsbury Park as well as increase local walking trips from residents within the development itself. Funding for the project will come from a number of sources including the Heritage Lottery Fund, Thames Water, and the Council and housing developers Berkeley Homes. The Council will also explore additional funding opportunities to remove existing obstacles and improve the accessibility of the path around the perimeter of the West Reservoir and access from Green Lanes.

**Figure 7: New River walkway near Woodberry Down development**





**W15: Woodberry Wetlands / New River walkway improvements**

The Council will seek to improve and upgrade the New River Path and open a new wildlife trail around the East Reservoir ensuring all routes are fully accessible for wheelchair users.

**Fully Accessible Lea Valley Path between Tottenham Hale and Queen Elizabeth Olympic Park**

- 6.27 The Council submitted a proposal to the Mayor of London's Cycling Commissioner for a potential north-south Greenway from Tottenham Hale running alongside the Lea River and Lea Navigation to the Olympic Park. Whilst much of this route is already walkable, some localised improvements to bridge crossings and surfacing, signage and lighting are needed to make it fully accessible. The proposal did not receive funding in the first round of funding but the Council will continue to make a case for its inclusion if future funding becomes available.

**W16: Fully accessible Lea Valley Path**

The Council will work with our partners in the North London Transport Forum (NLTF), the Lee Valley Regional Park and the neighbouring boroughs of Haringey and Waltham Forest to create a fully accessible route along the Lea Valley Path between Tottenham Hale and Queen Elizabeth Olympic Park.

**Pocket Parks and Spaces**

- 6.28 As part of the Council's public realm improvement programme we will look to create ten new pocket parks or public spaces through the reallocation of road space to pedestrians by 2025.

*Parklets and Park(ing) Day*

- 6.29 Parklets can be loosely defined as small urban park, creating by replacing several parallel parking spots with a patio, plants, and seating for all who'd like to enjoy it. Hackney's Parklets proposal is loosely based on an original concept known as Park(ing) Day which was started in 2005 in San Francisco to highlight a lack of open spaces in the city. The process involves the suspension of existing parking bays for a day and transforming the bays into a temporary park

or social space to demonstrate the need for better streets and public spaces. To date, an English Local Authority has not taken part, offering Hackney a possibility to pioneer a similar project tailored to reflect local circumstances and priorities.

6.30 The success of the Park(ing) Day concept has seen some cities to look at longer term programmes to reclaim underutilised street space and convert it into new, quick, and affordable public spaces and parks that can exist for months or years. The project could help the borough address some long standing issues identified elsewhere:

- The Greater London Authority's 2013 'Better Environment, Better Health' highlighted areas to the west of the borough (Dalston, Stoke Newington, Hoxton, Shoreditch) as having deficiency in access to open space;
- AgeUK and Disability BackUp in Hackney have identified a lack of street seating in and around town centres and mid-points between residential areas and town centres as a barrier to walking more in the borough.

6.31 Parklets are small urban parks, usually created by replacing parallel parking spots with a patio, plants, and seating for all who'd like to enjoy it. The Council is working with Sustrans and a private contractor to trial the first Parklet in the borough. The trial is expected to take place on Pitfield Street in July 2015 and will be assessed and evaluated to gauge demand for more parklets in the borough. The Council will also examine the possibility of hosting an annual Park(ing) Day event to coincide with European Mobility Week subject to available funding.

**Figure 8: Trial parklet on Pitfield Street (July 2015)****W17: Creation of 10 new public spaces or pocket parks**

The Council aims to create at least 10 new public spaces and pocket parks through road space reallocation by 2025.

**Accessibility and pedestrian crossing improvements**

- 6.32 The following section outlines some of the proposed improvements to the local pedestrian environment in Hackney. These schemes are intended to address pedestrian safety concerns and improve accessibility in areas of poor public realm. It is not intended to be a definitive or comprehensive list and may change subject to funding constraints or changing priorities.

**Supporting neighbourhood centres, markets and local retail parades**

- 6.33 Hackney's neighbourhood centres, retail parades and street markets are an intrinsic part of the borough's character and local economy. The Council will continue to support these areas by creating pedestrian priority streets and public realm improvements which cater for cyclists, services and deliveries. Potential locations (subject to additional consultation) over the lifetime of this Plan include:

- Hoxton Street

- Chatsworth Road;
- Lauriston Road/Victoria Park Village;
- Clapton Ponds; and
- Well Street.

### **W18: Supporting local centres**

Hackney will continue to improve and support our local shopping centres and street markets through public realm improvements and pedestrian priority interventions.

### **Pedestrian accessibility improvement programme**

- 6.34 This programme of work intends to respond to some of the site-specific concerns and issues raised by disability and pedestrian groups in the borough. These issues may include dropped kerbs, non-compliant crossings, raised entry treatments and street clutter. Annual priorities will be developed with Living Streets and Disability BackUp among other stakeholders. Specific elements of the programme are explained in the following section.

#### *Reducing street clutter*

- 6.35 Street clutter negatively affects the accessibility of spaces and their visual quality. Hackney has been a leading borough with regards to the decluttering of streets and the removal of street furniture. Despite significant amounts of street clutter and pedestrian guard railing being removed across the borough, there is still more work to be done and there is a need to ensure the footways do not become cluttered again with objects such as advertising boards or telecommunications cabinets.
- 6.36 The Council will take the following actions to address street clutter:
- Identify areas of encroachment by commercial premises into the public highway. Advertising boards will not be permitted anywhere on the public highway on borough controlled roads and the Council will take enforcement action where necessary.
  - Continue the on-going guardrail removal programme subject to safety reviews.

- Undertake a borough wide review of all footways to identify areas where inappropriately located street furniture can be rationalised.

**W19: Reducing street clutter**

The Council will continue to take action to reduce street clutter on its streets and footways.

*Footway parking removal*

- 6.37 This is a proposed continuous programme to remove footway parking which obstructs pedestrians, wheelchair users and prams in the remaining parts of the borough where the practice exists.

*Pedestrian countdown*

- 6.38 From 2014/15, Hackney Council intends to commence the roll-out of pedestrian countdown on all major junctions in the borough. The Council also wishes to work with TfL to review existing pedestrian countdown times where local stakeholder groups have identified issues e.g. at Dalston Junction.

*Pedestrian signal improvements*

- 6.39 The Council will run an annual programme of upgrading non-compliant pedestrian signal crossings on borough-controlled roads throughout the borough.

- 6.40 *Addressing dropped pavements for crossovers*

The Council recognises the difficulties that the creation of 'dropped pavements' to facilitate vehicular crossovers can have on pedestrians particularly those using mobility aids and pushchairs. The Council will incorporate more pedestrian friendly designs when assessing applications for crossovers and work with stakeholders to identify and seek to address particularly problematic site-specific locations.

**W20: Pedestrian accessibility improvements**

The Council will implement a continuing programme of removing footway parking, facilitating more pedestrian-friendly crossovers and improving pedestrian signals at crossings.

**Junction improvement schemes**

6.41 A number of potential junction improvement schemes on borough controlled roads have been identified through stakeholder consultation and accident analysis and include (but is not limited to):

- Mare Street/Well St;
- Mare Street/Morning Lane
- Pembury Circus
- Portland Avenue;
- Median Road/Churchill Walk; and

**Pedestrian crossings**

6.42 In addition to those indicated as part of the Major Schemes, the following will be prioritised in the short to medium term:

- New North Road /Eagle Wharf; and
- Lea Bridge Road by the Prince of Wales pub and at the junction with Chatsworth Road.

6.43 More will be added to the list and prioritised based on the forthcoming Road Safety Plan and issues raised by the School Travel Planning programme.

**W21: Safer junctions and crossings**

The Council will progress junction improvement schemes and new crossing facilities to improve pedestrian safety at key locations identified through stakeholder consultation.

## Smarter Travel measures

- 6.44 Smarter Travel is the term for initiatives designed to achieve more sustainable travel by encouraging people to change their behaviour through travel planning, information and publicity. Smarter travel techniques tend to fall into two categories: those that target particular journeys and destinations, and those that target particular types of people. Destination, hospital, school, workplace and faith centre travel plans all fall within the first category. Personal travel planning and car club promotion fall into the latter.
- 6.45 Smarter Travel initiatives have a proven track record of increases in sustainable travel. A 2010 DfT Report into Smarter Travel town pilots established that personal travel plan programmes (PTP) generally yields an 8% decrease in car use. Hackney has a dedicated Sustainable Transport Engagement (STE) team that, as part of its work, engages with schools and workplaces across the borough to reduce car use and promote active travel. This section outlines some of the programmes that Hackney Council will run to encourage our residents, schoolchildren and workplaces to continue to reduce car use and to walk more.

### **Legible London**

- 6.46 Lack of awareness of walking routes has been identified as a key reason why people do not walk more. Legible London (LL) is a standardised pedestrian wayfinding and signage system developed and promoted by TfL and currently used by the majority of boroughs in London, who have implemented wayfinding systems. It is a map-based system which gives users a good understanding of the surrounding area and encourages them to choose their own walking route to their destination.



**Figure 9: Legible London ‘lith’ on the Regent’s Canal**

- 6.47 To date, the existing scheme has been implemented within the borough from the southern end at Shoreditch primarily by TfL and incrementally northwards by the Council in the town centres of Dalston, Hackney Central, Homerton and Hackney Wick. The Canal and River Trust also have a number of Legible London products at various points along the Regents Canal and the Lea Valley Walk. There are also a number of other wayfinding directional signs in other parts of the borough including along the Olympic Greenway Route running from Clissold Park to Victoria Park. There is limited LL signage as yet in the north of the borough. LL signage is primarily funded through s106 contributions which limits the spread of the signage as funding can only be spent within the vicinity of the site. Another limiting factor is that for signage to be effective, it needs to be located within reasonable proximity of existing signage, public transport stations and visitor attractions. There are also gaps in the present provision with an identified need for additional signage at Hoxton Station, Hoxton Market, Haggerston Station and the north side of London Fields to link the existing Dalston and Hackney Central schemes.



- 6.48 The Council intends to extend the scheme across the borough, with short term locations identified in Stoke Newington, Stoke Newington Church Street, Clapton Station and further intensification of the scheme in Hackney Central at the top of the Narrow Way and near Pembury Circus. Signage is also planned at Chatsworth Road to connect the area with Homerton station and Millfields Park, as part of an overall public realm scheme. In the medium to long term, the Council will prioritise locations further north at Woodberry Down as the development becomes occupied, Clapton and Stamford Hill. In all cases, the Council's preference is for Legible London liths as opposed to finger-post signage.

**W22: Legible London**

The Council will continue to implement Legible London signage at key locations across the borough and fill gaps ensuring that all our district and town centre areas are covered by Legible London by 2025.

**School travel planning**

- 6.49 Hackney Council has had considerable success with the promotion of its school travel planning (STP) programmes in recent years. The vast majority of schools within the borough are now covered by the Council's STP programme which has helped to achieve a 25% decrease in car use for pupils' journeys to school based on a sample of over 25,000 pupils (LBH, 2012). Walking is high amongst school age children, with 50% of all school trips taken by foot.
- 6.50 Our flagship walking initiative is the Walk Once a Week (WoW) campaign. Participating schools record how pupils travel to school every day and pupils earn a different monthly badge by walking, cycling or walking at least 800 metres (park and stride) to school at least once a week.
- 6.51 The STP process is also particularly effective in identifying barriers to walking and cycling to school and safety issues, for example; a need for zebra crossings, 'walking buses', traffic calming measures, school crossing patrol officers. Where safety issues have been identified the Council will look to address these through localised improvements in its Road Safety budget or as part of a LIP funded public realm scheme. The Council will also seek to fund

safety improvements outside schools through bidding for the Mayor of London's Cycle to School Partnership pilots.

*Air Quality and Schools project*

- 6.52 This pilot project looks to deliver enhanced walking to school initiatives at 5 targeted schools based on their high car use and proximity to areas of poor local air quality. The pilot builds on existing school travel plan initiatives such as WoW and increases pupil's awareness of air quality issues through the installation of diffusion tubes to measure variations in levels of emissions. The project is part funded by DEFRA and the Council through its LIP allocation and will continue subject to the availability of match funding in the future.

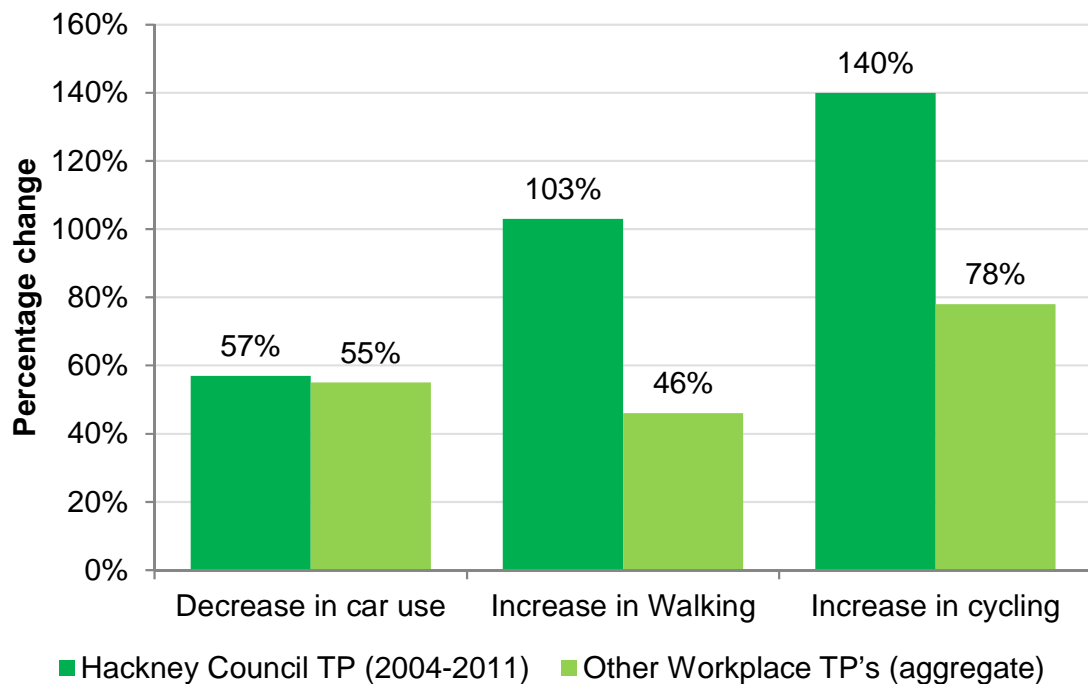
**W23: School travel planning**

The Council will continue to support educational establishments in Hackney monitoring and implementing school travel plans and working toward reducing car use for the school run and promoting more active travel.

**Workplace travel planning**

- 6.53 Hackney has a Sustainable Transport Engagement (STE) team which engages with many of the major employers in the borough such as Homerton Hospital, the Council itself and a number of businesses in the Shoreditch and London Fields areas to develop work place travel plans and supports workplaces to promote active travel.
- 6.54 Travel plan co-ordinators consult with staff to find solutions to barriers to active travel, such as, providing secure cycle parking, reducing staff and visitor car parking, cycle training, events and promotions such as Walk to Work week. Workplaces with a travel plan can apply for a grant to implement these measures. Figure 10 shows the impact that workplace travel plans can have, significantly increasing active travel and reducing car use.

**Figure 10: Impact of workplace travel plans**



*Shoreditch ZEN project*

6.55 Hackney Council in partnership with LB Islington and LB Tower Hamlets have been successful in receiving grant funding from DEFRA and the Mayor of London’s Air Quality Fund for a Zero Emissions Network (ZEN) in Shoreditch and the City Fringe area. The ZEN project will produce a tailored business workplace travel plan for a number of small and medium businesses in the Shoreditch area to reduce emissions. Promoting zero / low emissions travel for staff, clients and visitors through increased walking and cycling is a key component. The initial ZEN project will run until mid-2016 but the Council is optimistic of extending the project subject to another successful application to the Mayor of London’s Air Quality Fund (MAQF).

**W24: Workplace travel planning**

The Council will continue to promote workplace travel plans as an integral part of its objectives to reduce vehicular traffic and emissions within the borough and to promote sustainable transport over the lifetime of the Transport Strategy.

### **Residential travel planning – Smarter Travel Estates**

- 6.56 The Council will continue to support the Smarter Travel Estates programme which looks to improve uptake of active travel modes among residents in estates. More information about this programme is contained in the Cycling Plan.
- 6.57 The Council also works with developers of new residential estates to develop residential travel plans (RTPs) so that when the occupiers move into their new homes they are encouraged to travel around their area in a sustainable manner. RTPs will be primarily funded through development contributions.

#### **W25: Residential travel planning**

The Council will continue to implement residential travel plans on estates and work with developers on new housing developments.

### **Supporting walking as a health initiative**

- 6.58 Since April 2013, the Council has been responsible for Public Health in the borough. To help address issues of obesity, inactivity and mental health issues in the borough the Council will work with local GPs and other health professionals to promote walking.

#### *Walking Together Programme*

- 6.59 The Walking Together programme is jointly funded by the Hackney -Sport and Leisure and Sustainable Transport teams and offers weekly led walks that are open to the public in different locations around the borough. Seven weekly walks are hosted by trained walking leaders with a further four offered by partners who specialise in specific health walks: diabetes and Agewell. The walks are free to join and take place in parks borough-wide, no booking is required. These walks are aimed to encourage walking with a focus more on healthy living. “Walking Together” walks are promoted jointly with walks funded by Homerton Hospital, Agewell and MIND and these are promoted at several GP offices. The Walking Together programme also delivers volunteer walk leader training for those interested in leading walks.

- 6.60 Monthly historic walks take place combining education with health which are frequently fully booked within 24 hours of registration opening.

*Walking on referral*

- 6.61 Walking information is routinely available at GP surgeries and as part of the physical activity advice given by health professionals in Hackney. Public Health strategists and Council transport officers are currently working to develop similar advice toolkits and publicity material in order to increase awareness of existing opportunities for walking in the borough.

**W26: Walking's role in public health**

The Council will work in partnership with the NHS, GPs and other health professionals to promote walking among residents to help address issues of obesity, inactivity and mental health issues.

## 7 Action Plan

7.1 The previous chapters described the Council's strategy for delivering improved pedestrian experience in Hackney over the life of the Transport Strategy. This chapter summarises the proposals and initiatives to deliver the strategy including estimated costs, lead partners and anticipated delivery dates. The Action Plan will be reviewed annually and fully revised every three years in line with the LIP funding programme.

### Funding sources and prioritisation of projects

7.2 The principal sources of funding are as follows:

- LIP allocation funding from TfL (reviewed every three years);
- Council Capital/Revenue Funding;
- S106 Developer Contributions;
- Community Infrastructure Levy (CIL);
- London Legacy Development Corporation

7.3 Other sources of funding tend to come from match funding opportunities, e.g. the Mayor's Air Quality Fund, lottery funding, DEFRA grants, Mayor's Regeneration Fund, Mayor's Cycling Vision (MCV), EU grants. This funding is difficult to predict since it often depends on a competitive bidding process.

7.4 As stated previously, the Transport Strategy is a 'live' document written in a point in time where the Council is facing several years of austerity at least to 2018 and an uncertain future outlook after that period. Like all other aspects of the Council's expenditure, the proposals and targets outlined in the following pages will be subject to review in line with changing Council priorities and available funding.

### Implementation phasing

7.5 The projects and initiatives listed below have been phased to roughly align with TfL's Local Implementation Plan timelines which requires London boroughs to

outline their broad transport spending programme over a three year programme. The implementation periods are as follows;

- Short term (LIP3): 2015/16 - 2016/2017
- Medium term (LIP4): 2017/18 - 2019/2020
- Long term (LIP5): 2020 +

7.6 The Walking Plan is projected to run until 2025 however, the LIP5 period has been included here as long term due to an overlap in the implementation period. It should be noted that the phasing periods are indicative only and may shift in line with Council changes in funding levels and re-prioritisation of projects in line with safety concerns etc.

Project ID	Project	Implementation phasing			Lead Partner (s)	Proposed funding sources
		Short term -2017	Medium term -2020	Long term +2020		
<b>W1</b>	<p><b>Walking mode share target</b></p> <p>To at least maintain the overall walking mode share at 40% of all journeys made by Hackney residents 7 days a week in 2025.</p>	*	*	*	Hackney Council  TfL	N/A
<b>W2</b>	<p><b>Walking to work target</b></p> <p>To increase the proportion of Hackney residents walking to work to 15% by 2025.</p>	*	*	*	Hackney Council, NHS	N/A
<b>W3</b>	<p><b>Walking to school target</b></p> <p>To increase the mode share for Hackney children walking to school to 70% by 2025</p>	*	*	*	Hackney Council, NHS	N/A
<b>W4</b>	<p><b>Boroughwide 20 mph</b></p> <p>Hackney will continue to roll out 20 mph speed limits across the borough.</p>	*	*		Hackney Council  TfL, Met Police	LIP



<p><b>W5</b></p>	<p><b>Improvements to the walking environment in Shoreditch</b> Hackney Council will continue to progress and implement the proposals outlined in the SPSPS</p>	<p>*</p>	<p>*</p>	<p>*</p>	<p>Hackney Council TfL</p>	<p>S106, CIL, LIP</p>
<p><b>W6</b></p>	<p><b>Improvements to public realm at Old Street roundabout</b> Hackney Council will work with partners to provide at grade station entrances and road crossings created through the removal of the roundabout layout.</p>	<p>*</p>	<p>*</p>		<p>LB Islington, TfL Hackney Council</p>	<p>TfL, Hackney Council</p>
<p><b>W7</b></p>	<p><b>Hackney Town Centre public realm improvements</b> The Council will continue to progress the public realm improvements outlined in the Hackney Central AAP.</p>	<p>*</p>	<p>*</p>		<p>Hackney Council TfL</p>	<p>Growing Places Fund, Capital, CIL</p>

<p><b>W8</b></p>	<p><b>Stoke Newington Gyratory removal</b> The Council, working jointly with TfL will continue to seek the removal of the Stoke Newington gyratory and regeneration of the town centre through public realm improvements.</p>	<p>*</p>	<p>*</p>	<p>*</p>	<p>Hackney Council TfL</p>	<p>TfL, Hackney Council</p>
<p><b>W9</b></p>	<p><b>Seven Sisters Road public realm improvements</b> The Council will continue to work with TfL and Woodberry Down developers to progress public realm improvements on Seven Sisters Road to improve road safety and pedestrian conditions.</p>	<p>*</p>	<p>*</p>	<p>*</p>	<p>Berekley Homes, Hackney Council, TfL</p>	<p>TfL, Hackney Council</p>
<p><b>W10</b></p>	<p><b>Hackney Wick AAP public realm improvements</b> The Council will continue to implement the public realm and walking improvements outlined in the Hackney Wick AAP</p>	<p>*</p>	<p>*</p>	<p>*</p>	<p>TfL, Hackney Council, LLDC</p>	<p>LIP, CIL, LLDC</p>

<p><b>W11</b></p>	<p><b>Finsbury Park interchange and public realm improvements</b></p> <p>The Council will continue to work closely with TfL and the London Boroughs of Haringey and Islington to identify and deliver public realm improvements to Finsbury Park town centre and interchange</p>	<p>*</p>	<p>*</p>	<p>*</p>	<p>LB Islington, LB Haringey, TfL, Hackney Council</p>	<p>LB Islington, LB Haringey, TfL,</p>
<p><b>W12</b></p>	<p><b>Estates Regeneration Programme</b></p> <p>The Council will ensure that any redevelopment of its post-war housing estates seeks to reconnect with the surrounding street network to form high quality secondary walking and cycling networks.</p>	<p>*</p>	<p>*</p>	<p>*</p>	<p>Hackney Council</p>	<p>S106, CIL, Central Govt, Capital Funding</p>
<p><b>W13</b></p>	<p><b>Reducing pedestrian / cyclist conflict</b></p> <p>Hackney will encourage considerate cycling, provide on-carriageway cycle facilities and work with the</p>	<p>*</p>	<p>*</p>	<p>*</p>	<p>Hackney Council, Parks User groups, DBU, Living Streets, LCCiH, Met Police,</p>	<p>LIP</p>

	police to address problem areas.					
<b>W14</b>	<p><b>Regent's Canal parallel routes</b></p> <p>The Council will progress a traffic-free pedestrian and cycle only route parallel to the Regent's Canal between Kingsland Road and Broadway Market to relieve congestion and conflict on the towpath</p>	*	*	*	Canal & River Trust, Hackney Council,	S106, CIL, Capital,
<b>W15</b>	<p><b>Woodberry Wetlands / New River walkway improvements</b></p> <p>The Council will seek to improve and upgrade the New River Path and open a new wildlife trail around the East Reservoir ensuring all routes are fully accessible for wheelchair users</p>	*	*		London Wildlife Trust, Berekley Homes, Thames Water, Hackney Council	S106, Heritage lottery funding,

<p><b>W16</b></p>	<p><b>Fully accessible Lea Valley Path</b> The Council will work with the North London Strategic Transport Forum, the Lea Valley Regional Park and the neighbouring boroughs of Haringey and Waltham Forest to create a fully accessible route along the Lea Valley Path between Tottenham Hale and Queen Elizabeth Olympic Park</p>	<p>*</p>	<p>*</p>		<p>Lea Valley Regional Park, LB Haringey, LB Waltham Forest, Hackney Council, Thames Water, LLDC</p>	<p>LLDC, CIL, TfL</p>
<p><b>W17</b></p>	<p><b>Creation of 10 new public spaces or pocket parks</b> Hackney aims to create at least 10 new public spaces and pocket parks through road space reallocation by 2025</p>	<p>*</p>	<p>*</p>	<p>*</p>	<p>Hackney Council TfL</p>	<p>TfL, LIP, s106, CIL</p>
<p><b>W18</b></p>	<p><b>Supporting local centres</b> Hackney will continue to improve and support our local shopping centres and street markets through public realm</p>	<p>*</p>	<p>*</p>	<p>*</p>	<p>Hackney Council TfL</p>	<p>TfL, LIP, s106, CIL</p>

	improvements and pedestrian priority interventions					
<b>W19</b>	<p><b>Reducing street clutter</b></p> <p>The Council will continue to take action to reduce street clutter on its streets and footways.</p>	*	*	*	Hackney Council TfL,	TfL, LIP,
<b>W20</b>	<p><b>Pedestrian accessibility improvements</b></p> <p>The Council will implement a continuing programme of removing footways parking and improving pedestrians signals at crossings</p>	*	*	*	Hackney Council TfL	TfL, LIP, s106, CIL
<b>W21</b>	<p><b>Safer junctions and crossings</b></p> <p>The Council will progress junction improvement schemes and new crossing facilities to improve pedestrian safety at key locations identified through stakeholder consultation.</p>	*	*	*	TfL, Hackney Council	TfL, S106, CIL, LIP

<p><b>W22</b></p>	<p><b>Legible London</b> The Council will continue to implement Legible London signage at key locations across the borough and fill gaps ensuring that all our district and town centre areas are covered by Legible London by 2025</p>	<p>*</p>	<p>*</p>	<p>*</p>	<p>TfL, Hackney Council</p>	<p>S106, CIL, LIP</p>
<p><b>W23</b></p>	<p><b>School travel planning</b> The Council will continue to support educational establishments in Hackney monitoring and implementing school travel plans and working toward reducing car use for the school run and promoting more active travel.</p>	<p>*</p>	<p>*</p>	<p>*</p>	<p>Hackney Council</p>	<p>S106, LIP</p>
<p><b>W24</b></p>	<p><b>Workplace travel planning</b> The Council will continue to promote workplace travel plans as an integral part of its objectives to reduce vehicular traffic and emissions within the borough and to promote</p>	<p>*</p>	<p>*</p>	<p>*</p>	<p>Hackney Council</p>	<p>S106, LIP</p>

	sustainable transport over the lifetime of the Transport Strategy					
<b>W25</b>	<p><b>Residential travel planning</b></p> <p>The Council will continue to implement residential travel plans on estates and work with developers on new housing developments.</p>	*	*	*	Hackney Council	S106
<b>W26</b>	<p><b>Walking's role in public health</b></p> <p>The Council will work in partnership with the NHS, GPs and other health professionals to promote walking among residents to help address issues of obesity, inactivity and mental health issues</p>	*	*	*	Hackney Council, NHS	LIP



## 8 Monitoring and evaluation

- 8.1 The outcome of the proposals in the Walking Plan will be monitored by its impact on key targets and indicators as follows.

### **Borough wide walking levels**

- 8.2 London and borough wide walking levels are measured by Transport for London through its Travel in London Report and LIP performance indicators, which are released to boroughs on an annual basis. The Council will produce an annual Transport Strategy ‘dashboard’ that will contain walking, cycling and other relevant targets which will enable us to gauge as to whether we are reaching our targets and to outline the circumstances in areas where we are not.

### **Town centres**

- 8.3 Recent investment in our public realm and public transport network in addition to Council policies guiding high density mixed use development to the borough’s key centres, has sought to increase the vitality and viability of our town centres. The Council’s Regeneration team regularly undertake pedestrian footfall surveys as part of town centre health checks. At present, the Council is monitoring footfall levels as part of the Narrow Way pedestrian priority trial in Hackney town centre to enable us to gauge the success of the scheme. Further monitoring will take place in other town centres as public realm schemes progress.
- 8.4 TfL funds an annual town centre monitoring programme for borough schemes, which focuses on undertaking before and after analysis of LIP funded major schemes. This looks at various pedestrian indicators in a package of monitoring measures that go beyond footfall. Where appropriate, the Council will work with TfL to collect more walking before / after data on designated LIP schemes to monitor the impact of improvements and to support the case for further investment.

## **School and Workplace Travel Plan monitoring**

- 8.5 The Council's STE team undertakes regular monitoring of walking, cycling and car use levels through the school and workplace travel plan process. Where the Council has introduced public realm, safety or encouragement measures we will distribute community-wide questionnaires including questions about whether or not the new infrastructure changed individual's behaviour post-intervention.

## **Other monitoring**

- 8.6 Casualty data is monitored on an annual basis by TfL and the boroughs while the Road Safety Plan is expected to incorporate a strategic approach to reducing pedestrian collision rates. The Walking Plan targets will need to be reviewed every three years to coincide with the LIP process in light of available funding and progress toward targets.

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# **Hackney Transport Strategy**

**2015-2025**

**Cycling Plan**

**October 2015**

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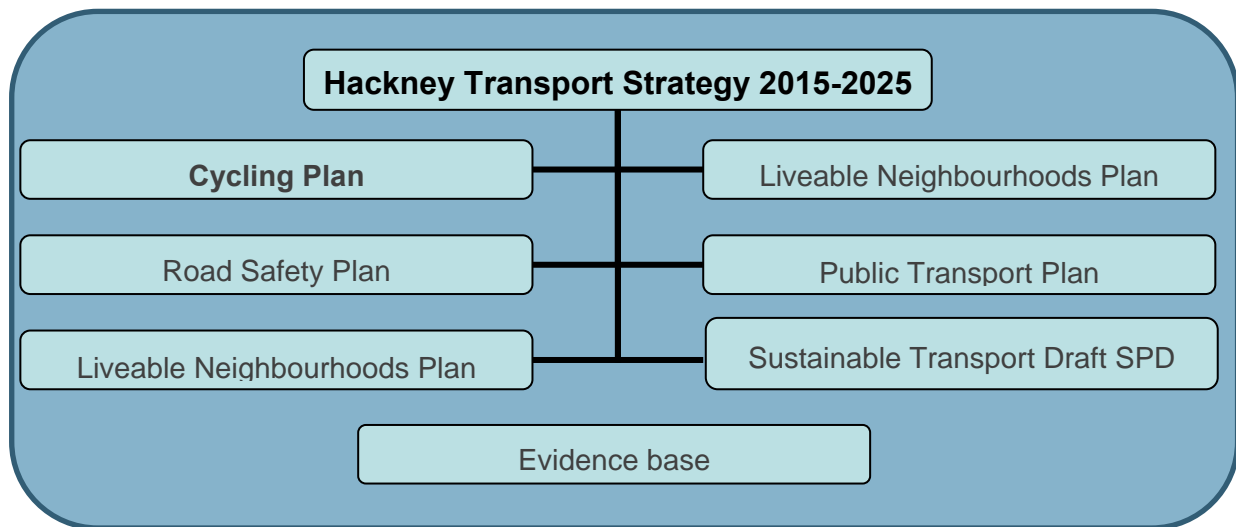
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# 1 Introduction

- 1.1 This Cycling Plan outlines Hackney Council's commitment towards cycling and sets out a programme of actions for the period 2015 to 2025 to make cycling a normal, safe and attractive choice for travel and recreation for our residents and those that work, visit and pass through the borough. The Plan aims to build upon the borough's success in having the highest cycling rates in London by continuing to support those who already regularly cycle and addressing the barriers that prevent other residents from taking up cycling.
- 1.2 The Plan presents a vision for cycling in Hackney in 2025 encompassing health, carbon reduction and improved air quality, cohesive communities, economic prosperity, quality of life and equality of opportunity. It supports the objectives set out by the Mayor of London's Transport Strategy and Vision for Cycling as well as local priorities set out by Hackney's Sustainable Community Strategy, its emerging Local Plan and the Mayor of Hackney's 2014 Manifesto transport pledges set out in the Council's Corporate Plan to 2018– A Place for Everyone. The Plan identifies the reasons for the Council's commitment to cycling, its strategic vision for cycling and the actions and levels of investment required to achieve this vision. Many of the actions and investment outlined will not just benefit cycling but will contribute to a wider take up of sustainable travel, local economic prosperity and an improved safe and vibrant public realm.
- 1.3 As with all other supporting Plans in the Transport Strategy, the Cycling Plan is a 'live' document and is subject to revision over the plan period as circumstances and available funding streams dictate. The Council's Corporate Plan to 2018 'Hackney; a place for Everyone; for example, commits to investing in our streets but also acknowledges the severe financial restraints that the Council have been operating under since the first Comprehensive Spending Review (CSR) with over £130 million saved since 2010. The Corporate Plan estimates that the next CSR due later this year may result in an indicative gap of over £70 million over the period 2016/17 to 2018/19. Any

further unforeseen reductions to these funding streams will adversely impact on the Council's ability to deliver proposed transport improvements over the ten year plan period and necessitate revision of the existing Strategy.

- 1.4 Despite the extremely challenging fiscal climate for local authorities, there is a recognition at all levels of government that improved transport infrastructure is critical to delivering regeneration and housing and employment growth in London. This is particularly true of cycling which is increasingly recognised as desirable and cost effective mode of transport that needs substantial investment to facilitate its role in improving health, cutting congestion and boosting the economy. The Mayor of London's 2013 Vision for Cycling for example, promised a London-wide investment of 913 million in cycling infrastructure. Hackney Council similarly re-affirms its commitment to cycling investment as articulated in its Corporate Plan and continue to be innovative in sourcing funding for projects including for example, use of the Mayor of London's Air Quality Fund (MAQF) and European funding. As constraints on our Capital funding grow tighter, we will continue to be innovative in terms of looking at revenue including advertising and sponsorship and further partnership working with neighbouring boroughs if a further than expected deterioration in local government finances takes place- particularly in the latter part of the Plan.
- 1.5 The Cycling Plan is one of six supporting documents that form part of Hackney's Transport Strategy 2015-2025. In addition, there is an over-arching document which provides relevant context to the Strategy and two evidence base papers outlining relevant Census 2011 background information and policy context. The structure of the Transport Strategy 2015-2025 is outlined in Figure 1 below.



**Figure 1: Structure of Hackney Transport Strategy**

## Hackney Transport Strategy Vision

- 1.6 The over-arching vision for the Hackney Transport Strategy is:

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*“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.”*

---

## What will cycling in Hackney look like in 2025?

- 1.7 The Cycling Plan sets out how safer and increased levels of cycling in the borough can contribute to achieving the over-arching vision of the Transport Strategy and can promote a higher quality of life for residents in the borough.
- 1.8 The proposed vision for the Cycling Plan is as follows;

---

*To make Hackney's roads the most attractive and safest roads for cycling in the UK, and a place where it is second nature for everyone to cycle, no matter what their age, background or ethnicity.*

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- 1.9 The Cycling Plan has a key role in helping to achieve the commitment to provide a fair, equitable and sustainable transport system in the borough. The objectives of the Cycling Plan are that by 2025:
1. Hackney will have the most attractive and safest roads for cycling in the UK;
  2. There will be high levels of cycling amongst residents from all backgrounds and communities in Hackney;
  3. Every household in the borough will have access to secure cycle parking;
  4. Cycle training will continue to be available to everyone in Hackney;
  5. Pedestrians and cyclists will co-exist harmoniously, cyclists will adhere to road rules and be considerate to pedestrians;
  6. The causes of real and perceived road danger for cyclists will have been tackled through improvements to the physical environment, addressing instances of poor driver behaviour and the danger posed by HGVs through education and enforcement campaigns; and
  7. Cycling will continue to play an important role in the borough's economy and retailers will recognise the importance of attracting cyclists.

## 2 Why do we need a Cycling Plan?

- 2.1 Hackney is renowned for being influential in promoting and providing for cycling in London and it is therefore not surprising that a greater proportion of the population cycle on Hackney's roads, towpaths and thoroughfares than any other borough in the Capital. Hackney Council considers improving conditions for cycling as one of its key priorities, therefore providing funding for cycle permeability, accessibility and safety schemes will continue to be key components in future funding bids, either individually or as part of larger multi-modal projects.
- 2.2 Investing in cycling is a practical solution for a borough that faces a myriad of challenges including an extremely challenging financial outlook, increased congestion, reduced transport affordability, increasing inequality, worsening air quality, and the need to adapt to climate change. The following section outlines some of the reasons why the Council prioritises cycling and will continue to do so over the lifetime of this Plan.

### Promoting Better Health

- 2.3 Reducing car dependency and promoting active travel as a means of improving health and well-being for all is a key commitment of both the Local Implementation Plan 2 (LIP2) and Sustainable Community Strategy. Inactivity is a major factor in ill health, particularly for heart disease, high blood pressure and strokes, which result in more deaths than other diseases. Active travel such as cycling can also benefit mental health by reducing levels of depression and stress, improving mood and raising self-esteem.
- 2.4 A 2000 Copenhagen study examining influences on mortality rates for 30,000 people aged between 20 and 93 highlights the significant health benefits associated with cycling. After adjusting for age, gender and educational level, those who cycled on average three hours a week reduced the relative risk of

all-cause mortality to 72% compared to those who do not commute by bicycle (Mackett and Brown, 2011).

## **Tackling High Obesity Levels**

- 2.5 Tackling childhood and adult obesity levels is both a significant national issue and a local issue in Hackney. Almost one in four 4–5 year-olds in Britain are now overweight or obese, as well as over a third of 10–11 year-olds. Locally, almost one third of Year 6 students in Hackney are obese.
- 2.6 Hackney Council has established a Children and Young People Scrutiny Commission to develop co-ordinated measures to address childhood obesity. One of the key recommendations of the Commission Panel was to promote active travel and increased use of the urban environment. Both this document and the Walking Plan will help to facilitate these recommendations.

## **Direct Economic Benefits**

- 2.7 There are a number of studies showing that providing cycling infrastructure has more tangible economic benefits than other forms of transport. This is an important issue in an era of reduced central government funding and uncertain revenue streams. Independent research undertaken by Sustrans has shown that investment in cycling (and walking) routes can have a benefit to cost ratio of 20:1 in comparison to the typical ratio of just 3:1 for rail and road schemes (Sustrans, 2006).
- 2.8 A similar study in the Australian state of Victoria found that attracting cyclists to metropolitan shopping strips generated additional revenue for local traders. Each square metre allocated to cycle parking generated \$31 per hour, compared to \$6 generated from each square metre used for car parking (VicRoads, 2012).
- 2.9 Cycling also represents a growing industry in its own right. A report by the London School of Economics (2010) estimated that cycling was worth £2.9 billion to the UK economy in 2010 from bike sales, cycling accessories,

maintenance and wages. Within Hackney, the direct contribution of cycling to the local economy has become increasingly visible with the emergence of scores of cycle repair shops, cycle sales stores and cycle-friendly cafes across the borough. As a Council, we want to continue to encourage these forms of enterprises as part of a sustainable, diversified local economy.

## **Promoting Social Inclusion**

- 2.10 Compared to the costs of owning and operating a car, cycling is a low cost form of transport. The 2011 Census showed that the majority of 64% of households living in Hackney do not own their own car, and instead rely on walking, cycling and public transport to access jobs, services and facilities. Support for these modes therefore represents a more equitable approach to transport provision in the borough than pursuing a car oriented approach.
- 2.11 Places that offer excellent opportunities for cycling tend to be attractive places to live, work and visit. Increasing the number of people cycling in local areas helps to make local streets safer, more active and more vibrant. In turn, this helps people to feel more confident and secure on their local streets and contributes to better social cohesion.

## **Managing Congestion and Overcrowding on Public Transport**

- 2.12 Responding to traffic congestion through increasing road capacity, such as widening roads or building bigger junctions, is not a feasible or appropriate response in a borough such as Hackney. Instead, the borough must use its existing road network more intelligently and efficiently. Cycling has excellent potential to manage congestion and free up existing road space. This could result in reduced delays on the road network and make Hackney's town centres and retail parades less congested and more productive and allow buses to run more efficiently and with less delays.



- 2.13 Cycling is also likely to have a key role to play in helping to reduce current and future overcrowding on the borough's public transport network. Demand is forecast to increase by a further 25 per cent on the existing London Overground network by 2021, based on population and employment projections in the London Plan. Whilst extra capacity may be provided in the form of additional carriages, cycling is likely to play a more prominent solution in reducing the need to travel relatively short distances on public transport particularly by bus.

## **Improving Air Quality**

- 2.14 Improving local air quality is a key objective of both the Mayor's Transport Strategy and the Council's Air Quality Action Plan and LIP2.
- 2.15 Since 2006, the entire borough has been a designated Air Quality Management Area (AQMA) for nitrogen dioxide (NO<sub>2</sub>) and particulates (PM<sub>10</sub>). New responsibilities introduced under the Health and Social Care Act 2012 mean that the Council must proactively address the health impacts of air quality. The Cycling Plan provides one of the more realistic opportunities for the Council to directly influence air quality through facilitating modal shift from more polluting means of transport.

## **Building on London's Cycling Momentum**

- 2.16 Post Olympics, there has never been a better time to invest in and promote cycling in London. Cycling has attracted an unprecedented level of media coverage as a result of the recent success of British cyclists at the Tour de France and Team GB's successful exploits in the 2012 Olympics. Hackney is fortunate that part of the Olympic Velopark sits within the borough boundary and the Council is keen to maximise the opportunity to keep local cycling issues firmly on the agenda.

## **Promoting Road Safety**

- 2.17 Cycling has a key role to play in achieving greater levels of road safety. Many cyclists are also frequently motorists, pedestrians and HGV/LGV drivers and increasing cycling levels can help to achieve mutual understanding and awareness of other road users. The promotion of cycling infrastructure and initiatives tends to have positive multiplier impacts for pedestrians by slowing motorised traffic, for example through the creation of 20mph zones and contra-flow cycle lanes.

## 3 Policy Background

### Introduction

3.1 There are several policy documents at the London and sub-regional level which provide relevant context to this Cycling Plan. The three documents listed below are summarised in more detail in this section:

- *Gearing Up: An investigation into safer cycling in London* (London Assembly, Nov 2012)
- *Get Britain Cycling* (All Party Parliamentary Cycling Group, April 2013)
- *The Mayor's Vision for Cycling in London* (Greater London Authority, March 2013)

### **Gearing Up: An investigation into safer cycling in London**

3.2 The publication of the London Assembly's Transport Committee 'Gearing Up' report marked the culmination of a five month examination of cycling in the capital. The investigation aimed to understand the issues facing current and prospective cyclists, and to examine the plans proposed by the Mayor and Transport for London to promote cycling and improve the cycling environment. The report centred on seven key recommendations for the Mayor and TfL as follows;

- A far more ambitious target for cycling, bringing forward his target of 5 per cent cycling modal share from 2026 to 2020;
- They should increase funding to match the levels seen in leading cycling cities;
- They should commit to introducing fundamental cycle safety improvements to the junctions included in the junction review, based on high quality Dutch/Danish planning and design principles;

- The Mayor and TfL should reassess the space allocated to cycling in the design of cycle route and junction infrastructure;
- Where there is existing provision for the Mayor and TfL to use innovative road design and technological solutions to improve cycle safety, they should do so;
- HGVs - revise the Road Safety Action Plan. Work with all London boroughs to ensure they sign up to the Freight Operators Recognition Scheme and make HGV safety training a condition of planning and development consent for all borough and Mayoral planning schemes; and
- TfL should report back to the Committee on the steps it is taking with the Metropolitan Police on cycling safety, including increase enforcement of 20mph limits and improved driver awareness.

## Get Britain Cycling

3.3 Many of the themes and recommendations set out in the London Assembly *Gearing Up* report were reiterated as part of the All Party Parliamentary Cycling Group *Get Britain Cycling* report which similarly called for:

- An increase in cycle funding to £10-20 per person per year;
- HGV driver training;
- A default 20mph speed limits on all streets; and
- A national target of 10% cycle mode share of all journeys by 2025 and 25% by 2050.

3.4 In terms of route provision, the enquiry called for '*purpose-designed exclusive rights of way, segregated from other traffic...especially as part of a network of cycle paths and lanes, making use of verges, parallel rights of way, disused railways, bridle paths and similar*' (page 9).

## The Mayor's Vision for Cycling in London

3.5 Of particular relevance for this Plan is the publication of the Mayor's Vision for Cycling in 2013. The document sets out the Mayor's aspirations for cycling and

the support required to deliver the aim of doubling cycling over the next ten years (a 400% increase on 2001 levels) to ensure that cycling makes up 5% percent of the transport mode share in London.

- 3.6 The intention of the Mayor's Vision for Cycling is to encourage a 'sea-change' in attitudes and cycling levels in London by 'normalising' it as a mode of transport. There is a lot of emphasis on providing better quality cycle routes and safer junctions over the next decade in addition to other measures such as improved cycle parking, signage and training. The document is expected to cover a ten year period (with a very similar timeframe to this strategy) and nearly half the funding is expected to be spent in the period up to 2016.
- 3.7 Many of the themes and commitments outlined in the document are consistent with the approach that the Council has taken, for example in relation to filtered permeability, reallocation of road space, cycle parking at stations, cycle training and HGV driver cyclist awareness training. The document also suggests other concepts and policies such as introducing contra-flow cycling on busy one-way systems, the extension of the London Cycle Hire scheme and the introduction of cycle superhubs in central London. The document also strongly supports the introduction of full and/or light segregation on the Capital's highway network.

### **A Place for Everyone; Hackney Council's Corporate Plan to 2018**

- 3.8 The Corporate Plan and Mayor of Hackney's priorities have been discussed in more detail in the Transport Strategy document. Tackling inequality is a cornerstone of the Mayor of Hackney's priorities. Creating an environment where people actively choose to walk and cycle as part of everyday life can have a significant impact on public health and may reduce inequalities in health (LGA, 2013). The Cycling Plan is expected to contribute to the second Mayoral priority in particular;
- 'Making Hackney a place where everyone can enjoy, with clean, safe streets, excellent parks and public services, and a great quality of life for all who live here'

## **4 Cycling in Hackney – current trends and existing schemes**

- 4.1 This section provides a snapshot of the existing situation for cycling in Hackney, outlines some of the more successful measures that have worked to increase cycling levels and identifies some of the barriers that prevent others from regular cycling.

### **General Cycling Levels in Hackney**

- 4.2 Despite starting from a relatively low base, general cycling levels across London have been increasing over the last decade or so. TfL has estimated that cycling levels on its main road network alone have risen by 173% since 2001. Latest estimates show that current cycling levels are approximately 2.4% of all trips over a seven day period across Greater London with the Mayor hoping to double this figure over the next ten years (TfL, 2013).
- 4.3 However, cycling levels throughout London show marked variations between boroughs, largely dependent upon whether the borough in question has a tradition in cycling provision and promotion and whether located within inner London (where cycling trips tend to be higher) and outer London (where car journeys for short trips are far more prevalent). Consequently, inner London boroughs with established 'cycling cultures' such as Lambeth, Southwark, Islington, Wandsworth and Hackney have cycling rates of over 4% whereas cycling rates are less than 1% in outer London boroughs such as Bexley, Harrow and Enfield (TfL, 2012). The Travel in London 6 Report confirmed Hackney's position as the borough with the highest cycling mode share for all trips with a figure of 7%. This figure is already in excess of the London Mayor's target of 5% across London by 2025/26. However, further increases in Hackney and other inner London boroughs are likely to be required in order to enable the Mayor to meet his London average given the existing low levels in the majority of outer London boroughs.

## Cycling to Work

- 4.4 Hackney has by far the highest levels of residents cycling to work in London at 15.4% of all commuter journeys, based on the 2011 Census (taking into account those who do not work or work from home) this is substantially greater than the second highest borough (Islington at 10.1%) and is almost four times greater than the London average of 4.3%. Nationally, only Cambridge (31.9%), Oxford (18.7%), and the Isles of Scilly (18.4%) have higher rates of cycling to work, and Hackney has now overtaken York (12.1%) to become the local authority with the fourth highest levels of cycling to work in England. This figure of 15.4% means that Hackney has easily exceeded the 8% cycle to work mode share target for 2011 set in the 2006 Hackney Transport Strategy.
- 4.5 The proportion of Hackney residents travelling to work by bicycle in 2001 was 6.8% meaning that there has been a 125% increase in the percentage of cycling to work over the ten year period, one of the highest figures in the country. The 125% increase in cycling to work means that Hackney has exceeded the projected target of an 80% increase in cycling levels by 2010 set in the 2006 Hackney Transport Strategy (HTS, 2006, p7). In addition the figure of 15.4% also means that more Hackney residents now cycle to work than drive (12.8%), making Hackney the only place in the UK where more people cycle to work than drive.

**Table 1: Hackney Residents – Cycle to Work vs Car Journeys 1991-2011**

Census Year	Car journeys to work % of commuters	Cycle to Work % of commuters
1991	28.7	4.2
2001	22.2	6.8
2011	12.8	15.4

**Table 2: Percentage Change from Previous Census Figures**

Census Year	% car journeys to work	% change on previous census	% cycle journeys to work	% change on previous census
1991	28.7	-	4.2	-
2001	22.2	-23	6.83	+63
2011	12.8	-42	15.4	+125

## Cycling by Ward

4.6 Cycling levels have risen in most parts of the borough but the Census revealed some variation by wards. Cycling commuter levels are high in most areas of the borough but particularly in areas near Stoke Newington, Dalston, Homerton, Hackney Wick and immediately south of Hackney Central near London Fields, where around one in five residents use the bicycle as their main mode of transport to work. Table 3 demonstrates the variations in the percentage increases by ward from their 2001 Census baseline figures, ranging from an approximate 50% increase in New River to 718% in Lea Bridge.

**Table 3: Census 2011 – Variations in Cycling Increases by Ward from 2001 Census**

Changes in Commuter Cycling in Hackney 2001- 2011								
Ward	Total commuters		Total cyclists		Increase in cyclists	% of commuters		% increase in cycle mode share
	2001	2011	2001	2011		2001	2011	
Clissold	4465	6293	424	1,281	857	9.5	20.36	114.3
Queensbridge	3415	6532	295	1,329	1034	8.64	20.35	135.5
Stoke-Newington	4,201	6,641	406	1,334	928	9.66	20.09	108.0
Hackney Downs	3,911	5,937	326	1,111	785	8.34	18.71	124.3
Hackney Central	3,746	5,989	259	1,068	809	6.91	17.98	160.2
Lea Bridge	4987	6,316	103	1,064	961	2.06	16.85	718.0
Victoria	4420	6,016	317	998	681	7.17	16.59	131.4
Chatham	3787	5,736	223	888	665	5.89	15.48	162.8
De Beauvoir	3710	7,094	240	1,068	828	6.47	15.05	132.6
Lordship	3827	4,873	293	710	417	7.66	14.58	90.3
Kings Park	3606	4,094	181	569	408	5.02	13.89	176.7
Cazenove	3458	5,502	206	722	516	5.96	13.12	120.1
Haggerston	3558	6,944	169	880	711	4.75	12.67	166.7
Brownswood	4846	6,110	273	694	421	5.63	11.36	101.8
Hoxton	3711	7,159	215	782	567	5.79	10.92	88.6
Hackney Wick	3660	4,796	223	729	506	6.09	10.28	68.8
Springfield	2852	3,874	102	284	182	3.58	7.33	104.7
New River	3320	4,411	159	314	155	4.79	7.12	48.6



- 4.7 Lower levels of commuter cycling are found in pockets of the borough generally representing (but not in all cases) some of the lower super-output areas in Hackney where post-war housing is particularly prevalent. This variation is likely to reflect the higher levels of unemployment in these areas but may also demonstrate poor facilities for cycling, such as poor permeability and lack of storage space for bicycles. There are also areas in the eastern part of the borough near the Lea Valley Park and Olympic Park where the Council is keen to promote increased cycling trips for leisure and school trip purposes.

## **Cycling Conditions**

- 4.8 The compact nature and relatively flat topography of the borough has facilitated relatively high cycling levels and presents significant potential to increase cycling trips to and from key destinations within the borough, central London and neighbouring boroughs.
- 4.9 The Council has been proactive in promoting, maintaining and enhancing the borough's cycling network demonstrating commitment and innovation in cycling promotion and provision through a time of declining interest in cycling nationally. Now at a time of rising interest in cycling (particularly in London), many of the measures previously undertaken in Hackney are now regarded as best practice and promoted elsewhere across London.
- 4.10 In recent years the Council has taken a slightly different approach to cycling provision than the traditional approach of providing on-road cycle lanes, focusing instead on improving the permeability and accessibility of the whole road network for cyclists, encouraging all users to share the road and improving safety by reducing traffic speed. This approach was considered to be appropriate for the borough given its topography, generous amount of green space and nature of its road network.

## Existing Schemes and Initiatives

4.11 The Council has been proactive in promoting a wide range of cycling initiatives and schemes and has formed close partnerships with key interest groups such as the London Cycling Campaign, Sustrans, Canal & River Trust and neighbouring boroughs. This approach over a number of years has included the following measures and initiatives;

- **Emphasising Cycle Permeability** including the use of filtered permeability techniques, shared paths, one-way exceptions and cycle contraflows where it is impractical to return street to two way flows for general traffic. Hackney has previously done this to good effect at Goldsmiths Row and London Fields, which is one of the key cycling routes in the borough.
- **Speed Reduction Techniques** including the use of traffic calming measures and imposing a 20mph maximum speed limit on all residential and borough roads in April 2012 (all principal borough controlled roads are due to be covered by late Summer 2015).
- **Increase in Cycle Parking Levels** both on and off-street. The Council has included cycle parking as part of public realm improvement works at town centres, railway stations and secure parking in council estates. The Council's Streetscene Service has recently updated its residential and commercial cycle parking standards, which will require cycle parking provision to be at least at or above the London Plan standards.
- **Cycle Promotion Events**, Hackney undertakes a number of regular promotion events including Dr Bike sessions, distributing borough cycling maps and facilitating workplace travel sessions. The borough also hosts an annual Cycling Conference event to share best practice and disseminate information.
- **Cycle Training**, the Council has been providing free cycle training to both adults and children educating them to cycle safely, confidently and enjoyably in Hackney for well over a decade. The Council also has mandatory cyclist awareness training for its HGV driving staff and contractors.

- **Smarter Travel Promotion**, Hackney has a dedicated Smarter Travel team that works with local schools, Homerton Hospital, businesses in Shoreditch and the Council itself to promote cycling as an alternative to sole occupancy car use.
- **Olympic Greenways**, there are three Olympic Greenway Routes within the borough: Hackney Parks route; Regents Canal Towpath; and Lea Valley Path North. These were completed in time for the Olympics and were jointly funded by the Council, TfL, Department for Communities and Local Government (DCLG) and the Olympic Delivery Authority.
- **Mayor of London's Cycle Hire Scheme**, at present, there are docking stations in the south of the borough and the Council is keen to see the extension of the scheme further across the borough, initially northwards to Dalston, Hackney Central and Hackney Wick.

## **Funding for Cycling Scheme and Initiatives**

- 4.12 Most of the initiatives outlined above have been primarily funded through the Council's Capital and LIP allocations. Some of the public realm cycle parking measures; cycle permeability works and the Smarter Travel initiatives such as Estates Parking and Travel Plan monitoring are partly funded by S106 developer contributions. Some other schemes such as Greenway development have been partly funded from the Olympic Delivery Authority and developer contributions from the Westfield development in Stratford.
- 4.13 The Council will also need to continue to ensure that cycling is considered in all aspects of Council plans and policies and to focus planned spending in an intelligent manner in order to maximise benefits to cycling and to those that would not cycle without targeted incentives.

## 5 Barriers to Cycling

### Introduction

- 5.1 Despite the obvious progress made by Hackney, other London boroughs and Transport for London to increase the numbers of people cycling, there remains a lot more work to be done to normalise cycling as a default mode of transport. This section examines the barriers that prevent people from cycling more and outlines some potential measures to address these.

### Barriers to Cycling in London and Hackney

- 5.2 The following section provides a synopsis of some of the main reasons preventing people from cycling more in London generally and in Hackney specifically. These reasons are drawn from the following sources, where more detailed analysis can be found:
- Hackney Scrutiny Commission April 2014, 'Cycling Barriers for Hackney Communities
  - Mayor of London's (2013) *Vision for Cycling*
  - London Assembly Transport Committee - *Gearing Up – An investigation into safer cycling in London*
  - London Assembly Transport Committee (2009)- *Stand and deliver – cycle parking in London*
  - London Councils & the London Cycling Campaign (2008) '*Breaking down barriers to cycling in London*'
  - Department for Transport (2011) *Climate Change and Transport Choices Segmentation Study*
  - TfL's Cycling in London 2008
  - Cycling Embassy of Great Britain, *Investigation into Cycling in London- Submission*

**Safety and perceived danger particularly on busy roads**

- 5.3 Concern about cyclist safety and the perception of safety is the primary barrier preventing people from cycling. The Mayor's *Vision for Cycling* (2013) states that the 'fear of injury is the number one reason why Londoners do not cycle'. Similarly, a DfT study of a sample of 3,155 adults living in England found that 63% of potential cyclists surveyed agreed that they would '*find cycling on the roads stressful*' and that 60% it was '*too dangerous to cycle on the roads*' (DfT, 2010). Heavy Goods Vehicles are a particular danger (both actual and perceived for cyclists) as they are involved in more than half of cycling fatalities.

**Dangerous Junctions**

- 5.4 Dangerous junctions across London that prioritise movements from motorized vehicles are a significant factor in the perception of cycling as a dangerous mode of transport. The Mayor's *Vision for Cycling* document affirms that junctions account for only 20 per cent of road space, but are the sites of 75 per cent of cyclist deaths in the past three years (p18). In recent years, cyclist groups have campaigned strongly on this issue while cyclist fatalities have attracted significant media attention at junctions at Blackfriars, Bow and Kings Cross in particular.
- 5.5 In response to this, TfL announced their 'Better Junctions' review of dangerous junctions in London. Of these junctions only Old Street roundabout is located in Hackney but a number of other junctions are to be reviewed and issues addressed through other road safety programmes. Junctions that are part of the review include:
- Homerton High Street / Ponsford Street
  - Dalston Junction
  - Kingsland Road / Middleton Road
  - Shoreditch High St/ Great Eastern Road/ Commercial St
  - Stamford Hill/ Belfast Road

**Lack of secure cycle parking**

- 5.6 Lack of access to secure cycle parking at home, at workplaces and outside shops has been identified as a significant deterrent to cycling. The DfT study

suggested that this issue was a particular deterrent in London with 57% of London-based respondents agreeing that they would cycle more if there were more secure places to store bikes (DfT, 2010, p126).

### **Incomplete pan London cycle network**

- 5.7 An incomplete London-wide cycle network cycle has been identified by the London Cycle Campaign and London Councils as a barrier to cycling in the capital with significant gaps in the completion of the London Cycling Network and its 2001 successor LCN+ routes.

### **Need for improved local cycle network**

- 5.8 The need to provide a more coherent, complete network of cycle routes as well as safer crossings figures prominently in responses to all workplace and school travel surveys undertaken by the Council's Sustainable Transport and Engagement team.

### **Outdated road layouts and systems**

- 5.9 There are a number of 1960-1980's one-way gyratory systems in Hackney which cut through communities, create obstacles for cyclists, increase journey times, local pollution levels and heighten the perception of danger due to high vehicle speeds. These road systems result in car dominated streets and longer, more dangerous cycle journeys.

### **Lack of other end-of-trip facilities in Hackney**

- 5.10 In addition to secure cycle parking, the lack of other end-of-trip facilities such as shower and changing facilities has been identified as a significant barrier to workplaces and destinations in Hackney. Respondents to workplace travel surveys undertaken by the Council's Sustainable Transport team indicated that increased provision of showers and changing rooms would be a significant incentive for employees based in Homerton Hospital (30%) and Shoreditch (22%) to cycle more.

### **Bike theft**

- 5.11 The loss of a bicycle through theft disproportionately affects those on low and moderate incomes and is likely to discourage a significant proportion of victims from continuing to cycle. Figures released from the Metropolitan Police in June

2015 showed that Hackney had the highest number of cycle thefts of London boroughs, with 1,349 bike thefts reported in 2014 (Evening Standard, 16<sup>th</sup> June 2015).

### **Lack of cycle skills/ training**

- 5.12 The Scrutiny Commission on cycling in Hackney identified that many people lack the road skills and confidence to cycle on-road in the borough. Coupled with a lack of understanding as to how to access information about suitable routes and where to find cycle parking and cycle shops, these are all barriers to cycling.

### **Culture and attitudes to cycling**

- 5.13 Hackney is a place with a renowned cycling culture and a long established tradition in implementing successful cycling initiatives. However, in order to increase the borough's cycling levels the borough will need to target currently non-cycling residents that view cycling to be less appealing than other modes of transport.

TfL's Cycle Market Segmentation work suggests that there are particular groups of residents who are more resistant to attempts to promote cycling such as those involved in manual trades or older people. Within Hackney, two groups in particular – low –income families (Hard Pressed Families) which make up around 46% of the borough's population and Young Couples and Families (13%) – have been identified as having potential to cycle more. Hackney's Scrutiny Commission additionally noted that these groups tend to face barriers to cycling such as the cost of the new bikes, bike storage, and lack of training, cycling clubs and parental support for cycling and image problems associated with cycling in addition to the issues outlined above. The following chapters will outline in greater detail targeted measures as to how the Council plans to address these issues.

## 6 Cycling Strategy

- 6.1 This section sets out a ten year strategy to improve cycling in Hackney. The Action Plan is outlined in table format for easy reference in Chapter 9. The Action Plan will include elements of the work that TfL and the Mayor of London are proposing to undertake in partnership with Hackney and/or neighbouring boroughs on a sub-regional basis in addition to work that the Council will undertake independently within the borough. Many of the elements outlined here will involve other road users and will contribute to wider aspects of the Transport Strategy vision.
- 6.2 The Cycling Strategy is set out under the following two chapters:
- Physical Measures
    - Overall Design Principles
    - Route Reviews and Junction Improvements
    - Other Cycling Infrastructure
  - Soft Measures
    - Safer Cycling and Enforcement
    - Smarter Travel Measures
- 6.3 A number of proposals, initiatives and schemes are subsequently set out under each heading. The proposals are not intended to be mutually exclusive and there will be overlap in many cases. For example, cycle parking can be considered as both an infrastructural measure and a smarter travel encouragement tool. Similarly, cycle training can be considered as both an encouragement tool and a safety measure.
- 6.4 Given the timeframe of the plan, the Cycling Strategy inevitably includes a number of proposals and initiatives that are as yet unconfirmed and/or unfunded. Many of these are likely to be funded through wider initiatives rather than a specific cycling budget.



## Cycling Targets

### Primary Targets

- 6.5 Hackney Council was required to set both long and short term modal share targets for cycling as part of the LIP2 preparation process. These targets were agreed with TfL and are considered to be both ambitious and realistic.
- 6.6 Based on a pro-rata basis, with an assumption of continual growth in cycling to the Mayor of London's Transport Strategy (MTS) timeframe of 2030/2031, the Hackney cycling targets are set out in Table 4.

**Table 4: Cycling Plan Targets 2015-2025**

Types of Cycling	Baseline	LIP2 Short term 2013/14	Cycling Strategy 2025	MTS long term 2031
All journeys	7% (LTDS)	7%	15%	22%
Cycle to Work	15.4% (Census 2011)	16%	25%	30%
Hackney Council staff	15.1% (2012 Staff travel surveys)	18%	28%	30%
Primary school children (5-10)	2.65% (Hackney school travel surveys 2012/13)	<i>n/a</i>	5%	5%
Secondary school children (11-15)	1.51% (Hackney school travel surveys 2012/13)	<i>n/a</i>	15%	15%

### Mayor of London Cycling Target

- 6.7 The MTS outlines a cycling target of 5% of all journeys in London by 2031 which can be considered quite low by international standards. Hackney's cycling modal share at 7% is currently above the target but low levels in other

parts of the capital (particular in some outer London boroughs) have reduced the London-wide average to 2.5%.

### **Cycling To Work**

- 6.8 Hackney's adopted long term target of 30% cycling to work journeys was based on consideration of existing baseline commuter cycling levels, trip distances and projected levels in other London boroughs. The 2011 Census showed that Hackney had a cycling mode share of 15.4%. Based on a pro-rata approach the borough could expect to see a target of approximately 25% of all commuter cycle trips by 2025. This target is considered challenging and ambitious given the relatively low opportunities for converting commuter car journeys to cycling trips and Hackney's high use of public transport, particularly bus trips. However, cities such as Cambridge and Oxford have established exemplary cycling modal share targets while Bristol which has a more challenging topography for cycling than Hackney has a target of 30% in a similar timescale.

### **Hackney Council Staff Commuting Targets**

- 6.9 The Cycling Plan aims to have 28% of Hackney Council staff regularly commuting to work by bicycle by 2025. Monitoring of the Council's workplace travel plan is undertaken by the Sustainable Transport Engagement team and will be supported through on-going initiatives such as the Cycle to Work Scheme, appropriate changing facilities, reduced staff parking and use of pool bikes for site visits.

### **School Cycling Targets**

- 6.10 The targets set out in Table 4 are intentionally ambitious in order to reflect the need to increase levels of cycling amongst school children which is currently very low mainly because the walking and public transport mode share is so high.
- 6.11 The figures have been split between primary school age children (ages 5-10) and Secondary school age children (ages 11-15) to reflect the significant differences in the ways these age groups travel to school. The mode share for Primary School children is considerably lower at 5% reflecting the fact that most children attending these schools live within 500 metres of their school and

walking is the preferred mode. Lack of available space for cycle parking at Primary Schools is also a key issue and has to be factored into cycling targets. The intention is to continue mode shift from car travel and public transport to active modes recognising that walking will remain high because of the shorter distances required to access schools in Hackney.

### **Secondary Targets and Outcomes**

- 6.12 Chapter 2 outlines outcomes that the Cycling Plan will contribute towards such as addressing Hackney's obesity levels, reducing CO2 emissions, improving air quality and strengthening the borough's economy. However, targets have not been set for these outcomes as part of the Cycling Plan because many other factors will contribute to (or may detract from) the attainment of these results.
- 6.13 These outcomes are already being measured by the impacts of other strategies and policies set out by other Council departments and documents which have direct responsibility for these factors. Hackney Council's Local Plan for example, produces an Annual Monitoring Report which sets our monitoring procedures for town centre vacancy levels, health planning etc. while the Council's emerging air quality strategy will set out targets for reducing PM10 and NO2 emissions.

**Cycling Targets**

The Council will work to ensure that by 2025:

**C01:** 15% of ALL journeys by Hackney residents (7 days a week) are by bicycle.

**C02:** 25% of journeys to work by Hackney residents are made by bicycle.

**C03:** 28% of Council staff journeys to and from work are made by bicycle.

**C04:** 5% of journeys made Hackney primary school children to and from school are by bicycle.

**C05:** 15% of journeys made Hackney secondary school children to and from school are by bicycle.

**The Policy Framework for Cycling**

6.14 Embedding cycling in all aspects of Council strategies, plans and policies will be a critical factor for the success of the Cycling Plan. While having a separate stand-alone document for cycling as part of the over-arching Transport Strategy reinforces the importance of cycling as a borough priority, the Council will additionally need to work internally and with partners to ensure that there is a consistent focus on cycling within previously adopted and emerging documents, such as:

- Core Strategy;
- Development Management Policies document;
- Area Action Plans (AAPs);
- Health sector strategies;
- Hackney's Air Quality Action Plan; and
- Road Safety Plan.

**C06: The Policy Framework for Cycling**

The Council will continue to ensure that support for cycling is embedded in all Council policies, plans and strategy documents.

## 7 Physical measures

7.1 This section sets out the physical measures and initiatives that the Council will deliver to meet the objectives of the Cycling Plan. The physical measures are split into the following three sections:

- Overall Design Principles;
- Specific Route Reviews and Junction Improvements; and
- Other Cycling Infrastructure.

### Overall Design Principles

#### Design Principles for Cycling Infrastructure


7.2 Creating a quality environment for cycling is generally recognised as providing accessible, direct and convenient, attractive, safe and comfortable routes for experienced and less experienced cyclists alike. This should link and provide access to key destinations such as the borough's town centres and other destinations for employment, education and leisure. Cycling routes need to be legible and intuitive, continuous and uninterrupted by barriers or loss of priority. Given the relatively compact nature of Hackney, the cycling network should offer significant permeability and time savings compared to other forms of motorised private transport, for example by allowing contraflow cycle lanes on one-way streets. No less important is the provision of other quality infrastructure such as safe and secure cycle parking and wayfinding signage.

7.3 This section sets out the key principles of cycle friendly highway planning and design that all cycling infrastructure within Hackney will be required to meet when considering cycle infrastructure. These principles are primarily based on the guidance outlined in the Local Transport Note produced by the Department for Transport, Local Transport Note (LTN) 2/08: Cycling Infrastructure Design; Cycling England's Design Guide; the London Cycle Design Standards; in addition to key principles set out in the Manual for Streets documents.

**The Hierarchy of Provision**

7.4 Hackney Council considers that the appropriate types of intervention for cyclists on a network wide basis should follow the hierarchy of provision as set out in LTN 2/08: Cycle Infrastructure Design and as set out in Table 5. In reality all of the provisions set out below are interlinked and need to be considered together. For example in an Inner London location such as Hackney it will often be very difficult to reallocate carriageway space to cyclists without unacceptable impacts on road congestion and bus performance. To enable the successful reallocation of carriage space to cycle infrastructure it is likely that we will first have to look at ways of reducing traffic volumes.

**Table 5: LTN 2/08 Hierarchy of Provision**

	1. Traffic Volume Reduction
	2. Traffic Speed Reduction
	3. Junction or Hazard Site Treatment, Traffic Management
	4. Reallocation of Carriageway Space
	5. Cycle Tracks Away from Roads
	6. Conversion of Footways to Shared Use for Pedestrians and Cyclists
Consider last	

7.5 The hierarchy of provision states that where possible, the priority should be to identify solutions with cycle-specific measures that reduce the impact of motor traffic. Where this is not appropriate, the redesign of junctions, reallocation of road space and the provision of off-road cycle tracks should be pursued.

7.6 In common with other inner London boroughs, Hackney has traditionally favoured the approach to reduce traffic speeds and volumes and taking all opportunities for permeability when designing for cycling given the nature of its road network, lower levels of on-street car parking and proximity of residential areas to town centres, public transport and major trip generators. In recent

years the borough has introduced, and will continue to do so, a number of measures at the top of the hierarchy such as vehicle restricted areas (filtered permeability), car parking charges and borough wide 20mph limits on all residential streets. Other traffic management measures include advanced stop lines and amending signal phasing to facilitate important or difficult manoeuvres for those travelling by bike, together with measures to improve permeability for cycle users, such as cycle exemptions from turning restrictions, cycle contraflows and cycle bypasses at road closures.

7.7 In addition to continuing to implement the above-mentioned initiatives, the Council will look to add to the quality of its cycle network and infrastructure primarily through the following methods:

- Wider transport schemes including bus lanes and bus priority measures on key borough arterial roads;
- Fully and partially segregated cycle lanes on busier roads;
- Working with TfL and the GLA to complete the Central London Grid and the Quietways cycling network;
- Expansion of 20mph speed limits to all roads; and
- Other schemes to address pinch points and dangerous junctions.

#### **C07: Design Principles for Cycling Infrastructure**

Hackney Council will introduce cycle infrastructure provision for cyclists in accordance with the hierarchy of provision set out in LTN 2/08, recognising that the majority of cycle journeys will take place on roads shared with motor vehicles in some way.

#### **Reallocation of Road Space**

7.8 Many schemes to encourage cycling in Hackney will necessitate a continuation of the policy to reallocate road space from private motor traffic to non-motorised users. Reallocation of road space plays a fundamental role in facilitating traffic volume and traffic reduction. This reallocation process will apply not just to cycling route provision but also in the case of providing other cycling



infrastructure, for example the provision of cycle parking on the carriageway. When considering reallocation of road space the Council will always consider existing use of the kerbside space and overall demand for it in the local area and make an objective assessment of the best use for it.

- 7.9 In addition to benefiting cyclists, in many cases reallocation of road space will have wider positive impacts for pedestrians and businesses and road safety objectives. Narrower lanes that are appropriate in particularly built up areas of the borough, such as Dalston and Hackney Central, will result in carriageways that are easier for pedestrians to cross and will encourage lower traffic speeds without causing a significant loss of traffic capacity. However this should not result in a loss of clear safe space for cyclists.

#### **C08: Reallocation of Road Space**

The Council will continue to reallocate carriageway road space from private motor vehicles to cycle infrastructure provision, whether it be cycle parking or route provision.

#### **Changing Priorities and Improved Crossings / Signals**

- 7.10 Where cycle flows are the largest proportion of traffic or where off road cycle routes cross trafficked roads, the Council will review options for changing priorities to give priority to pedestrians, then cyclists, then vehicular traffic (where bus service performance is not significantly affected).
- 7.11 There are a number of locations in the borough where pedestrian zebra crossings are adjacent to busy cycle routes and Hackney will progress proposals for pedestrian zebra crossings with an adjacent parallel cycle crossings.

**C09: Changing Priorities and Improved Crossings / Signals**

The Council will look at changing priorities at junctions or crossings where cyclist flows are the largest proportion of traffic to improve continuity of route and reduce delays for cyclists.

**Need to Design for Future Growth**

- 7.12 Despite the borough already having the highest levels of cycling in London the Council has set itself challenging growth targets that would see the number of cycle trips more than double between now and 2025. This means that every cycling intervention and scheme that is designed and implemented will have to take this target level into consideration, reflecting the expectation that cycle flows are expected to more than double over the next ten years.

**C10: Need to Design for Future Growth**

The Council will ensure that new cycle infrastructure is designed to accommodate future growth in cyclist numbers.

**Maintaining the Existing Cycle Network**

- 7.13 With the exception of the A12 dual carriageway, the existing cycle network comprises of all roads, towpaths and greenways in the borough. The existing network is already a valuable asset in Hackney and will not be neglected as part of this strategy. Some of the existing provision, however, does not meet current best practice and/or does not provide sufficient capacity for the growing volumes of cyclists and should be upgraded wherever possible. Examples include cycle lanes and cycle tracks of substandard width, known barriers to contra-flow cycling, poor junction alignment, poor crossing facilities, and lack of cycle track continuity at side road crossings, restricted forward visibility and inconvenient barriers on cycle tracks.
- 7.14 As part of this Plan an on-going programme is required to deal with small-scale blockages, deterioration of routes, gaps and hindrances on the cycle network.

This will help to join up and refresh existing routes such as the former LCN+ and Greenways programme and will draw on information received by partners and strategies such as the Mayor's Vision for Cycling, neighbouring boroughs as part of the emerging North London Cycling Strategy, the Olympic Legacy Development Corporation and the Lea Valley Regional Park Authority. The Council will also continue its excellent working relationship with groups such as LCC in Hackney, Living Streets and the Canal and Rivers Trust to identify a programme of dropped kerbs, adaption or removal of barriers, removal of 'cyclists dismount' signs, contra-flow cycling and adjustments to reduce delays at crossing points.

#### **C11: Maintaining the Existing Cycle Network**

The Council will ensure that the existing road and cycle network is maintained to a high standard, whether it be surface condition, lighting levels, drainage, obstructions or permeability.

#### **Winter Maintenance Programme**

- 7.15 The Council will seek to regularly review its winter road and footway gritting/clearing programme and work with TfL, Canal and River Trust and neighbouring boroughs to include some of the busier cycle routes during the winter months. This may include the clearing and gritting of key routes during prolonged icy periods and regular removal of debris and other blockages on the cycle network.

#### **C12: Winter Maintenance Programme**

The Council will seek to regularly review its winter maintenance programme and aim to ensure that the core cycle routes in the borough are cleared and gritted after prolonged periods of ice and snow.

**Cycling in Shared Spaces, Parks and Open Spaces**

- 7.16 A substantial amount of the cycling network within Hackney consists of shared space with pedestrians for example in parkland areas such as London Fields and the Lea Valley Regional Park, shared path permeability schemes as part of new developments and along the Regents Canal Towpath. While this has been an occasional source of conflict primarily through the inconsiderate behaviour of a minority of cyclists, in general it has contributed greatly to the borough's perception as a safe and pleasant place to cycle.
- 7.17 In line with recent guidance provided in Manual for Streets 2, where there are proposals for vehicle restricted or pedestrianised areas, the starting position will be that cyclists are allowed to continue to use the streets and areas concerned.
- 7.18 The Council will continue to discourage footway cycling (except in circumstances where areas of footway have been formally designated as shared use) and other forms of unlawful or inconsiderate cycling and will work with residents, park users, groups representing vulnerable people and the police to identify and address these issues. Pedestrians will continue to have priority over cyclists at all times in these shared spaces and the Council will work to ensure cyclists are aware that they are guests in these spaces and need to act accordingly.
- 7.19 In relation to parks and towpaths, the Council will increase efforts to work with partner organisations such as the Canal and River Trust and British Waterways, park rangers, residents and cycling groups to promote considerate cycling campaigns and address areas of concern through enforcement and closures where appropriate. The Council will also work with neighbouring boroughs, the Mayor's Cycling Commissioner and the Canal and River Trust to improve the cycling conditions on parallel roads adjacent to the Regent's Canal which would greatly reduce the pressure on the towpath.
- 7.20 Within Hackney's public parks and open spaces, the Council has approved the following byelaw:

*'No person shall ride a cycle in the ground in such a manner as to cause danger or give reasonable grounds for annoyance to other persons.'*

**C13a: Cycling in Shared Spaces, Parks and Open Spaces**

Where there are proposals for vehicle restricted or pedestrianised areas within Hackney, the starting position will be that cyclists are allowed to continue to use the streets and areas concerned. Pedestrians will continue to have priority over cyclists at all times and in all such spaces.

**C13b: Cycling in Shared Spaces, Parks and Open Spaces**

There will be a presumption in favour of shared paths in parks and green spaces and segregation between pedestrians and cyclists will only be considered in special circumstances or where there are very high cycle flows throughout the day. Pedestrians will continue to have priority over cyclists at all times and in all such spaces.

**C13c: Cycling in Shared Spaces, Parks and Open Spaces**

Cycling will continue to be allowed in all Hackney's parks and open spaces unless that person rides in such a manner as to cause danger or give reasonable grounds for annoyance to other persons. Pedestrians will continue to have priority over cyclists at all times and in all such spaces and the Council will ensure that cyclists are aware that they are guests in these spaces and need to act accordingly.

**C13d: Cycling in Shared Spaces, Parks and Open Spaces**

Hackney will work with the Canal and River Trust, the Lee Valley Regional Park and local stakeholder groups to promote considerate cycling in parks, towpaths and other locations where cyclists and pedestrians share the space. The Council will address areas of concern through enforcement action and appropriate interventions where necessary recognising that pedestrians have priority over cyclists at all times.

**Opportunities Presented by New Developments**

- 7.21 New developments can provide excellent opportunities to enhance cycling infrastructure through permeability improvements sought as part of the design and layout process and also in terms of the provision of cycling parking and end-of-trip facilities. In terms of design principles, new developments should be

consistent with principles established by Manual for Streets and Hackney's Public Realm Supplementary Planning Document.

- 7.22 Development contributions in the form of planning obligation agreements and/or through the Community infrastructure Levy (CIL) process will be used to fund planned improvements to the strategic cycling network and public realm. Further information on this subject can be found in the Sustainable Transport SPD.

**C14: New development**

The Council will ensure that all new development contributes to the improvement of the cycling network and conditions in the borough.

**Wayfinding**

- 7.23 The Council will continue to implement improved signage and legibility, including the journey times/distances and use of surface markings to emphasise the convenience of the cycling network. This will be developed in accordance with the TfL Quietways Wayfinding design guidance.

**C15: Wayfinding**

The Council will continue to implement improved cycle signage and wayfinding that is consistent with the rest of London, showing journey times and distances.

**Integration with Other Transport Modes**

- 7.24 It is important to recognise that cycling has a significant role to play as part of linked trips with other modes of transport. Improvements to the existing cycling infrastructure such as improved cycle parking facilities and integration as part of a wider smarter travel programme will therefore be needed at key public transport interchanges within the borough such as the London Overground

stations at Hackney Wick, National Rail stations and the planned interchange project at Hackney Central.

## **Specific Route Reviews and Junction Improvements**

7.25 While working on the principle that all of Hackney's road network should be suitable for cycling, Hackney's cycle network comprises of the following type of routes:

- Principal Road routes;
- Central London Grid routes;
- Quietways routes;
- Greenways; and,
- Local connectors.

7.26 A map illustrating these indicative routes in Hackney will be developed by Winter 2015/2016 and publicised on the following weblink with biannual updates: <http://www.hackney.gov.uk/movebybike.htm>

**C16: Specific Route Reviews and Junction Improvements**

All roads in Hackney need to be suitable for cycling (with the exception of the A12). For the purposes of identifying routes, priorities and types of interventions required, the following categories of routes have been identified as making up Hackney's core cycle network:

- Principal Road routes – direct routes on busy principal roads with high traffic flows;
- Quietways – longer routes on quieter streets with low traffic flows and through parks (often former LCN routes);
- Greenways – Primarily longer distance off road routes along towpaths, reservoirs or green spaces, some on road locations; and
- Local connectors – direct shorter distance routes on mainly quiet roads linking key areas and town centres in the borough.

A map showing all of the above routes and specific junctions requiring improvements will be publicised online by Winter 2015/16.

**Principal Road Routes**

- 7.27 The Council recognises that cyclists use a combination of routes depending upon their levels of confidence, and the fact that it is often difficult to avoid busier principal roads to reach a destination. Busier principal roads with heavier traffic flows also tend to be faster and more direct than quieter routes and are often used by more confident commuter cyclists.
- 7.28 It is recognised that the majority of cyclist casualties in the borough occur on the busier principal roads. Therefore in addition to completing the network of Quietway routes on quieter roads that are ideal for less confident cyclists, we will also look to develop and improve conditions for cyclists on our principal road network.
- 7.29 Some of these routes are located on the strategic road network (SRN) which will require close co-operation with TfL to reduce vehicular speeds, volumes and provide contraflow cycling on existing one-way systems. For its part, Hackney wishes to see the principle of 'clear safe space for cyclists' applied



that will entail a review of the whole route corridor. This review will look at removing barriers, pinch points and dangers for cyclists including unnecessary parking and loading, and where appropriate the provision of clear safe space in the form of segregated cycle lanes. Key borough controlled principal roads that will be a priority for review include:

- Lea Bridge Road
- Green Lanes
- Dalston Lane
- Hackney Road
- New North Road
- Cassland Road
- Morning Lane
- Shacklewell Lane
- Queensbridge Road
- Pembury Road

### **C17: Principal Routes**

The Council will develop and improve a network of Principal Routes for cyclists that will incorporate the principles of 'clear safe space for cyclists' applied along entire corridors in addition to the principles of road danger reduction.

### **Central London Grid**

*Delivery partners – TfL, LB Hackney and inner London boroughs*

- 7.30 The Central London Grid (CLG) is a network of cycle routes throughout central London that is being funded by TfL as part of the Mayor of London's Cycling Vision. It primarily comprises of quiet road routes but there are a small number of sections on busier roads. The grid only includes routes in the Hoxton and Shoreditch areas of the borough. The Grid is being delivered as a partnership between the relevant boroughs and TfL. A CLG Programme Board has been established involving TfL and officers from the boroughs of Hackney, Camden,

Islington, Southwark, Lambeth, City of London, Royal Borough of Kensington and Chelsea, City of Westminster, the Mayor's Cycling Commission and relevant bodies such as the Canal and River Trust. TfL is undertaking a co-ordinating role in the process with almost all the Grid being delivered by the boroughs. A map of the Central London Grid alignments in Hackney and the proposed improvements and interventions can be found on the following weblink <http://www.hackney.gov.uk/movebybike.htm>

### **C18: Central London Grid**

The Council will work with the Mayor of London, TfL, and neighbouring boroughs to ensure the successful implementation of the Central London Grid proposals in the Haggerston, Shoreditch and Hoxton areas of the borough.

### **Quietways**

*Delivery partners – TfL, LB Hackney and inner London boroughs*

- 7.31 In 2013, Hackney's Streetscene Service submitted a response to the Mayor's new Cycling Commissioner as part of his call for ideas and proposals and these formed the basis for a network of Quietway routes in the borough. The Quietway routes link key destinations in London following backstreet routes, through parks, along waterways or tree-lined streets.
- 7.32 The routes aim to overcome barriers to cycling, targeting less confident cyclists who want to use low-traffic routes, while also providing for existing cyclists who want to travel at a gentler pace. Each Quietway will provide a continuous route for cyclists and every London borough will benefit from the programme. This network will complement other cycling initiatives such as the Central London Cycling Grid, Cycle Superhighways and Mini-Hollands.
- 7.33 Improvements and interventions to develop the Quietways will include new wayfinding, surface improvements, area based filtered permeability schemes, reductions in traffic speeds and volumes, and the redesign of junctions and crossings.

- 7.34 A map of the Quietway route alignments in Hackney and the proposed improvements and interventions can be found on the following weblink <http://www.hackney.gov.uk/movebybike.htm>

*Wetlands to Wetlands*

- 7.35 This is a Quietway route that was not included in the Mayor of London's programme but Hackney wishes to develop and progress independently. The route links up two new Wetlands Centres in northeast London - Walthamstow Wetlands in Waltham Forest and Woodberry Wetlands in Hackney. It starts in Walthamstow using existing greenway route through the Lea Valley Park and links up to the new development in Woodberry Down, Manor House and Finsbury Park. It is a key east-west route that allows cyclists to avoid busy roads such as Amhurst Park and Seven Sisters Road. The route is being developed in partnership with the London Wildlife Trust and the London Borough of Waltham Forest with funding support from the Greater London Authority (GLA).

**C19: Quietways Programme**

The Council will work with TfL and neighbouring boroughs to develop and implement a network of Quietways routes along traffic reduced and speed calmed roads.

**C20: Wetlands to Wetlands route**

The Council will work with the London Wildlife Trust, Waltham Forest and the GLA to implement a quiet cycle route between Woodberry Wetlands and Walthamstow Wetlands.

**Greenways**

- 7.36 Hackney is fortunate to have a large amount of waterways and green space and a number of traffic free shared pedestrian and cycle routes along canal towpaths and through the Lea Valley Park. These cycle routes have traditionally been termed Greenways and play an important role as both leisure routes

(especially at the weekends) and for everyday cycling. Due to biodiversity concerns almost all the greenway routes are unlit and therefore usage is much lower in the winter period and during the hours of darkness. One key issue on Greenways is interaction and level of perceived conflict between pedestrians and cyclists, this issue is particularly acute on the Regents Canal towpath. Hackney will work with the Canal and River Trust to support them with their work to improve conditions on the towpaths by removing pinch points and improving cyclist behaviour. In addition Hackney will improve conditions on parallel roads and encourage cyclists to shift off the towpath onto these roads.

### **C21: Greenways**

The Council will work with the Canal and River Trust, Lee Valley Regional Park, Sustrans, Thames Water and the London Wildlife Trust to further develop and improve a network of Greenway cycle routes across the borough. Routes include:

- Regents Canal towpath;
- Lea Valley Path and National Cycle Network route 1 (NCN1);
- Lea Navigation towpath; and
- New River Path.

### **Priority Cycle Corridors**

#### *Market Porter's route*

- 7.37 Market Porter's route is a historic route that leads from Walthamstow to the City of London. In Hackney there is a core section of the route between Clapton in the north and Hackney Road in the south. This route is Hackney's primary cycle and pedestrian route linking Clapton, Hackney Central, London Fields, Broadway Market and Columbia Road, much of which is free of motor traffic.

**Figure 2: Goldsmith's Row on the Market Porter's route**

- 7.38 Hackney has invested considerable resources into pedestrian and cyclist improvements along this corridor over the past 10 years making it one of the most popular walking and cycling corridors in east London. The Council will continue to seek improvements to the quality of the route and prioritise pedestrian and cyclist movements over vehicular traffic along the length of the corridor. The Council will continue to work with TfL and other stakeholders to try to complete the missing gap in the route between Hackney Town Hall and the Narrow Way.

*Shoreditch to the Queen Elizabeth II Olympic Park Cycle Corridor*

- 7.39 This longer term proposal aims to create a direct linear 24 hour cycle route between Shoreditch and the Queen Elizabeth Olympic Park. Within Hackney, this route would provide a direct route between Tech City and HereEast in Hackney Wick / Queen Elizabeth Olympic Park.

When Victoria Park is closed during the hours of darkness there is no direct route between the Shoreditch and the Olympic Park. There is a need to improve accessibility and conditions for cyclists on the roads to the north of Victoria Park. There is also a need for cyclists to safely bypass or traverse Wick Road and the section of Eastway through Hackney Wick.

*Islington borders to Ruckholt Road*

- 7.40 This is a key east-west corridor and the section west of London Fields forms part of Quietway Route 2. By continuing this route on eastwards from London Fields and linking up with Waltham Forest's proposed cycle highway on Ruckholt Road this would create a safe high quality route east – west through the borough. The section of the route east of Mare Street and is the critical part of the route that needs the most consideration and development.

*A10 Corridor - Cycle Superhighway 1*

- 7.41 Cycle Superhighway (CSH) 1 from Tottenham to the City is expected to be completed by mid-2016 in line with the Mayor's completion date for all CSH schemes. The route will run in a north-south direction between White Hart Lane, Tottenham in the north to Liverpool Street in the City of London in the south. The route will follow quieter residential roads parallel to the A10 (west side) and within Hackney it will be implemented primarily by Hackney Council with funding and resources provided by TfL. The route of CSH1 will also enter into the neighbouring authorities of the City of London, Haringey Council and Islington Council, and Hackney Council will work with these authorities and TfL to ensure the successful implementation of the route. The completion of this route does not minimise Hackney's desire to see fundamental improvements for cycling on the A10 itself. As part of the implementation of the Stoke Newington gyratory removal scheme Hackney wishes to see the rollout of cyclist priority and clear safe space improvements along the length of the A10.

**C22: Priority Corridors**

The Council will work with TfL, neighbouring authorities and key stakeholders to prioritise the development of further improvements along the key cycle corridors in the borough that have the highest cycle flows. These routes include:

- The A10 corridor
- Market Porter's route
- Shoreditch to Queen Elizabeth II Olympic Park
- East-west route between Islington and Ruckholt Road.

**Hackney Cycling Campaign 2014 Ward Requests**

- 7.42 In the run up to the 2014 local elections in London the London Cycling Campaign (LCC) launched a campaign to get their local members to lobby Councillors to support one Space for Cycling 'ask' for each ward in London. The Hackney branch of LCC submitted a list of improvement schemes for each ward within the borough.
- 7.43 Hackney Council has made a commitment to implementing improvements for cycling for all wards across the borough including almost all of the Hackney Cycling Campaign ward asks. Since the elections the Council has already progressed many of the proposed schemes on the list of LCC ward asks made during the 2014 local election campaign. Many of the schemes requested are actively being progressed and most are specifically referred to within the Transport Strategy. Other ward asks not currently being progressed will be considered and investigated further and it is anticipated that the majority of the requested schemes will be implemented during the lifetime of this strategy.

**C23: Hackney Cycling Campaign Ward Requests**

The Council will look to progress and implement the Hackney Cycling Campaign ward asks where possible over the lifetime of the strategy.

**Danger Reduction and Cyclist Safety Engineering Techniques**

- 7.44 The Council recognises that some of the greatest opportunities to improve cyclist and pedestrian safety exist through on-going improvements to the quality of our public realm. Some of the engineering techniques that the Council will use when planning safety improvements are outlined below.

*Sinusoidal speed humps*

- 7.45 Sinusoidal humps are as effective in reducing traffic speeds as traditional road humps, but provide a more comfortable riding experience for cyclists. They also reduce road noise and vibration compared to traditional humps. The Council will look to replace out-dated speed humps on key cycle routes with sinusoidal humps when roads are resurfaced as part of routine carriageway resurfacing.

**C24: Sinusoidal Speed Humps**

The Council will review traffic calming on busy cycle routes and replace outdated designs with sinusoidal humps (where appropriate) to improve journey experience for cyclists.

*Parking restrictions near junctions*

- 7.46 The Council will continue to introduce parking restrictions near junctions to ensure that cyclists can see oncoming traffic. Parked vehicles restrict the visibility of cyclists, pedestrians and other road users creating potential conflict points. The Council will look to include a minimum 5 to 6 metre length parking



restriction near junctions in the next iteration of the Council's Parking Enforcement Plan (PEP).

**C25: Parking controls at junctions**

The Council will look to include a minimum 6 metres length parking restrictions near junctions to improve visibility of cyclists and safety.

*Guardrail removal*

- 7.47 The use of guardrailing to segregate pedestrians from motor traffic can create difficulties for cyclists. Guardrailing can block cyclist's escape routes and can lead to cyclists being trapped between vehicles and railings. Guardrailing is a symptom of traffic dominated areas, is visually intrusive and can encourage higher vehicle speeds because of the lower perceived risk (Zheng and Hall, 2003). Hackney has been a pioneering borough in the removal of guard railing from many of the key pedestrian and cycle routes. The Council will continue with a policy of removing this as part of public realm and safety schemes wherever appropriate.

*Signalised Junctions Review*

- 7.48 The Council will undertake a review of the existing signalised junctions on borough roads to assess them for safety and level of provision for cyclists. The review will look at options for providing advanced stop lines (ASLs), approach lanes, low level cycle signals and new timings.

**C26: Review of Borough Controlled Signalised Junctions**

The Council will review all signalised junctions on borough controlled roads with a view to improving safety and the level of provision for cyclists.

**Clear Safe Space for Cyclists**

- 7.49 The Council has been highly successful at implementing schemes on quieter roads however there have been limited improvements for cyclists on the busiest

roads. It is inevitable that cyclists will continue to use the busy high streets and strategic roads that carry high volumes of vehicular traffic because often they are the most direct and quickest routes.

- 7.50 Almost all town centres in London are situated on busy high streets that carry multiple bus routes and have competing demands for kerbside space such as parking and loading, which can hinder cycling improvements.
- 7.51 Mapping of cyclist casualties reveals that the majority of serious casualties occur on the busier roads with high traffic flows and often multiple bus routes, and as such these routes need to be specifically considered. Key issues for cyclists on these busier roads include:
- Cycle flows on certain roads are now so high that cyclists are at risk of causing danger to each other in addition to danger from motorised vehicles;
  - Parking and unloading arrangements at the kerbside can also represent a danger to cyclists when moving around them, especially when vehicles try to overtake. Cyclists are also at risk from being hit by vehicle doors being opened in their path; and
  - Where there is regular congestion and queuing vehicles there will be limited room for cyclists to advance. As a result cyclists will often squeeze between vehicles or even undertake on the left hand side, despite the known dangers.
- 7.52 Cycle training will provide the skills for cyclists to cycle confidently and defensively in these road conditions but the level of comfort and enjoyment for a cyclist will continue to be poor unless conditions for cyclists are improved. Novice and other vulnerable cyclists will continue to avoid these routes or avoid cycling altogether because of the poor journey experience and perception of danger unless improvements are made.
- 7.53 The Council recognises that some of the busiest cycle flow corridors will continue to be on the busiest vehicular traffic and bus corridors. The Council will investigate the most suitable options for ensuring cyclist safety whilst not negatively impacting on the safety of pedestrians and bus users. The Council

will look to pursue a policy of 'clear safe space for cyclists' when designing public realm and traffic schemes on busy routes or where there are high traffic flows.

- 7.54 The Council is open and willing to examine proposals for segregated and semi-segregated cycle lanes on principal roads but it will be considered on a case by-case basis - taking into account concerns about: high collision rates at intersecting junctions where segregated lanes end; visual impact on the streetscape; interaction between bus users and cyclists at bus stops; and other competing demands for road space on Hackney's busiest routes.

*Defining Clear Safe Space for Cyclists*

- 7.55 *Clear Safe Space for Cyclists* is defined as the space that is needed for a cyclist to feel safe and comfortable when riding on busier roads. In Hackney this will likely be an on-carriageway solution.
- 7.56 In order to create clear safe space for cyclists on our major roads it is highly likely that the entire road layout will have to be reconfigured. This may result in the need to remove or relocate parking or loading bays to create space and will likely require a reduction in traffic capacity in the first instance before a scheme can be successfully implemented.
- 7.57 Whatever solution is found there will need to be very careful consideration of how to resolve conflict between pedestrians and cyclists at bus stops, and cyclists and vehicles at junctions.

**C27: Clear Safe Space for Cyclists**

The Council will look to pursue a policy of 'clear safe space for cyclists' when designing public realm and traffic schemes on principal road routes where there are high vehicular traffic flows.

**Reducing Cyclist Casualty Rates**

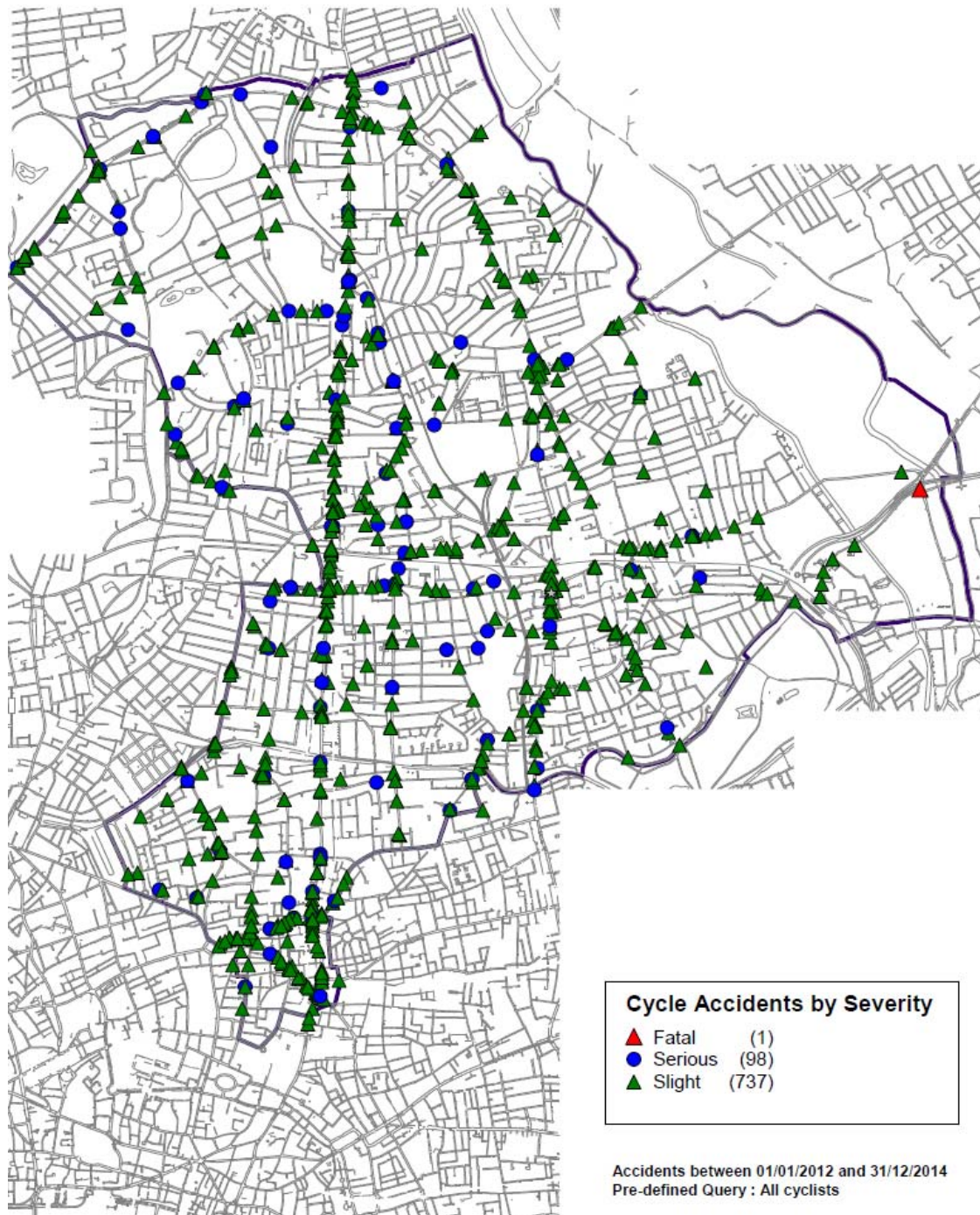
- 7.58 Promoting better safety for cycling through a reduction in casualty rates is a key priority of this Plan. The LIP2 showed that Hackney has made significant

progress in meeting and surpassing the casualty reduction targets in a number of categories including reducing numbers of pedestrian casualties, numbers that are killed and seriously injured, and reductions in the amount of slight casualties from the 1994-98 baseline figures set by the Government and Mayor of London.

- 7.59 However, the LIP2 acknowledged that the borough had been significantly less successful in achieving reductions in the number of cyclists killed or seriously injured, with an increase of 23% in 2009 from the 1994-98 average baseline figures. Whilst this is due in part to the fact that there has been a dramatic increase in cycling over the same period, the plan recognises that much more needs to be done to tackle this unacceptably high figure.
- 7.60 Figure 3 illustrates the broad locations in the borough where all reported serious and slight cyclists' casualties occurred from the period covering 01/01/2012 to 31/12/2014. There was 1 cyclist fatality, 89 serious cyclist casualties and 737 slight cyclist casualties over this period. The cycle casualty mapping shows illustrates the following;
- The majority of reported casualties occur on the major arterial TLRN and SRN network most notably on the A10, A102, A5201, A1202 and A107;
  - The majority of serious casualties take place on the TLRN and SRN network where traffic speeds and volumes are highest;
  - There are notable clusters of casualties along arterial roads such as Homerton High Street, in areas around the Stoke-Newington gyratory, around the Shoreditch Triangle, Dalston Lane and Green Lanes;
  - There are also clusters of casualties in and around town centre areas such as Dalston, Hackney and neighbourhood centres at Homerton, Clapton and Stamford Hill;
  - Clusters of serious casualties at junctions along the A10 and along Mare Street (Well Road and Morning Lane in particular) and junction of Seven Sisters Road/Amhurst Park; and
  - A series of slight casualties along Pitfield Street.

7.61 Addressing these casualty rates and issues on specific routes will in many cases require close co-operation between TfL and the Council given that the majority of casualties (particularly serious ones) take place on the principal road network (TLRN and SRN).

**Figure 3: Locations of Cyclist Casualties in Hackney 01/01/12 – 31/12/14**



Source LBH 2015

*Casualties along the TLRN network – A10*

- 7.62 The A10 is the primary north-south arterial road running through Hackney from Stamford Hill to Shoreditch and the location of 28% of all serious cyclist casualties in the borough over the past 10 years. As part of the TLRN network the road falls under the responsibility of TfL and the Council will continue to lobby TfL and work with them to resolve the casualty problems along this key corridor for the borough including the implementation of clear safe space for cyclists along the length of the corridor.

**C28: Reducing Cycling Casualty Rates**

The Council will continue to lobby TfL and work with them to resolve the cyclist casualty problems on the TLRN and the SRN, with particular emphasis on the A10.

**Safer TLRN Junctions**

- 7.63 TfL have reviewed the most dangerous junctions on London's major road network (TLRN roads) with a view to improving these using cycle-friendly traffic engineering techniques as part of their Better Junctions and Major Schemes programmes. The following junctions that are being considered for improvement or where improvements are planned include:
- Dalston Junction (A10);
  - Kingsland Road / Middleton Road (A10);
  - Shoreditch High St/ Great Eastern Road/ Commercial St (A10, A1202);
  - Stamford Hill/ Belfast Road (A10); and
  - Old Street roundabout.
- 7.64 The Council will seek to work with TfL to provide greater levels of cyclist safety at these junctions but also to integrate improvements as part of wider public realm and place shaping schemes. These will be particularly relevant in the Shoreditch Triangle Area but also in Stamford Hill, Stoke Newington and



Dalston.

### **C29: Safer TLRN Junctions**

The Council will continue to lobby and support TfL to improve the most dangerous junctions and sections of the TLRN in Hackney, which include but are not limited to:

- Dalston Junction
- Shoreditch Triangle / Old Street roundabout
- Homerton High Street/ Kenworthy Road
- Stamford Hill
- Lea Bridge roundabout
- Lea Interchange
- Seven Sisters Road / Manor House / Green Lanes

### *Seven Sisters Road and Woodberry Down Regeneration*

- 7.65 The Council is currently working with TfL and Berkeley Homes with regard to improvements to Seven Sisters Road from Manor House to Amhurst Park as part of the on-going regeneration of the Woodberry Down area. Hackney wishes to see the reallocation of road space from motor vehicular traffic to pedestrians and cyclists to reduce severance and improve cyclist safety.

### **C30: Seven Sisters Road & Woodberry Down Regeneration**

The Council will work with TfL, Berkeley Homes and other local stakeholders to improve safety for both pedestrians and cyclists on Seven Sisters Road between Amhurst Park and Manor House through the reallocation of road space.

### **Borough Controlled Principal Roads and Junctions**

- 7.66 The Council will continue to work with TfL to secure safety improvements to other parts of the strategic road network (SRN) through the imposition of further 20mph speed limits and the use of engineering techniques. The Council's

preference is to undertake these improvements as part of a whole route review that may occur at a strategic cross-borough level (e.g. looking at Green Lanes with TfL, Haringey and Islington) and applying a consistent approach to improve journey experience.

- 7.67 The Cycling Plan also outlines proposals to address safety concerns at other junctions within Hackney such as Pembury Circus, Mare Street/Well Street, Shacklewell Green and Rectory Road.

### **C31: Borough Controlled Principal Roads and Junctions**

The Council will continue to tackle junctions and sections of principal roads on the borough network that have casualty histories, and during the lifetime of this strategy will look to improve the following:

- Pembury Circus / Dalston Lane / Pembury Road
- Mare Street (southern section)
- Well Street / Mare Street
- Green Lanes / Brownswood Road
- Lea Bridge Road
- Shacklewell Lane
- Rectory Road

### **Areas East of Mare Street**

- 7.68 The Council is aware that the relatively low levels of cyclist casualties in areas generally east of Mare Street is as likely to be as a result of low cycling levels and a hostile environment for pedestrians and cyclists rather than the area being inherently safer. Anecdotally, there is a lot of evidence suggesting that cyclists in this area often cycle on footpaths to avoid the high traffic volumes and speeds. This causes annoyance amongst some pedestrians but also indicates suppressed demand for cycling in these areas subject to a more amenable and safe cycling environment.
- 7.69 A strategic priority for the Council is to work with TfL to address the impacts of one-way systems on the approach roads to the A12 including Cassland Road,



Victoria Park Road and Wick Road (at the same time reducing external through traffic) and addressing severance caused by the presence of the A12 itself. The Council is also keen to address issues of cyclist and pedestrian safety in the Homerton area particularly Homerton High Street, Wick Road and Kenworthy Road and improvements to the cycling environment around Homerton Hospital e.g. at Homerton Row.

### **C32: Improving conditions for cyclists East of Mare Street and in South Hackney**

The Council will look to address the negative impacts of the network of one-way systems in South Hackney (Well Street, Cassland Road, Wick Road, Victoria Park Road) during the lifetime of this strategy and urgently improve conditions for cyclists in the east and south east of the borough.

### **Area Based Traffic and Filtered Streets Reviews**

- 7.70 This type of intervention involves the implementation of road closures for vehicular traffic but allowing pedestrian and cyclist movements on many of the borough's residential and local connector roads to create quieter and safer streets.
- 7.71 Many residential roads that are used by cyclists and could be Quietway routes except for the fact they are currently subject to relatively high traffic flows and rat running will be subject to area wide traffic reviews. These reviews will investigate options for reducing traffic flows on these routes and surrounding roads without merely displacing the traffic to neighbouring areas.
- 7.72 The Council will continue to investigate appropriate locations for filtered streets as part of wider area traffic reduction reviews (discussed in more detail in the Liveable Neighbourhoods Plan).
- 7.73 The outcome of similar previous reviews has seen proposals to implement area wide filtered permeability and road closures. This is a type of intervention that has proved very successful in other areas of the borough at reducing through traffic and improving residents' quality of life. These reviews will represent a

systematic approach towards introducing filtered streets within a defined set of residential streets bordered by a set of unfiltered through routes where traffic would continue to flow as usual. This approach has a number of advantages in terms of creating safer, shorter and more pleasant routes for pedestrians and cyclists towards key destinations and local retail parades. This approach was advocated by the Hackney group of the LCC in their submission to the LIP2 and the draft Transport Strategy document and will be taken forward by the Council.

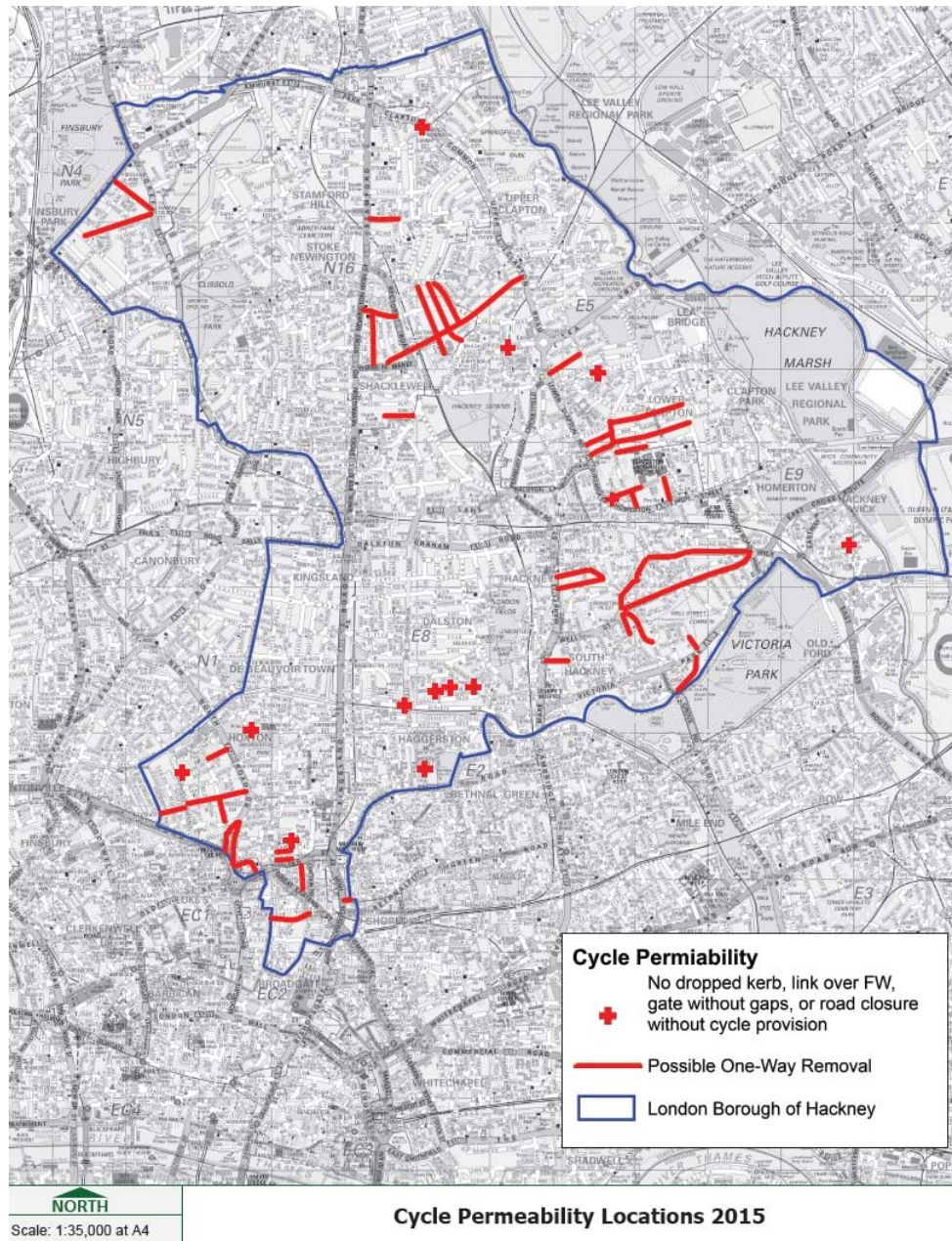
### **C33: Area Based Traffic and Filtered Streets Reviews**

The Council will undertake area wide traffic reviews in neighbourhoods of the borough that are still subject to rat-running. This will allow the Council to examine options for reducing traffic flows, potentially through the implementation of area wide filtered street proposals.

### **Individual Cycle Permeability Schemes**

- 7.74 Outside of the area-based reviews, the Council has a rolling programme of introducing permeability measures and introducing contraflow cycling on previously one-way streets. The Council has a list of over 70 sites that require interventions to improve permeability for cyclists that range from removal of gated barriers to making one way streets two-way for cyclists. The locations within Hackney that the Council will consider for implementing interventions over the lifetime of the Cycling Plan (and beyond) are highlighted in Figure 4.

**Figure 4: Permeability measures indicative locations**



Source: LB Hackney 2015

**C34: Individual Cycle Permeability Schemes**

The Council will continue to implement a rolling programme of cycle permeability measures and interventions such as removing gated closures, reverting one way streets back to two way or at least allowing two way cycling. By 2025 we will aim to have completed the majority of the list of over 70 sites where permeability interventions are required.

**Other Cycling Infrastructure**

- 7.75 These measures include residential and on-street cycle parking, end-of-trip facilities and cycle hubs which can help serve a number of functions.

**Cycle Hubs**

- 7.76 Hackney wishes to progress the development of a number of cycle parking hubs in the borough to improve facilities for cyclists at key destinations. These include Homerton Hospital, Dalston Junction station and the Shoreditch area. Cycle hubs are sites at large trip attractors such as stations or hospitals that contain large amounts of secure cycle parking and in certain cases additional complementary facilities such as lockers and showers.
- 7.77 The Council considers that a cycle hub at Dalston Junction to be necessary because Dalston is a London Plan designated Intensification Area which will be scheduled to see further growth and the area has some of the highest cycling levels in London. Feedback from the Council's on-going Workplace Travel Programme suggests that there is demand for secure cycle parking and showers at some of the borough's major employment centres including Homerton Hospital, and as part of the Shoreditch Zen Project. The Council will work with partners to investigate options for progressing the provision of these subject to the availability of funding and land use planning issues. The Council will also investigate smaller hubs for cycle storage and as a base for family cycling clubs and leisure cycling near the borough's parklands.

**C35: Cycle Hubs**

The Council will look to work with TfL and progress proposals for a cycle parking hub at Dalston Junction station, as well as cycle parking hubs and changing facilities at Homerton Hospital and in the south Shoreditch areas.

**Cycle Parking Outside Stations**

- 7.78 The Council is aware that demand for cycle parking outside some of the borough's rail stations such as Homerton and Hackney Downs will continue to grow and is expected to exceed supply. The Council will work with TfL and Network Rail to ensure that additional cycle parking is installed to keep up with demand and ensure that it is safe, secure and well located in areas that maximise surveillance and minimises walking distance to station entrances.

**C36: Cycle Parking at Stations**

The Council will regularly review cycle parking outside stations within the borough to meet demand wherever possible.

- 7.79 Refer to the Public Transport Plan for further information on cycle parking at rail, Overground and Underground stations.

**On-Street Cycle Parking**

- 7.80 The Council has invested heavily in the provision of cycle parking over recent years but there is still a need for further provision, especially in residential and growth areas. The Council has an on-going annual cycle parking programme which responds to requests from residents and businesses, and focuses on known areas of demand and cycle theft. The on-street cycle parking will be in locations that are highly visible and have good passive surveillance particularly in the borough's theft hotspots.



- 7.81 The Council will look to supplement LIP funding allocated through additional funding available through the Mayor's Cycle Parking Fund and through developer contributions as outlined in the Sustainable Transport SPD.

**Figure 5: On-carriageway Cycle Parking at Broadway Market**



- 7.82 The Council's preference is to place on-street cycle parking in the carriageway wherever possible. This allows footway space to be maximised and avoids conflict with pedestrians and those with physical disabilities who rely on unobstructed footway widths. Where this is not possible due to space constraints the Council will use build-outs.

### **C37: On-street Cycle Parking**

The Council will continue to introduce on street cycle parking prioritising carriageway sites rather than the footway where possible.

### **Bike Ports and Innovative Cycle Parking Facilities**

- 7.83 The Council has been trialling the use of car shaped bike parking ports since the 2012/13 financial year. The bike ports are in the shape of a car and can accommodate 10 cycle parking spaces in one standard car parking space.

**Figure 6: On-street Car Shaped Bike Port**

- 7.84 The bike ports are being used to both determine where there is demand for on carriageway cycle parking and as a flexible way of quickly providing on carriageway cycle parking without the need to undertake engineering interventions. The Council may in the future also look at opportunities to part-fund the purchase and maintenance of the ports through paid advertising from local businesses.
- 7.85 The Council will continue to investigate new and innovative cycle parking ideas and proposals to find solutions to the need for cycle parking in inner London.

### **C38: Bike Ports and Innovative Cycle Parking Facilities**

The Council will continue to consider and implement innovative on street cycle parking interventions that help meet the demand for cycle parking provision and tackle the levels of cycle theft in the borough. The Council will also investigate new funding sources for cycle parking such as sponsorship to supplement LIP funding in order to meet increasing demand.

### **On-Street Residential Cycle Parking**

- 7.86 As noted in the Barriers to Cycling chapter, much of London's housing stock comprises of Victorian and Georgian terraced housing where internal storage space for cycles may be limited, particularly where these have been converted to flats. To address this issue, the Council has introduced on-street cycle hangars which provide storage for up to 6 bikes. Typically a bike locker or bike

hangar fits into a car parking space. The hangars are purchased by the Council and then leased to residents for a nominal annual fee.

- 7.87 Subject to a successful review of this scheme, the Council will look to continue this over the course of the Transport Strategy subject to demand from resident associations and funding.

### **C39: On-Street Residential Cycle Parking**

The Council will look to expand provision of secure on street cycle parking in the form of hangars to make it accessible to most households over the lifetime of the plan.

### **Estates Cycle Parking**

- 7.88 There are a number of post-war housing estates in Hackney (many of which are located in areas of comparative low cycling levels) that have similar issues relating to bike storage. The Council has been at the forefront of implementing estates cycle parking for a number of years, using funding from TfL and working in partnership with Hackney Homes and Tenant and Resident Associations installing and retrofitting cycle parking and cycle lockers in several housing estate.

**Figure 7: Estate Cycle Parking Lockers**



- 7.89 The Council will continue to allocate funding from its LIP allocation and seek to supplement this with additional funding from the Mayor of London and other



external and internal funding sources. The Council will also work with residents and Hackney Homes to install secure cycle parking on estates by converting old boiler rooms, garages and pram sheds and will actively encourage residents to identify similar spaces for bikes.

#### **C40: Estates Cycle Parking**

The Council will continue to work with Hackney Homes and other housing associations and Registered Social Landlords (RSLs) to help provide secure residential cycle parking to residents that live on estates.

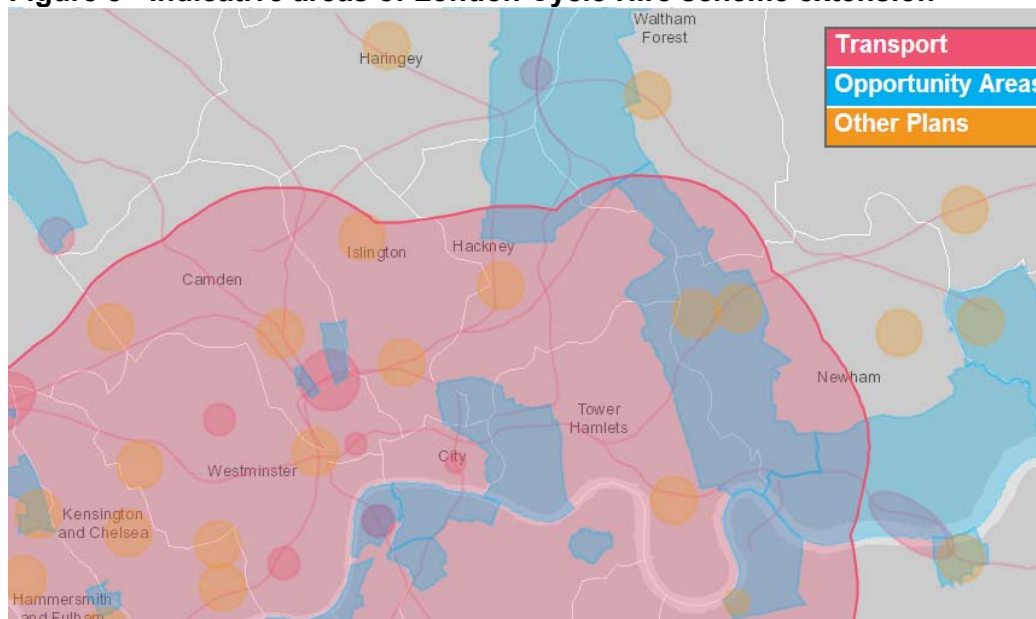
#### **Cycle Parking at New Developments**

- 7.90 The Council has drafted updated cycle parking standards and quality design requirements for cycle parking at new developments that will be adopted alongside the introduction of this Plan. These can be found in the Appendices at the end of this report and in the Sustainable Transport SPD. These standards are higher than those outlined in the London Plan to better reflect local circumstances and to encourage a better quality of provision than has previously been the case.

#### **Extension of the London Cycle Hire Scheme**

- 7.91 Hackney supports the Mayor of London's plans for the expansion of the Cycle Hire scheme. The Mayor's recently published 2020 document envisages an expansion of the scheme 2km outside of the existing network. In Hackney's case this would see the scheme extend northwards to include areas such as Stoke Newington, Hackney Downs and Lower Clapton. As an initial step, the Council will lobby for a short term extension as far north as the North London line to reduce pressure on the Overground line and serve centres such as Dalston, Hackney Central, Homerton, Hackney Wick and the Olympic Park by 2020.

**Figure 8 - Indicative areas of London Cycle Hire scheme extension**



Source: GLA 2013 Mayor's 2020 Vision

**C41: Extension of the London Cycle Hire Scheme**

The Council will work with TfL and the GLA to ensure that the London Cycle Hire scheme reaches as far as Stoke Newington and Clapton and covers the whole of Kings Park and Hackney Wick.

## 8 Soft Measures

8.1 Chapter 7 outlined the physical measures that should be considered to improve the environment for cycling in Hackney, while specific implementation measures that are consistent with these principles are outlined in this chapter. In addition to investment in infrastructure, the Council will pursue a consistent range of cycling promotion and targeted Smarter Travel initiatives. A 2004 study by the Department for Transport found that smarter travel promotion had an excellent benefit to cost ratio of 10:1 representing exceptionally good value in terms of transport spending.

8.2 This chapter is set out in two sections:

- Smarter Travel and Encouragement Measures; and
- Safer Cycling in Hackney.

### Smarter Travel and Encouragement Measures

#### Targeted Messages

8.3 The success or otherwise of this Plan and achieving the cycling targets set will be predicated on the ability of the Council to encourage people who do not presently cycle regularly to undertake more cycling journeys for work, school and leisure purposes. In order to achieve this, the Council needs to understand the key factors and reasons why certain groups of people have greater or less propensity to cycle and subsequently target groups with appropriate initiatives and incentives.

8.4 Like TfL, the Council use geo-demographic data from Mosaic that incorporates demographic and market intelligence to ensure that the right messages reach the right people and are delivered in the most cost-effective way through a range of media. Initial borough-level analysis from a 2012 study (Hackney Cycle Segmentation Study, Steer Davies Gleave) suggests that the Council should look to target two socio-economic groups in particular which for the

purposes of the study are classed as *Hard Pressed Families* and *Young Couples and Families*.

- 8.5 *Hard Pressed Families* are estimated to comprise of about 46% of Hackney's population, have typically lower levels of income and are considered to have a lower than average propensity to cycle. In many cases, a lack of suitable storage space for bicycles and lower levels of cycle training have been identified as a barrier to cycling. Families within this segmentation group live in all areas across Hackney but particularly in areas in the south (between Homerton and London Fields stations) and south west (near Haggerston and Hoxton) of the borough.
- 8.6 *Young Couples and Families* are estimated to comprise of approximately 13% of Hackney's population, have relatively low car ownership levels and are considered to be of prime age for cycling. The children of these young couples have a strong likelihood of exposure to cycling in school. Many of these families tend to live in the north east of the borough in the Clapton and Stamford Hill areas near the Lea Valley Regional Park. Consequently, the Council will concentrate efforts to promote leisure cycling as an initial encouragement measure and will seek to follow this up with appropriate on-road cycle training to ensure that initially nervous cyclists gain the confidence to cycle everywhere in Hackney.
- 8.7 A significant proportion of both socio-economic groups live in areas in the east of the borough where conditions for cycling are poor. This is partly due to severance caused by the A12, numerous one-way systems and high traffic speeds. Cycling promotion in these areas in particular is likely to be more effective when accompanied by prior traffic calming and contra-flow cycling measures.
- 8.8 The three key measures the Council is proposing to target in areas of the borough with lower than average levels of cycling are:
1. Expanding the Smarter Travel Estates project in wards with large numbers of *Hard Pressed Families* and social housing estates;

2. Removing severance and barriers to cycling, such as one way roads and gyratories, and improving cycle accessibility through filtered permeability schemes; and
3. Building upon the success of 'Play Streets' (see Liveable Neighbourhoods Plan) and hold regular car free events and street closures throughout the summer in areas with a high concentration of young couples and families, encouraging them to take up leisure cycling.

8.9 In addition to these measures, the Council will investigate innovative and tailor-made concepts, for example localised bike hire or loan schemes that are specific to housing estates, and promoting sports and BMX cycling in youth clubs for *Hard Pressed Families*. For the *Young Couples and Families* segment, we will look at promotion of family bike clubs, bike loan schemes and a cycle trailer scheme as trialled by LB Camden to facilitate shopping trips to local town centres. Further information about the cycle market segmentation work in Hackney can be found in a separate report on the following webpage [www.hackney.gov.uk/movebybike/htm](http://www.hackney.gov.uk/movebybike/htm)

#### **C42: Targeted Messages**

The Council will look to tackle lower levels of cycling on social housing estates in the east and the south of the borough through targeted interventions such as the Smarter Travel Estates project, removing severance and barriers caused by one way systems, and encouraging leisure cycling by connecting up Play Streets to nearby parks and green spaces.

#### **Hackney Homes Estates**

8.10 Hackney Homes are responsible for large areas of housing, land and roads within the borough. Cycling levels amongst residents living on Hackney Homes estates are substantially lower than the borough average and many of the estates contain a high population of *Hard Pressed Families*.

- 8.11 The Council will work with Hackney Homes to tackle the causes of low cycling levels amongst their residents, including:
- Access to secure cycle parking;
  - Poor accessibility and permeability for cyclists on estates;
  - Lack of access to or availability of a bicycle; and
  - Lack of confidence or experience of cycling.
- 8.12 Many roads and paths on Hackney Homes estates are inaccessible to cyclists through the presence of physical barriers such as gated closures, lack of dropped kerbs and regulatory barriers such as 'no cycling' signs. The Council would like to see a 'seamless' public realm and ensure that it is as easy for cyclists to move through roads on Hackney Homes estates as it is on public roads.
- 8.13 In addition to lack of permeability for cyclists on Hackney Homes estates there is also a need for additional visitor and secure cycle parking. The Council has been working with Hackney Homes for a number of years to install secure cycle parking lockers and other facilities across their properties. However due to the size of the Hackney Homes Estates and continuing increases in the levels of cycling in Hackney the task ahead is significant and expensive.
- 8.14 The Council will also work with Hackney Homes to expand the Smarter Travel Estates programme and rollout the Cycle Loan Scheme to improve access to bicycles and confidence to cycle.

**C43: Hackney Homes Estates**

Streetscene Service will work with Hackney Homes to ensure that all Hackney Homes estate roads and land will be accessible and permeable to cyclists where possible.

**Targeting Potential Cyclists at Various Life Stages**

- 8.15 Smarter Travel initiatives can prove extremely effective when applied to people who may be more inclined to change their travel behaviour when there are significant changes occurring in their life. Such life-changing events could include: the transition to secondary school or university; moving house; having children; starting a new school or job; or retiring from full-time work. Initiatives should be designed to make the most of this willingness to change.
- 8.16 There are a number of key locations in the borough where there will be opportunities to influence travel behaviour over the lifetime of the Plan. Significant mixed use housing, employment and retail developments accompanied with low car parking are planned at growth areas such as Dalston and Hackney Central. Also, Woodberry Down is one of Europe's largest regeneration areas with over 4,500 additional homes, new schools and community facilities planned as part of a phased development over 20 years. The Council will be pro-active in promoting cycling as part of school and residential travel planning and through cross-borough initiatives e.g. cycling promotion events at Finsbury Park.
- 8.17 Other key proposals include:
- Cycle sports events promotion at secondary schools;
  - Smarter Travel Estates programme – Ways into Work;
  - Bike Loan scheme;
  - Cycling on referral; and
  - Bike Trailer loan.

**C44: Targeting Potential Cyclists at Various Life Stages**

Hackney Council will look to implement a number of targeted smarter travel interventions to encourage uptake of cycling amongst residents, particularly those in harder to reach communities, with emphasis on cycling for health benefits, cycling for leisure and cycling as a means of affordable access to employment opportunities.

**School and Workplace Travel Planning**

- 8.18 The Council has had considerable success with the promotion of its school and workplace travel programmes in recent years. Hackney has a dedicated Sustainable Transport Engagement (STE) team which engages with many of the major employers in the borough such as Homerton Hospital, the Council itself and a number of businesses in the Shoreditch and London Fields areas. The STE team will continue this work and facilitate improvements such as secure cycle parking and provision of end-of-trip facilities like showers and changing rooms wherever possible at employment centres.

**C45: School and Workplace Travel Planning**

The Council will continue to work with businesses and schools in the borough to improve facilities for cyclists at workplaces and schools.

*STARS programme*

- 8.19 Targeting schools for cycling has additional benefits for the borough in terms of addressing congestion, air quality and health. In addition to its regular school travel plan programme, Hackney has been successful in bidding for a European Commission 'Intelligent Energy Europe' (IEE) project. The Sustainable Travel Accreditation and Recognition for Schools (STARS) project will build upon our successful sustainable travel to school and road safety in schools programmes to reduce the impact and numbers of cars travelling to schools and to increase the number of Hackney children walking or cycling to school. This project especially focuses on encouraging secondary school children to cycle.

**Cycle to School Partnership Pilots**

- 8.20 The Council has identified a number of cycle to school partnerships that are emerging following TfL's proposed programme. The TfL programme was not progressed however the Council has built excellent relationships with a number of schools and wishes to progress the implementation of these pilot partnership schemes. To further progress the proposals the Council require seed funding for study, consultation and design of infrastructure schemes to benefit cycling to



school, as well as seed funding to formalise the structure of their partnerships through the coordination and expansion of existing supporting activities. Further design and feasibility work is also needed to develop plans for infrastructure improvements that will address the barriers and issues that have been identified by schools over the past few years.

- 8.21 Schemes will be developed and coordinated with careful consideration of the implementation timing of other major future routes. Cycle to school partnership seed funding will help unlock the potential for cycling to school by ensuring that routes to schools are connected to the planning of borough-wide cycling routes and will help to expand existing whole school cycling activities that are successful at a school level into area-wide community schemes.
- 8.22 The six identified emerging 'Cycle to School' clusters in Hackney are:
- Stoke Newington – key schools are Grazebrook and Parkwood schools;
  - Upper Clapton – Tyssen, Springfield, Southwold, Jubilee schools;
  - Lower Clapton – Millfields, Kingsmead and Daubeney schools;
  - Haggerston – Bridge Academy and feeder schools, as well as Randal Cremer (which has cycling as part of a whole school community health project);
  - South Hackney – Lauriston, Orchard, and Mossbourne Community Victoria Park; and
  - De Beauvoir/Dalston – De Beauvoir, Queensbridge and Our Lady's and St Joseph's schools.

#### **C46: Cycle to School Partnership Pilots**

Hackney Council will look to secure funding to develop and implement Cycle to School partnership proposals with schools in order to improve cycling conditions on an area wide basis around school clusters.

### **Cycle Training**

- 8.23 Hackney Council delivers a comprehensive programme of free cycle training available to all children and adults living, working or studying in the borough. Within schools the Council deliver Level 1 and Level 2 Bikeability cycle training, and partner with neighbouring boroughs to run two All-ability Cycling Clubs for adults with physical or learning disabilities. The Council also works in partnership with schools to deliver 'Whole-school Cycling' programmes.
- 8.24 The Council's Sustainable Transport and Engagement team has established through its workplace and school travel planning engagement work that there is a significant un-met demand for cycle training in the borough. The Council will therefore seek additional funding through the Mayor's Cycling Fund to increase cycle training to meet this demand.

#### **C47: Cycle Training**

Cycle training will continue to be offered to all residents, visitors and students living or working in the borough throughout the lifetime of the plan.

### **Leisure Cycling**

- 8.25 The Mosaic study has highlighted that a majority of the *Young Couples and Families* segmentation groups live in areas near open spaces such as Hackney Marshes, Lower Clapton Road and Stamford Hill. The Council will therefore look to promote cycling for leisure purposes in parkland areas such as Springfield Park, Hackney Marshes, and Clissold Park over the lifetime of the Plan. These areas are additionally served by either existing Greenways or planned Greenways and Quietways such as the Tottenham Hale to Queen Elizabeth Olympic Park Greenway and the Clapton Quietways.
- 8.26 As part of this programme, the Council is examining potential locations for cycle hubs in Hackney Downs, Hackney Marshes, Springfield Park and Shoreditch in which to store bikes and equipment which would then be used to facilitate leisure cycling at weekends and the summer months. These hubs would then form a base for cycling clubs and cycle training.

### **Other Cycling Promotion**

8.27 The Council will continue to be proactive in promoting regular cycling events in Hackney directly or in partnership with other groups and organisations.

Examples of promotional events the Council currently undertakes include:

- An annual Cycling Conference which focuses on best practice and information sharing from London, the UK and further afield;
- An annual Bike Around the Borough event for school children which takes place in early summer;
- A *Festival of Cycling* jointly promoted by Hackney, Islington and Haringey held in Finsbury Park that promotes cycling for all abilities and ages and offers free Dr Bike maintenance sessions;
- Provision of cycle maps showing routes and location of cycle parking in the borough;
- Cycling promotion at annual Car Free Day;
- Promote sport cycling at schools such as BMX, bike polo and racing;
- Instigate school and workplace 'cycle challenges' through the use of smart phone applications; and
- More actively promote Bikeworks 'All Ability Cycling Club' based from Victoria Park and Pedal Power based in Finsbury Park.

#### **C48: Other Cycling Promotion**

The Council will continue to be proactive in promoting cycling and cycle safety through regular or one off events either directly or in partnership with other groups and organisations.

### **Safer Cycling in Hackney**

8.28 A key objective of this Plan is to increase the number of cyclists in the borough and the Council must ensure that this is achieved with the safety of residents and visitors as an utmost priority. The Council recognises that the safety of cyclists is an integral part of the road safety objectives for all road users and a

key component of the Council's on-going regeneration and place shaping ambitions.

- 8.29 Further information on improving road safety can be found in the Council's Road Safety Plan.

### **Speed Reduction, 20mph Zone Expansion and Review**

- 8.30 Research undertaken on behalf of the Department for Transport has found that some of the greatest benefits for the safety of cyclists (and other road users) accrue from reducing vehicle speeds (DfT, 2011). This can be achieved through a variety of methods including physical traffic calming, street design that emphasises pedestrian and cyclist movement and the use of 20 mph speed limits. A commitment to reducing vehicle speeds across all roads within the borough is a key tenet of the plan.
- 8.31 There is clear evidence that traffic travelling at speeds of 20mph improves the safety of all road users. Since April 2012, all non-classified residential roads within Hackney have been covered by a 20mph speed limit. In March 2013, the Council trialled 20mph speed limits on major link roads that border LB Islington such as Green Lanes, Blackstock Road and Balls Pond Road. As a result of these successful trials the Council made the decision that a 20mph speed limit would be implemented on the all borough controlled roads by the end of 2015.
- 8.32 The Council is also in discussions with TfL to implement a 20mph speed limit on the TLRN network in Hackney, initially in the Shoreditch area and along the A10, followed by the borough's town centres and principal cycle routes. Priority roads for 20mph on the TLRN include Homerton High Street, Wick Road, Upper Clapton Road, Lower Clapton Road and the whole of the A10.
- 8.33 The Council will look to undertake a review of its existing 20mph network to measure the outcomes and identify where changes or improvements might be required. The review will determine the success or otherwise of roads that are not covered by self-enforcing measures. The Council will also continue to work with the police to encourage enforcement of a 20mph speed limit where self-enforcement measures are not in place.

**C49: 20mph Zone Expansion and Review**

The Council will implement 20 mph speed limits on all borough controlled roads by the end of 2015 and continue to lobby TfL to implement 20mph on their roads with the aspiration that all roads in the borough (with the exception of the A12) will be covered by a 20mph speed limit.

**Bikeability Level 2 Residential Roads**

- 8.34 Bikeability is 'cycling proficiency' for the 21st century, designed to give the next generation the skills and confidence to ride their bikes on today's roads. Bikeability consists of three levels of training with a nationally agreed syllabus. A child will typically start Bikeability lessons once they have learnt to ride a bike, with 10-11 year olds progressing through to Level 2, and then Level 3 at secondary school (11-18 year olds) (Bikeability website, 2013).
- 8.35 On completion of Bikeability Level 2 training a cyclist could safely make the journey from home to school. The Council will work towards making all residential roads in the borough safe enough to be assessed as being appropriate for children trained up to Bikeability Level 2 to ride upon. Actions for the Council will include ensuring that residential roads are maintained to a high standard, are covered by 20mph speed limits and continuing to use engineering practices as described earlier in this document.

**C50: Bikeability Level 2 Residential Roads**

The Council will aim to make every residential road safe enough to be assessed as being appropriate for children trained up to Bikeability Level 2 to ride on.

**Targeting Poor Driver Behaviour**

- 8.36 The Council is committed to targeting instances of poor driver behaviour including speeding and hit-and-run drivers. The Council supports the Mayor's plan to increase the Metropolitan Police's Cycle Task Force to improve

enforcement of encroachment into cyclist ASLs and mandatory cycle/bus lanes and supports his call for tougher sentences for poor driver behaviour.

- 8.37 The Council is also fully committed to working with the Metropolitan Police to target uninsured drivers. The Council's Safer Transport Team works in partnership with the Met Police and TfL twice a month to target uninsured vehicles through Operation CUBO. Officers target uninsured drivers through the use of roadside check points using automatic number plate recognition [ANPR], fixed cameras and routine number plate checks which has successfully resulted in the removal of uninsured and unroadworthy vehicles from our roads.

#### **C51a: Targeting Poor Driver Behaviour**

The Council will continue to work with and support the Metropolitan Police and the Council CCTV/Parking teams to improve driver behaviour through greater enforcement of traffic rules.

#### **C51b: Targeting Poor Driver Behaviour**

The Council would like to see the wider introduction of red light cameras at junctions where there is a known problem with drivers jumping red lights.

#### **C51c: Targeting Poor Driver Behaviour**

The Council will lobby the Mayor of London and Central Government to give local authorities powers to enforce speed limits in urban areas like Hackney through both mobile camera enforcement and average speed cameras, particularly when enforcing 20mph limits on principal roads.

### **Safer Lorries and Vans**

- 8.38 Despite comprising of only 4 percent of London's traffic, HGVs are disproportionately involved in cyclist fatalities. Of the 14 cyclist deaths in 2013, 9 involved HGVs (TfL, 2014). Hackney fully supports attempts by TfL, Crossrail and other bodies to make lorries and vans safer on our roads through stricter

procurement practices. The Council has been a leader in this regard and has supported new requirements for contractors and haulage companies to be accredited with TfL's Freight Operator Recognition Scheme (FORS).

- 8.39 The Council will ensure that any staff member driving for Council business has undertaken on road safer cycle awareness training.
- 8.40 The Council has changed its procurement practices to ensure that it only signs new contracts with the safest haulage companies according to FORS best practice. Hackney is aiming to secure FORS Gold standard for its in-house fleet as soon as practically possible, but this is likely to be dependent upon securing additional funding from external sources fund to upgrade the current fleet from FORS Bronze standard.

**C52a: Safer Lorries and Vans**

The Council will ensure that any person driving on Council business undertakes on road cycle awareness training.

**C52b: Safer Lorries and Vans**

The Council will work to ensure that it's own fleet will have secured FORS Gold standard as soon as practically possible.

**HGV Routes in Hackney**

- 8.41 The Council has engaged with TfL and London Council's Lorry Control Scheme in recent years to prevent some of the larger lorries and trucks driving through the borough roads during the night. The Council believes it is time to review this scheme to reconsider how it can be implemented to improve the safety of vulnerable road users particularly during peak hours of the day.
- 8.42 The Council supports proposals to restrict heavy lorries in London on certain roads or at certain times of the day as is the case in Dublin and Paris. The Council also supports the Mayor's scheme to ban all lorries and HGVs entering London that are not fitted with specialist safety equipment to protect cyclists,

and driven by someone fully trained in cycle awareness (Mayor's Cycling Vision, 2013, page 20).

### **C53: HGV Routes in Hackney**

The Council will work with TfL, London Councils and other partners to investigate and implement options for reducing the volume of HGVs and larger goods vehicles on borough roads during peak hours in the working day.

### **HGV Cyclist Awareness Training and Exchanging Places**

- 8.43 Hackney has been one of the pioneering boroughs in terms of introducing CPC Safe Urban Driver Training courses for HGV drivers in the borough. Hackney has also worked in partnership with the Met Police and its contractors to deliver the 'Exchanging Places' initiative where cyclists can sit in the cab of a HGV cab and see first-hand the visibility issues that HGV drivers face on busy routes.

### **London Cycling Campaign's 'Safer Lorries, Safer Cycling'**

- 8.44 The Council supports the London Cycling Campaign's 'Safer Lorries, Safer Cycling' pledge which aims to make lorry driving in London safer. The Council will support the LCC pledge through strict procurement measures including:
- Contractual obligations for the Council's internal and external haulage firms;
  - Mandatory Safer Urban Driver courses for all Council drivers;
  - FORS membership;
  - A commitment for lorries to have the latest cyclist safety equipment including a full set of safety mirrors and sensors/cameras.
- 8.45 The Council remains committed to the pledge and has already commenced a review of its own contractual obligations to ensure that contractors and its own fleet comply with best practice. In 2014 the Council signed the pledge with a view to meeting all obligations in full.



**Stricter Liability**

- 8.46 The Netherlands and many other European countries have a law of 'stricter liability' to protect vulnerable road users from more powerful road users. Under this law, in crashes involving vulnerable road users, unless it can be clearly proven that the vulnerable road user was at fault, the more powerful road user is found liable by default. The UK is only one of four western European countries that does not have 'stricter liability' to protect cyclists and pedestrians (Cycling Embassy of Great Britain).
- 8.47 Stricter liability can entitle a crash victim to compensation unless the driver can prove the cyclist or pedestrian was at fault. Stricter liability is thought to encourage more careful and considerate driving (and cycling, because a cyclist would be deemed to be at fault for crashing into a pedestrian). Stricter liability would be a matter of civil rather than criminal law so would not affect criminal prosecutions (I Pay Roadtax.com).

**C54: Stricter Liability**

The Council will lobby Central Government to adopt the principles of stricter liability in the UK, ensuring that motor vehicle drivers in London have a greater awareness of vulnerable road users and are more cautious around them.

## 9 Action Plan

9.1 The previous chapters described the proposals and initiatives that the Council is presently considering to improve the cycling experience in Hackney and to increase cycling levels in the borough. This chapter sets out in tabular format the list of proposals including estimated costs, lead partners, priority level and anticipated delivery dates of the projects. The Delivery Plan will be reviewed annually and fully revised every three years in line with the LIP funding programme.

### Implementation Phasing

9.2 The projects and initiatives listed below have been phased to roughly align with TfL's Local Implementation Plan timelines which requires London boroughs to outline their broad transport spending programme over a three year programme. The implementation periods are as follows;

- Short term (LIP3): 2015/16 - 2016/2017
- Medium term (LIP4): 2017/18 - 2019/2020
- Long term (LIP5): 2020 +

9.3 As stated previously, the Transport Strategy is a 'live' document written in a point in time where the Council is facing several years of austerity at least to 2018 and an uncertain future outlook after that period. Like all other aspects of the Council's expenditure, the cycling proposals and targets outlined in the following pages will be subject to review in line with changing Council priorities and available funding.

9.4 Any further reductions to funding streams will adversely impact on the Council's ability to deliver proposed transport improvements over the ten year plan period and necessitate revision of the existing Strategy however the Council will continue to identify new sources of funding from external sources (i.e. advertising, crowd sourcing, sponsorship, etc).

9.5 It should be noted that the phasing periods are indicative only and may shift in line with Council priorities, changes in funding levels, re-prioritisation of projects in line with safety concerns etc.

**Table 6: Cycling Action Plan**

Project ID	Project	Implementation phasing			Lead Partner (s)	Proposed funding sources
		Short term -2017	Med term -2020	Long term 2020 +		
<b>C1</b>	Cycling mode share target - residents To achieve 15% cycling mode share for all journeys made by Hackney residents 7 days a week in 2025.	*	*	*	Hackney Council TfL	S106, CIL LIP, External Grants
<b>C2</b>	Cycling to work target To increase the proportion of Hackney residents cycling to work to 25% by 2025.	*	*	*	Hackney Council	LIP, External Grants S106, CIL
<b>C3</b>	Council staff cycling target To increase the mode share for Hackney Council staff cycling to work to 28% by 2025	*	*		Hackney Council	LIP, Council capital & revenue
<b>C4</b>	Primary school children cycling mode share Achieve 5% of Hackney primary school children cycling to school by 2025.	*	*		Hackney Council	LIP, Schools and LEA

<b>C5</b>	<p>Secondary school children cycling mode share</p> <p>Achieve 15% of Hackney secondary school children cycling to school</p>	*	*	*	Hackney Council	LIP, Schools & LEA
<b>C6</b>	<p>The Policy Framework</p> <p>Continue to ensure that support for cycling is embedded in all Council policies</p>	*	*	*	Hackney Council	Na
<b>C7</b>	<p>Design Principles for Infrastructure</p> <p>Introduce cycle infrastructure provision in accordance with hierarchy of provision set out in LTN 2/08</p>	*	*	*	Hackney Council	LIP, Capital, Revenue
<b>C8</b>	<p>Reallocation of roadspace</p> <p>Continue to reallocate roadspace from private motor vehicles to cycle infrastructure provision</p>	*	*	*	Hackney Council	LIP, external grants, CIL
<b>C9</b>	<p>Changing Priorities at Crossings</p> <p>Look to change priorities in favour of cyclists at junctions or crossings where cycle flows outnumber other traffic</p>	*	*	*	Hackney Council	LIP, external grants, CIL
<b>C10</b>	<p>Need to Design for Future Growth</p> <p>Ensure that new cycle infrastructure is designed</p>	*	*		Hackney Council, TfL	LIP, external grants, CIL

	to accommodate future growth in cyclist numbers					
<b>C11</b>	<b>Maintaining existing network</b> Ensure that the existing road and cycle network is maintained to a high standard	*	*	*	Hackney Council, TfL	LIP, Council capital and revenue
<b>C12</b>	<b>Winter Maintenance Programme</b> Regularly review winter maintenance programme to ensure the core cycle routes in the borough are cleared and gritted	*	*	*	Hackney Council	Revenue, Capital
<b>C13a</b>	<b>Cycling in Shared Spaces – Pedestrian Areas</b> Where proposals for pedestrian or vehicle restricted areas being proposed the starting position will be that cyclists allowed to continue to use area	*	*		Hackney Council	NA
<b>C13b</b>	<b>Cycling in Shared Spaces – Parks and Green Space</b> Presumption in favour of shared paths in parks and green spaces. Segregation between cyclists and pedestrians only considered in special cases.	*	*		Hackney Council	NA
	<b>Cycling in Shared Spaces – Parks and Green Spaces</b> Continue to allow cyclists	*	*		Hackney Council	NA

<b>C13c</b>	to use Hackney's parks and green spaces unless that person rides in a manner that causes danger or annoyance to other persons. Pedestrians have priority at all times and cyclists are guests.					
<b>C13d</b>	<b>Cycling in Shared Spaces – Considerate Cycling Campaign</b> Hackney will work with stakeholders to enforce and promote considerate cycling on towpaths, parks and other spaces where cyclists and pedestrians share space.	*	*		Hackney Council, CRT	LIP, Council revenue, external grants
<b>C14</b>	<b>New Development</b> Ensure that all new development contributes to the improvement of the cycling network and conditions for cyclists.	*	*	*	Hackney Council	CIL, S106
<b>C15</b>	<b>Wayfinding</b> Continue to implement improved cycle signage and wayfinding consistent with the rest of London	*			Hackney Council, TfL	CIL, S106, LIP
<b>C16</b>	<b>Route Reviews</b> Identification of cycle network including Principal Road routes, Greenways, Central London Grid, Quietways and local Connectors	*			Hackney Council	LIP
<b>C17</b>	<b>Principal Roads Routes</b> Develop and implement	*	*	*	Hackney Council	LIP, CIL, external grants, Council

	a network of Principal Road routes that will incorporate 'clear safe space' principles					Capital
<b>C18</b>	<b>Central London Grid</b> Work with TfL and other boroughs to implement the grid in the south of the borough.	*			Hackney Council, TfL	TfL funding
<b>C19</b>	<b>Quietways Programme</b> Work with TfL and neighbouring boroughs to develop and implement network of Quietways	*			Hackney Council, TfL	TfL funding
<b>C20</b>	<b>Wetlands to Wetlands</b> Work with London Wildlife Trust and Waltham Forest to implement route between Wetland Centres	*			Hackney Council, GLA	GLA grant funding, S106
<b>C21</b>	<b>Greenways</b> Work with partners and stakeholders to further develop and improve greenway routes	*	*		Hackney Council, Lee Valley Park, CRT	LIP, external grants
<b>C22</b>	<b>Priority Corridors</b> Prioritise development of further improvements along key cycle corridors	*	*		Hackney Council	LIP, TfL funding, external grants, CIL
<b>C23</b>	<b>LCC Ward Requests</b> Progress and implement the Hackney Cycling Campaign ward requests over the lifetime of the plan	*	*	*	Hackney Council	CIL, LIP, External grants

<b>C24</b>	<p><b>Sinusoidal Speed Humps</b></p> <p>Replace outdated traffic calming with sinusoidal where appropriate</p>	*	*		Hackney Council	Council capital and revenue
<b>C25</b>	<p><b>Parking Controls at Junctions</b></p> <p>Introduce minimum 5-6 metres parking controls on all junctions</p>	*			Hackney Council	Council Capital and LIP
<b>C26</b>	<p><b>Review of Borough Controlled Signalised Junctions</b></p> <p>With aim to improve safety and provision for cyclists</p>	*			Hackney Council & TfL	LIP
<b>C27</b>	<p><b>Clear Safe Space for Cyclists</b></p> <p>Follow a policy of clear safe space for cyclists when designing any new traffic engineering scheme</p>	*	*	*	Hackney Council	CIL, LIP, Council capital, external grants
<b>C28</b>	<p><b>Reducing Cycling Casualties</b></p> <p>Work with and lobby TfL to reduce cyclist casualties on the TLRN and SRN, particularly the A10</p>	*	*	*	Hackney Council , TfL	TfL, LIP
<b>C29</b>	<p><b>Safer TLRN Junctions</b></p> <p>Continue to lobby and support TfL to improve the most dangerous junction on the TLRN for cyclists</p>	*	*		Hackney Council, TfL	TfL



<b>C30</b>	<p><b>Seven Sisters Road Improvements</b></p> <p>As part of the Woodberry Down regeneration scheme work with partners to improve safety for pedestrians and cyclists on Seven Sisters Road through road space reallocation</p>	*	*	*	Hackney Council, TfL	CIL, S106
<b>C31</b>	<p><b>Borough Controlled Principal Roads &amp; Jcns</b></p> <p>The Council will tackle the worst borough roads and junctions for cycle safety</p>	*	*	*	Hackney Council	CIL, S106, LIP, Council capital
<b>C32</b>	<p><b>East of Mare Street &amp; South Hackney</b></p> <p>Look to address the impacts of the one way systems and urgently improve conditions for cyclists</p>	*	*	*	Hackney Council	CIL, LIP, Council capital
<b>C33</b>	<p><b>Area Based Filtered Permeability Reviews</b></p> <p>Undertake area wide traffic reviews to stop rat running and continue rollout of filtered permeability schemes</p>	*			Hackney Council	LIP
<b>C34</b>	<p><b>Individual Permeability Schemes</b></p> <p>Implement a programme of over 70 local cycle permeability interventions over the lifetime of the plan</p>	*	*	*	Hackney Council	LIP, CIL, external grants

<b>C35</b>	<p><b>Cycle Parking Hubs</b></p> <p>Work with TfL to progress proposals for cycle parking hubs in 3 key employment areas</p>	*	*		Hackney Council, TfL	LIP, CIL, TfL
<b>C36</b>	<p><b>Cycle Parking at Stations</b></p> <p>Continue to review cycle parking at stations to meet demand</p>	*	*	*	Hackney Council	LIP, TfL, external grants
<b>C37</b>	<p><b>On Street Cycling Parking</b></p> <p>Continue to introduce on street cycle parking in the carriageway where possible</p>	*	*	*	Hackney Council	LIP, Sponsorship, advertising
<b>C38</b>	<p><b>Innovative Cycle Parking</b></p> <p>Continue to consider and implement innovative on street cycle parking solutions to meet demand and tackle theft through new sources of funding.</p>	*	*		Hackney Council	LIP, Sponsorship, Advertising
<b>C39</b>	<p><b>Residential On Street Cycle Parking</b></p> <p>Expand the provision of secure on street cycle parking hangars to ensure accessible to most households in the borough</p>	*	*	*	Hackney Council	LIP, Sponsorship, advertising

<b>C40</b>	<p><b>Estate Cycle Parking</b></p> <p>Continue to work with Hackney Homes and other housing associations to help provide secure cycle parking to residents living on estates</p>	*	*	*	Hackney Council	LIP, CIL, sponsorship
<b>C41</b>	<p><b>Extension of Cycle Hire Scheme</b></p> <p>Lobby TfL to ensure scheme reaches as far north as Stoke Newington and Clapton.</p>	*	*		TfL, Hackney Council	LIP, Sponsorship, advertising
<b>C42</b>	<p><b>Targeted Messages</b></p> <p>Tackle lower levels of cycling on housing estates through targeted behaviour change schemes, removing severance, leisure cycling and play streets</p>	*	*		Hackney Council	LIP, Public health, external grants, CIL
<b>C43</b>	<p><b>Hackney Homes Estates</b></p> <p>Work with Hackney Homes to ensure all estate roads and land are accessible and permeable to cyclists</p>	*	*	*	Hackney Council	LIP, CIL
<b>C44</b>	<p><b>Targeting Potential Cyclists at Various Life Stages</b></p> <p>Targeted behaviour change interventions to reach harder to reach communities</p>	*	*		Hackney Council	LIP, CIL, external grants

<b>C45</b>	<b>School and Workplace Travel Planning</b> Continue to work with businesses and schools to improve conditions for cyclists	*	*	*	Hackney Council	LIP, CIL, external grants
<b>C46</b>	<b>Cycle to School Partnerships</b> Look to secure funding to develop these partnership proposals	*			Hackney Council	LIP, CIL, external grants
<b>C47</b>	<b>Cycle Training</b> Continue to offer it to all residents, visitors and students in the borough for the lifetime of the plan	*	*	*	Hackney Council	LIP, external grants
<b>C48</b>	<b>Other Cycling Promotion</b> Continue to be proactive in promoting cycling and cycle safety	*	*	*	Hackney Council	LIP, external grants, sponsorship
<b>C49</b>	<b>20 mph speed limits on all roads</b> Implement 20mph on all borough controlled roads by end of 2015 and lobby TfL to implement it on their roads	*	*		Hackney Council, TfL	Council Capital
<b>C50</b>	<b>Bikeability Level 2 Residential Roads</b> Aim to make every residential road appropriate for children trained up to Bikeability Level 2	*	*	*	Hackney Council	LIP, CIL

<b>C51a</b>	<p><b>Targeting Poor Drive Behaviour – Enforcement</b></p> <p>Work with and support the Met Police to improve driver behaviour through better enforcement of traffic rules</p>	*	*	*	Hackney Council, Metropolitan Police	LIP, external grants, Met
<b>C51b</b>	<p><b>Targeting Poor Drive Behaviour –Red light cameras</b></p> <p>Wider rollout of red light cameras with known accident history</p>	*	*		TfL, Met Police, Hackney	LIP, TfL
<b>C51c</b>	<p><b>Targeting Poor Drive Behaviour – 20 mph camera enforcement</b></p> <p>Lobby the Mayor and Central Government to give powers to local authorities to enforce 20mph limits</p>	*			TfL, Central Government	NA
<b>C52a</b>	<p><b>Safer Vans and Lorries</b></p> <p>Ensure that any person driving on Council business undertakes on road cycle awareness training</p>	*	*		Hackney Council	LIP, sponsorship
<b>C52b</b>	<p><b>Safer Vans and Lorries</b></p> <p>Ensure Council's fleet has secured FORS Gold as soon as practically possible</p>	*			Hackney Council	LIP, TfL, capital, revenue, external grants

<b>C53</b>	<b>HGV Routes in Hackney</b> Work with partners to investigate options for reducing volume of HGVs on borough roads during peak hours and working day	*	*		Hackney Council	LIP
<b>C54</b>	<b>Stricter Liability</b> Lobby central government to adopt the principles of stricter liability	*	*		Central Government, Hackney Council	NA

## Funding Sources and prioritisation of projects

9.6 The primary sources of funding for cycling projects are as follows:

- Mayor's Cycling Vision – Borough Cycling Programme (BCP);
- LIP allocation funding from TfL (reviewed every three years);
- Council Capital/Revenue Funding;
- S106 Developer Contributions; and,
- Community Infrastructure Levy (CIL)

9.7 Other sources of funding tend to come from match funding opportunities e.g the Mayor's Air Quality Fund, lottery funding, DEFRA air quality grants, Mayor's Regeneration Fund, Cycling Grants, EU grants etc. This funding, by its nature, is difficult to predict since it often depends on a competitive bidding process. The Council is also proactively trying to identify new sources of funding through partnerships with commercial organisations such as advertising or sponsorship.

## 10 Monitoring

10.1 The Council will regularly monitor the progress of the interventions outlined in this plan towards achieving the Council targets and objectives. Whilst measurement of cycling levels in the borough is undertaken by Census data (10 years) and by the TfL London Travel Demand Surveys (on an annual basis), the Council is likely to need site and location-specific data to best measure local improvements. Some of this work is undertaken by the Sustainable Transport and Engagement (STE) team when reviewing school and workplace travel plans but the Council will commit to undertaking better and more regular monitoring of cycle flows in the borough and specifically to:

- Introduce more regular screen line and cordon counts;
- Introduce heat mapping cycle flows;
- Review school cycling levels through the School Travel Plan programme; and,
- Review cycling levels of major employers in the borough such as Hackney Council and Homerton Hospital.

### Local Cycle Flow Monitoring

10.2 The Council already has six permanent cycle counters at screen lines across the borough and is looking to introduce a further six at entry/exit points on the eastern and northern borough boundaries.

### Other Monitoring

10.3 Casualty data is monitored on an annual basis by TfL and the boroughs while the Road Safety Plan is expected to incorporate a rate based approach to cycling collision rates (discussed further in the Road Safety Plan). The Cycling Plan will need to be reviewed every three years to coincide with the LIP process and in light of available funding and progress toward the targets set in the Plan.

- 10.4 The Council will produce an annual 'dashboard' that will contain walking, cycling and other relevant targets which will enable us to gauge as to whether we are reaching our targets and to outline the circumstances in areas where we have not.



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# **Hackney Transport Strategy**

**2015-2025**

**Public Transport Plan**

**October 2015**

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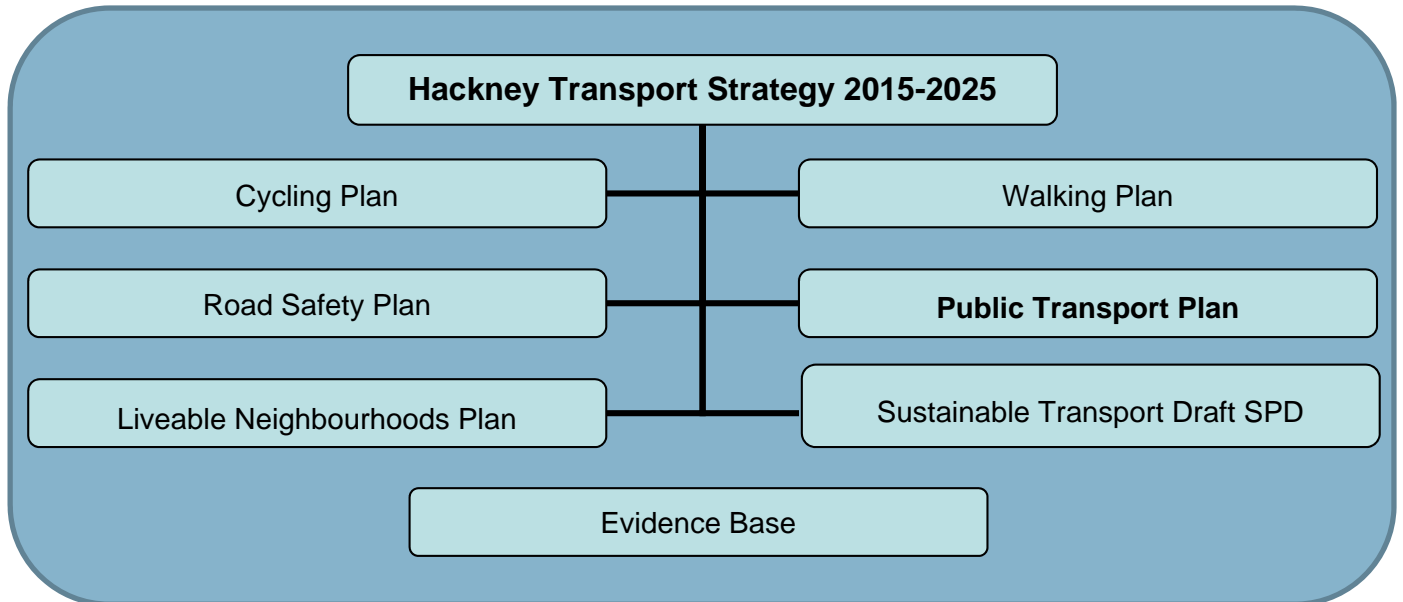
# 1 Introduction

- 1.1 Public transport plays a critical role in facilitating movement for residents of the London Borough of Hackney and to support wider growth and regeneration in the borough. The Transport for London 2012 London Travel Demand Survey results show that 36% of Hackney's population use public transport for the majority of their trips, almost twice the levels of car use, and Hackney residents have the highest levels of bus usage in London. Public transport's importance as a means of commuting to and from work is even more prevalent with almost 57% of the borough's resident population using bus, rail, Tube or Overground as a means to get to work or study.
- 1.2 These figures are relatively high despite the borough's historic lack of access to the London Underground network. Despite recent improvements, most notably to the London Overground network, the dramatic increase in Hackney's population over the past decade and projected future growth mean that further investment and upgrades to the public transport system will be needed.
- 1.3 This Public Transport Plan sets out the Council's long term strategy and delivery plan for public transport in Hackney. This document is one of six supporting documents that form part of Hackney's Transport Strategy 2015-2025. In addition, there is an evidence base document which provides relevant context to the Strategy. Figure 1 (below) sets out the structure of the Strategy.
- 1.4 As with all other supporting Plans in the Transport Strategy, the Public Transport Plan is a 'live' document and is subject to revision over the plan period as circumstances and available funding streams dictate. The Council's Corporate Plan to 2018 'Hackney; a place for Everyone; for example, commits to investing in our streets but also acknowledges the severe financial restraints that the Council have been operating under since the first Comprehensive Spending Review (CSR) with over £130 million saved since 2010. The Corporate Plan estimates that the next CSR due later this year may result in an indicative gap of over £70 million over the period 2016/17 to 2018/19. Any

further unforeseen reductions to these funding streams will adversely impact on the Council's ability to deliver proposed transport improvements over the ten year plan period and necessitate revision of the existing Strategy.

- 1.5 Despite the extremely challenging fiscal climate for local authorities, there is a recognition at all levels of government that improved public transport infrastructure is critical to delivering regeneration and housing and employment growth in London. The majority of the projects outlined in the first phase of Public Transport Plan are funded, through committed Transport for London investment including for example, the Hackney Interchange project and Crossrail 1. As constraints on our Capital funding grow tighter, we will continue to be innovative in terms of looking at revenue including advertising and sponsorship and further partnership working with neighbouring boroughs if a further than expected deterioration in local government finances takes place- particularly in the latter part of the Plan.

**Figure 1: Structure of Hackney Transport Strategy**



## Hackney Transport Strategy Vision

1.6 The over-arching vision for the Hackney Transport Strategy is:

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*“By 2024, 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.”*

---

## What will public transport in Hackney look like in 2025?

1.7 Public transport has a key role in achieving the Council’s vision for a fair, equitable and sustainable transport system, the objectives of the Public Transport Plan are that, by 2025:

1. Crossrail 2 proposals will be well advanced with an alignment through Hackney that maximises benefits to the borough.
  2. Hackney will have the most comprehensive and continuous bus priority network in London reflecting the fact we have the highest levels of bus usage in London.
  3. There will be improved public transport accessibility for all our residents to access emerging employment centres in Central London, Stratford, the Queen Elizabeth Olympic Park and the Upper Lea Valley.
  4. The east of the borough will have seen a substantial improvement in public transport services.
  5. The Overground network will have had further improvements providing additional capacity on congested routes.
  6. Significant capacity improvements and route upgrades will have been completed on the West Anglia Line.
  7. There will have been a smooth transition of the West Anglia Line services to Mayoral control, with improved stations and inner London rail services that have not lost out to non-stopping suburban services.
  8. The accessibility of Hackney's public transport will have been vastly improved with a fully accessible bus stop network, increased real-time service information, and step free access to the majority of stations in the borough.
  9. Hackney will have improved community transport services for those who find it hard to access public transport, to support independent living so that they can access jobs, education and essential services.
  10. There will be improved interchange facilities and walking and cycling conditions at our key public transport stations.
  11. Stations in Hackney will contribute positively to local character and distinctiveness and will be built to the highest standards of design offering a safe, secure and attractive environment at all times.
- 1.7 The Council, and transport delivery bodies such as Transport for London and Network Rail is operating under severe financial constraints and progress towards these objectives may be more gradual than originally envisaged. As

with the other Plans, the Council will produce an annual dashboard or progress report to ascertain whether we are making progress towards these objectives and to outline the circumstances in areas where we are not.

## **2 Why do we need a Public Transport Plan?**

### **Introduction**

- 2.1 The provision of a high quality public transport system is vital in a borough with low job density, low car use and a high propensity to travel to access education, London's job market and retail and leisure opportunities both within and outside the borough. The following section outlines some of the reasons why the Council will prioritise public transport over the lifetime of the Transport Strategy and beyond.

### **Population growth and increasing demand for travel**

- 2.2 As outlined in the background document of the Transport Strategy, the population of Hackney has increased by over 40,000 people (or an approximate 19% increase) since the 2001 Census. This figure represented the third greatest increase in London. These high levels of population growth coupled with significant levels of growth expected in and around Stratford, the Queen Elizabeth Olympic Park, the Upper Lea Valley and the wider Thames Gateway region, highlight an obvious need to plan for ever-increasing demand for travel and to mitigate against road and public transport over-crowding in the East and North London sub-regions.
- 2.3 Within Hackney, Census data shows that all wards here experienced high levels of population growth with the exception of the Brownswood ward in the north-east of the borough. However, this reduction is likely to be a result of the temporary movement of residents as part of the Woodberry Down regeneration scheme – one of the largest of its kind in Europe. The location of this scheme near the London Underground stations of Manor House and Finsbury Park suggests that peak time over-crowding on the Victoria and Piccadilly lines is set to be an issue in future years – a fact recognised by the Mayor of London's Transport Strategy and illustrating the need to plan ahead.

## High public transport use in Hackney

- 2.4 More people use public transport in London than in any other part of the country. In 2011, London had the highest proportion of workers commuting by public transport (light rail, train, buses and coaches) in the country at 52.6%.
- 2.5 Within Hackney, this trend is particularly prevalent. Despite Hackney's relatively high walking and cycling rates, travel by public transport is by far the most popular method of travel for our residents (particularly for commuting trips) and is likely to remain so for the foreseeable future. The Census estimates that there are 113,400 Hackney residents in employment. Within that cohort, around 94,000 have a fixed workplace. Of these, 18,900 or 20% work within Hackney, and the remaining 75,550 (80%) travel out of the borough to work, making public transport a practical mode of transport. Census and TfL data consistently show bus usage in Hackney to be amongst the highest in London with over a quarter of residents (26%) using the bus as their main mode of transport (TfL, 2012).

## Gaps in the network

- 2.6 A Public Transport Plan is needed to set out a vision for how the Council intends, with partners, to address gaps in the existing transport network over the coming period. Despite significant improvements made in provision – most notably to the London Overground network in 2010 – there are still a number of issues that the Council is keen to address. Hackney is one of the few Inner London boroughs that is not comprehensively served with London Underground stations. This is a long-standing problem which the Council is pro-actively seeking to resolve by working with TfL through the Crossrail 2 route alignment process. In addition, public transport connectivity in the Hackney Wick growth area is weak while there are parts of Hackney particularly in the east, north, and west and areas of social housing that have poor access to public transport services.

- 2.7 The Council recognises it is vital for those living away from these key routes to have their access to public transport further developed and protected in order to ensure they can access education, employment and leisure opportunities. There are particular problems in the King's Park area of the borough that is only served by one bus route the 242. When problems arise with this route then the entire area, with many thousands of people is without access to the public transport network in their immediate area. There is also a lack of public transport connectivity in the Hackney section of the Olympic Park and with the Here East proposals there will be large numbers of visitors and commuters trying to access this area in the near future.

## **Promoting equality and social inclusion**

- 2.8 A comprehensive, safe and affordable public transport system is a key measure of social inclusion in the borough for a wide range of groups. This is particularly relevant in a diverse inner London borough such as Hackney that suffers from high levels of deprivation. Public transport has a critical and obvious role in facilitating access to employment, training and health services but there are other less obvious ways in which public transport promotes social inclusion.
- 2.9 The ability to travel safely by bus for example, allows children and young people to get to school or college, the elderly to travel around London, and has an important role to play in facilitating independent living by disabled people. Conversely, issues such as a lack of step-free access, lack of staff at railway stations and poorly lit approaches to public transport termini act as disincentives to use public transport for all Hackney residents. Currently few rail and underground stations in Hackney (excepting Hackney Central, Hackney Wick, Hoxton, Haggerston and Dalston Junction) are step free meaning much of the rail network is inaccessible to residents in wheelchairs or with limited mobility. This Plan will identify some existing barriers to travel in Hackney and propose improvement measures.



## **Reducing pollution and improving air quality**

- 2.10 The entire borough of Hackney was declared an Air Quality Management Area in 2006. Public transport has a clear role in helping to reduce emissions from transport and improving air quality primarily through reducing the amount of road traffic coming from within the borough and the rest of London. Public transport provision can also minimise emissions through greater use of lower emission buses in areas of poor air quality and the electrification of railway lines.

## **Diminishing funding levels**

- 2.11 Hackney Council in common with other Local Authorities and Transport for London, must plan for an era of financial uncertainty and significantly reduced funding for public transport schemes and cuts to existing services. Given this uncertainty, the Council will have to prioritise projects over the coming years and this Strategy will provide a basis for these decisions.
- 2.12 The Plan will also highlight issues relating to the proposed reform of the bus network in London and proposed cuts to staffing levels at National Rail and Overground stations. For example, groups representing the elderly and those with disabilities identified issues arising from recommendations contained in the Government commissioned 2011 McNulty Report may have in terms of providing assistance, identified difficulties for members in accessing platforms and asking for directions if staff are removed from stations.

### 3 Policy Background

3.1 There are several policy documents at the London and sub-regional level which provide relevant context to this Public Transport Plan. The following documents are summarised in more detail in the background document of the Hackney Transport Strategy:

- The Mayor's Transport Strategy;
- East London Sub-regional Transport Plan (ESRTP);
- North London Sub-regional Transport Plan (NSRTP);
- Central London Sub-regional Transport Plan (CSRTP);
- Hackney's Local Implementation Plan 2 (LIP2).

3.2 Many of the policy background documents stress public transport's importance to managing an increasing demand for travel from expected population growth and regeneration and improving access to planned employment growth areas and services across London. Within Hackney, these London-wide challenges are particularly acute, being a borough located on the doorstep of the Upper and Lower Lea Valley Opportunity Areas as well as London's Central Activity Zone and the City, which together represent the largest jobs market in the country.

3.3 The borough therefore needs to continue to plan for this growth whilst at the same time attempting to overcome historical deficiencies in public transport provision. This deficiency particularly affects access to new employment areas brought on by the shift of traditional manufacturing to other areas and addressing the likelihood of future over-crowding on the existing network.

## 4 Existing Situation and Future Challenges

### Introduction

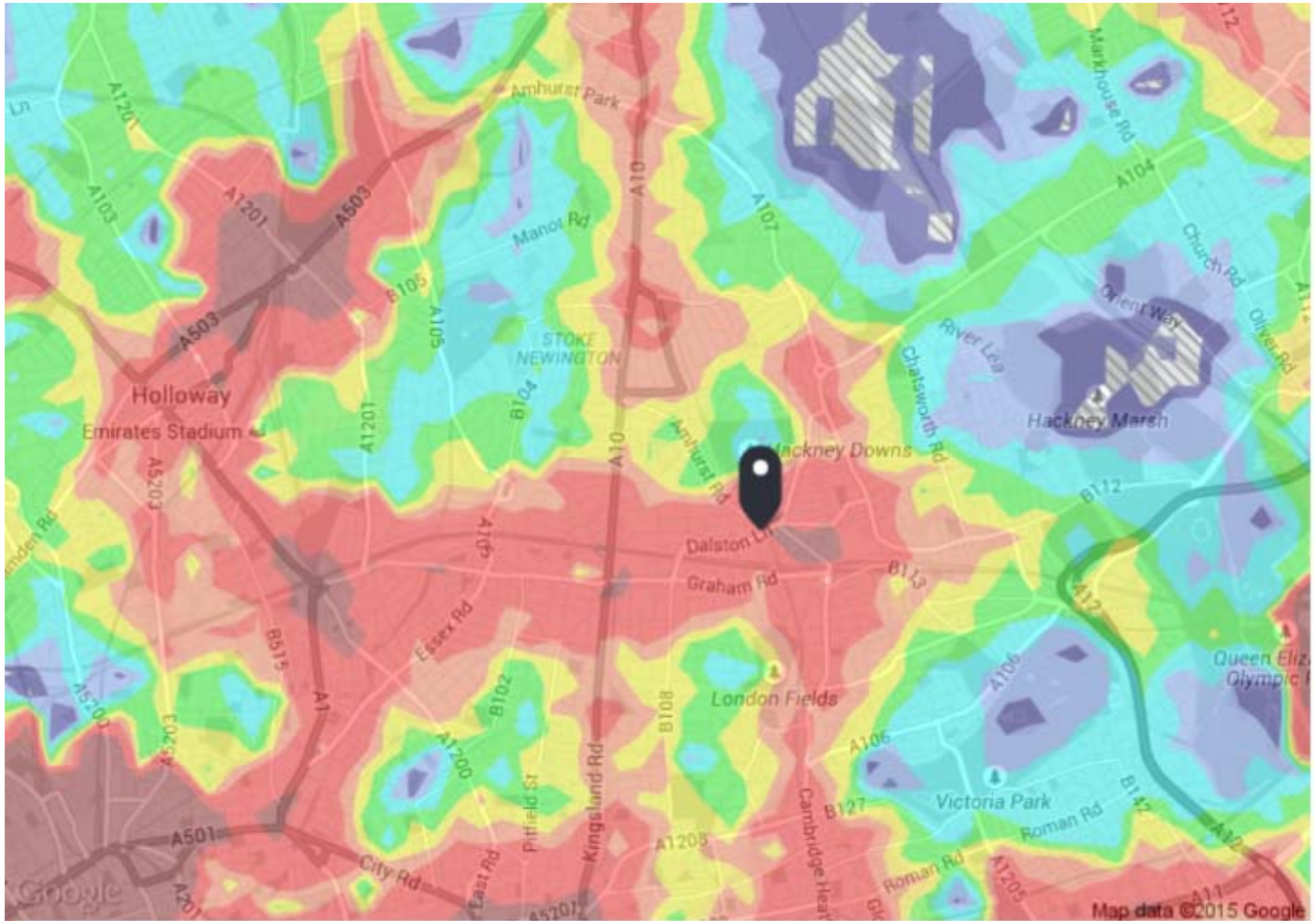
- 4.1 Hackney is a well-connected borough, with relatively high levels of public transport accessibility. Despite this there remain some serious gaps in provision, which will become more apparent as the borough and neighbouring areas in London continue to grow. This section outlines some of the current issues and future trends impacting public transport provision in Hackney as things currently stand and some of the future challenges.

### Current Public Transport Accessibility Levels (PTAL)

- 4.2 Despite Hackney's relative proximity to Central London and other key sub-regional public transport hubs such as Stratford, public transport accessibility is poorer than other similar borough's in inner London primarily due to the lack of Tube connections and the radial nature of its rail network.
- 4.3 Measurement of public transport accessibility in London has traditionally revolved around the use of Public Transport Accessibility Levels (PTAL). PTAL quantifies the proximity to and frequency of public transport services to a particular site or location. PTALs are calculated by combining indices of bus, underground and rail services and stations, resulting in an index demonstrating the relative accessibility on a scale of 1 to 6 where 1 is the lowest provision and 6b the highest.
- 4.4 Transport for London (TfL) have recently updated its online public transport connectivity guide –WebCAT (Web-based Connectivity Assessment Toolkit) that allows users to create their own PTAL maps and view PTAL for future scenarios. PTAL values are now pre-calculated using a grid of points at 100m intervals across the Greater London area. They represent the best estimate of connectivity based on the information available to us at the time of calculation.

4.5 Figure 6 shows an approximation of the current public transport connectivity using 2011 as a base year.

**Figure 6 2011 PTAL levels in Hackney adapted from TfL Webcat**



PTAL output for 2011 (Base year)

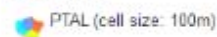
6a

Easting: 534521, Northing: 185110

**Map key - PTAL**



**Map layers**



Copyright 2015, TfL



Source TfL (2015). Note: accurate PTAL information from a specific point in London can be accessed at; <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat?intcmp=25861>

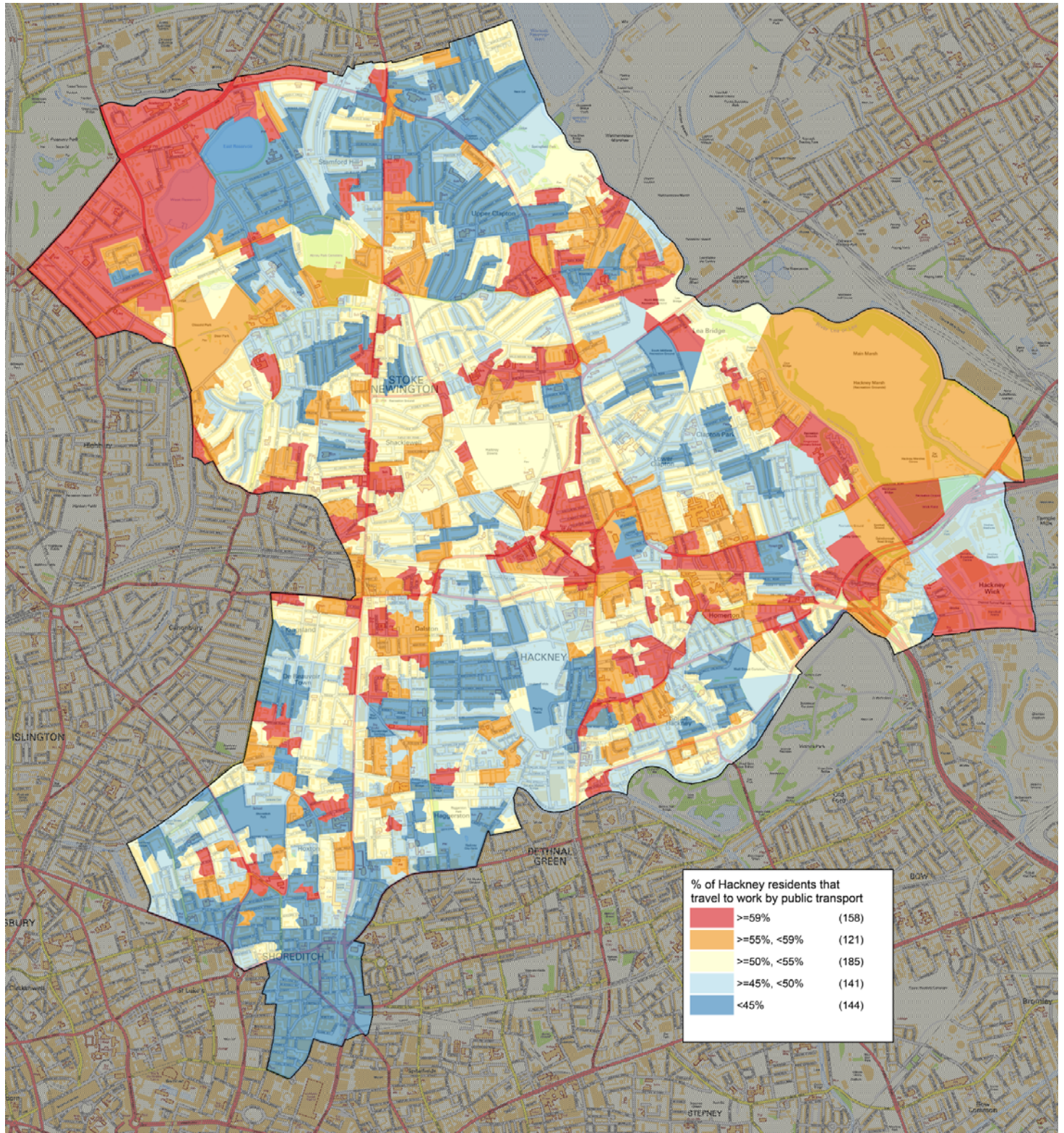
Using 2011 as a baseline, the map reflected improvements to the London Overground network with the opening of the East London line and further enhancement of the North London line in 2010. The map showed that most areas of the borough have PTAL Levels of between 3 and 6, with the best public transport accessibility (level 6 to 6b) found at Shoreditch in the south of the borough and at town centre areas such as Dalston and Hackney Central. PTAL levels are also high along main transport corridors along the A10 and Mare Street. The map highlights the areas of the borough that presently have low levels of public transport accessibility (PTAL 3 or less). These areas tend to be located in the east of the borough generally around Victoria Park, Hackney Marshes and Lower Clapton. There are also pockets of low PTAL near post-war housing estates in the north-west and in the Queensbridge areas of the borough (in and around London Fields).

- 4.6 It is understood that TfL are in the process of developing a new method that will better measure an area's accessibility taking into account an area's 'Access to Opportunities and Services' (ATOS) and could potentially include proximity to the Cycle Hire scheme. However, details of this are yet to be confirmed.



## Use of Public Transport for commuting in Hackney

Figure 3: Travel to work by public transport Hackney residents



Source: Hackney Policy team (2015).



In the map above, orange and red indicate where travel to work by public transport is more common and light and dark blue indicate where it is less common. There is a mix across the borough in levels of public transport use, but there are several areas which clearly have lower or higher use. Areas of high public transport use include:

- In the north west tip of the borough, near Finsbury Park and Manor House.
- In the east of the borough, around Hackney Marshes, east Homerton and Lower Clapton.
- In the middle of the borough – an area around Hackney Downs, Hackney Central and to the west of Homerton Hospital.
- Upper Clapton – between Springfield Park and Millfields Park.

In some cases high public transport use appears to be connected to proximity to underground or rail stations. This is the case near Finsbury Park and Manor House, where there is very high public transport use. In this area are located several of the Output Areas with the highest public transport use – over 80%. This is also the case in the centre of the borough, with public transport use is high around the Overground stations at Hackney Downs, Hackney Central and Homerton.

There are also several areas with low public transport use. These include:

- Stamford Hill, an area between the east reservoir across the A10 and down to the River Lea.
- The south of the borough – Shoreditch, Hoxton, Haggerston and towards Bethnal Green. Lack of transport does not explain low use in these areas; there are a number of Overground and rail stations in the area: Old Street for tube and rail access, and Haggerston, Hoxton, Shoreditch High Street for the London Overground. There are also many buses offering routes down the A10 into the City. Instead, as we will see in a map further down, many people in these areas are traveling to work by 'Other' methods, meaning they are either cycling or walking to work.

## Hackney residents' commuting patterns

- 4.7 As covered in the over-arching Transport Strategy, at an average of 0.7 jobs per resident of working age, Hackney has a low job density in relation to other inner London boroughs. This means that the borough's residents are more likely to travel outside the borough to access employment than their counterparts in neighbouring boroughs. Job density is even lower in the north of the borough in places such as Clapton, Dalston and Stoke Newington which have a job density of 0.31 reflecting an obvious need to travel in these areas to access employment.

Table 1: Jobs density in selected inner London boroughs

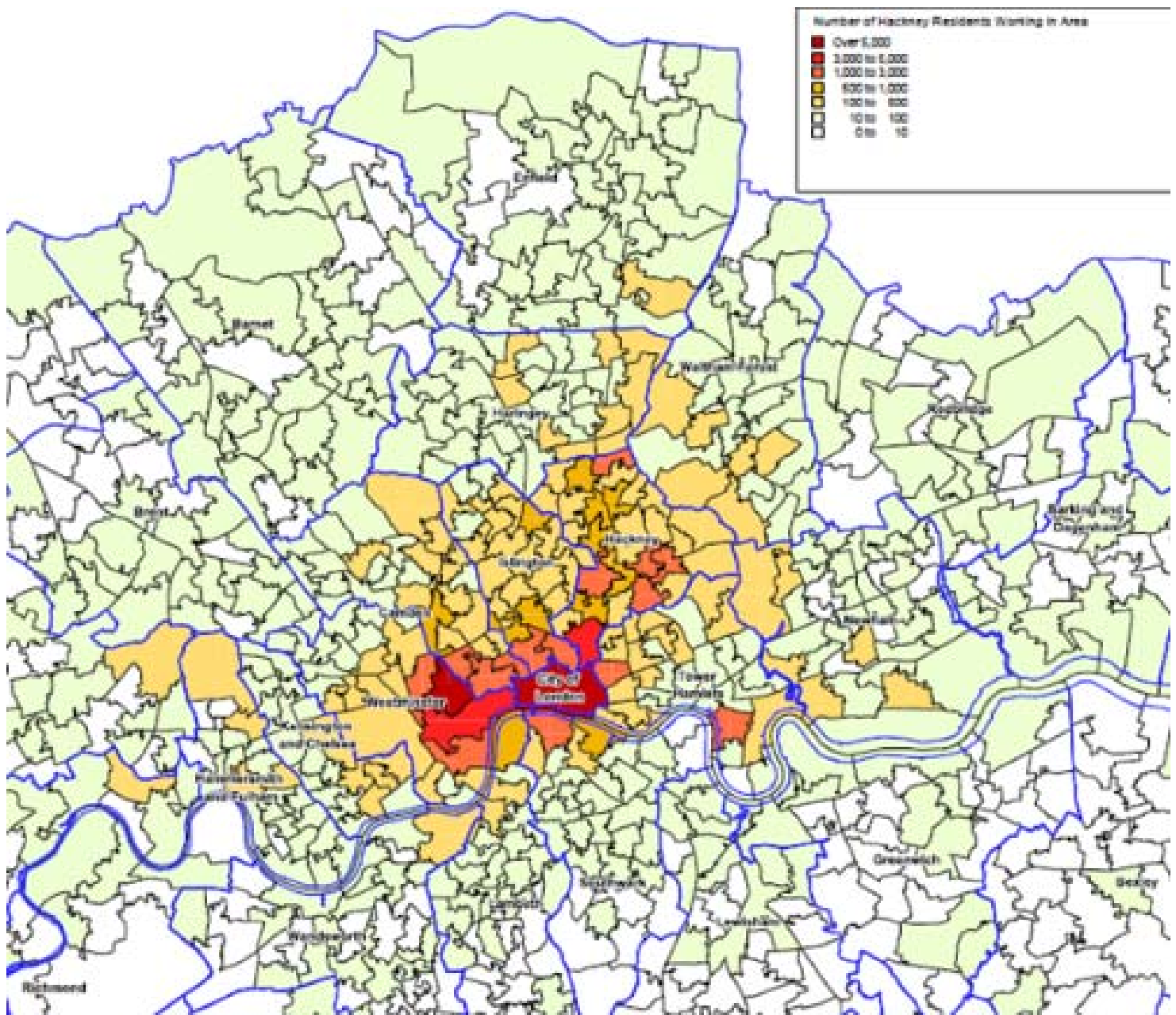
Borough	Jobs per resident in 2013
Camden	2.16
Islington	1.36
Tower Hamlets	1.34
Kensington & Chelsea	1.31
Southwark	1.19
H'smith & Fulham	1.08
Lambeth	0.72
Hackney	0.66

Source (GLA, 2015)

- 4.8 Analysis of the 2011 Census travel to work data showed that 75,550 (80%) of Hackney's residents travel out of the borough to work. The majority of Hackney's commuters travelled into Central London and neighbouring borough's to access their place of work (see Figure 4 below).



**Figure 4: Map showing where Hackney residents work**



(Note; the full map can be found at p21 on the Census 2011- Transport Paper

- 4.9 This trend is likely to be maintained over the lifetime of the Strategy with notable developments including the 2011 opening of the Westfield development in Stratford and planned employment growth in the Upper and Lower Lea Valley likely to impact on travel to work journeys in the next Census. A need for additional orbital public transport provision and capacity across the inner north,

east and central London sub-regions will be required as employment opportunities in these areas grows.

## **Improvements in public transport since the 2006 Hackney Transport Strategy**

4.10 In recent years, Hackney has benefitted from significant investment in public transport provision with many previously poorly-served parts of the borough becoming more accessible. Since the publication of the 2006 Hackney Transport Strategy the most significant improvements to public transport include:

- The completion of the East London Line and four new Disability Discrimination Act (DDA) compliant London Overground stations at Dalston Junction, Haggerston, Hoxton and Shoreditch in 2010;
- The completion of the full orbital Overground East London route offering connections from Dalston Junction to Highbury & Islington (since 2011) and to Clapham Junction (since 2012);
- The upgrading of the North London line with refurbishment of stations at Dalston Kingsland, Hackney Central, Homerton and Hackney Wick and the introduction of new rolling stock providing better comfort, greater reliability and increased capacity;
- Enhancement to the bus service in Hackney resulting in increased frequencies, route extensions and particularly new routes, e.g. routes 388, 393, 394 and most recently the 488 extension. However it is also recognised that recently there have been a number of reductions in service frequencies on certain routes by TfL.

## **Population and employment growth in Hackney and beyond**

4.11 Accommodating recent and projected population and employment growth is the underlying challenge for public transport provision. The 2011 Census estimated Hackney's population to be at 246,300 – a 19% increase over ten years. Much

of this growth has been in the 25 to 34 age group. The borough is relatively young compared to London, with a greater proportion aged 25-34 and fewer aged over 45. The growth pattern across the borough varies significantly at ward level with Dalston, Hoxton, and Leabridge are all estimated to have experienced population growth of over 40% over the last ten years, likely linked to housing developments in these wards.

- 4.12 The East London Sub-Regional Transport Plan (SRTP) estimates there will be an additional 600,000 people in the sub-region (about 40% of London's growth) and 160,000 additional jobs in the period up to 2031 – growth that will see the total amount of trips increase by more than 25%. The majority of this growth will take place in the neighbouring boroughs of Tower Hamlets and Newham (TfL, 2012, p11). North London has the second highest population and employment growth of any London sub-region with 180,000 people and 40,000 jobs expected by 2031 with focal points around Brent Cross, Central Leaside and Tottenham Hale (TfL, NSRTP, 2012). The Central London SRTP meanwhile, envisages an additional 300,000 population with an additional 450,000 jobs spread throughout the sub-region in Opportunity Areas near Hackney such as King's Cross and the City Fringe and Intensification Areas of Farringdon and Smithfield (TfL, 2012).

## **Land use and projected growth levels to 2026**

- 4.13 Hackney is in the process of developing its Local Development Framework portfolio of development plan documents. The Council adopted its Core Strategy in 2010 which outlined broad strategic locations where Hackney's future growth will be expected to occur over the next 11 years to 2026. While further information can be found in the Transport Strategy background paper some of the key statistics are summarised as follows:

- **Dalston** is a London Plan designated Intensification Area which is earmarked to grow by approximately 1,770 new homes, 6,000 sqm of new employment space and 3,000 sqm of convenience shopping;

- **Hackney Central** has approximately 1,200 new homes and improved retail, civic and cultural growth proposed;
- **Woodberry Down** is one of largest regeneration programmes in Europe which an estimated 5,000 new homes expected to be realised over a 20 year period;
- **Hackney Wick** is a key Olympic Legacy employment area expected to contribute an additional 87,000 sq m of employment space and 620 new homes;
- **City Fringe South Shoreditch** – growth in this area will look to enhance its cultural, office, leisure and creative character with an additional 530 new housing units and approximately 175,000 sqm of new employment space;
- Railway Corridors centred in areas around **Haggerston, Hoxton and Shoreditch High Street Overground stations** will be expected to contribute 630 new homes and further intensification of mixed use development.

4.14 A key reason for these particular growth locations was their proximity to high levels of existing or planned public transport provision. This planned growth can therefore be catered for by mitigating against additional car use but will likely to increase pressure on existing public transport services.

## Addressing future over-crowding

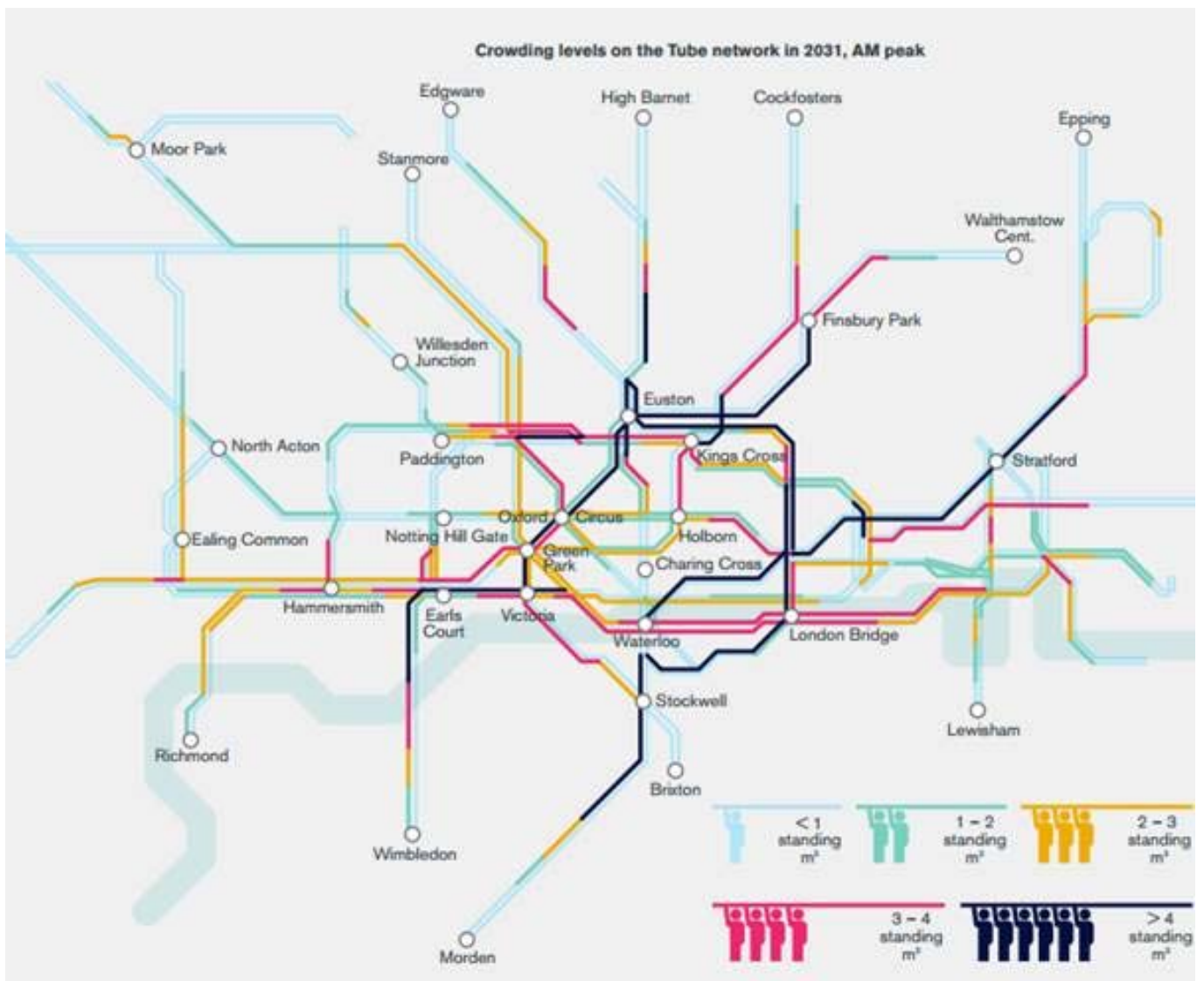
4.15 Even with all committed investment and planned infrastructure in place, Hackney, in common with other inner London boroughs, is likely to experience overcrowding and congestion on its public transport network in future years. This will likely be the result of increases in the demand to travel within the borough and from journeys originating outside, but routing through Hackney; but also the increasing popularity of public transport as private car use is discouraged.

4.16 Figure highlights the extent of expected overcrowding on London's rail network by 2031. The map depicts severe over-crowding on many railway lines and Tube connections to key hubs and termini such as King's Cross, Liverpool

Street, London Bridge and Stratford. The following is of particular relevance to the travel patterns of Hackney’s residents:

- Severe overcrowding is expected on all rail and tube lines running south of Finsbury Park;
- Overcrowding expected on the North London line between Homerton and Highbury & Islington (particularly between Dalston and Highbury & Islington);
- Overcrowding on most of the Northern line but particularly between London Bridge and Euston;
- Central Line overcrowding between Bank and Stratford.

**Figure 5: Forecast London Underground crowding in 2031**



Source: GLA (2014), London Infrastructure Plan, Transport Supporting Paper

- 4.17 Future regeneration within Hackney and within the wider central and east London sub-region will be dependent upon the success or otherwise of finding a solution to these problems. The answer is likely to be the result of a significant uplift in public transport capacity provision and policy initiatives promoting a shift to greater walking and cycling levels to reduce pressure on the existing network. Efforts to aid the relieving of local public transport overcrowding are outlined in the Cycling and Walking plans.

## Barriers to using public transport in Hackney

- 4.18 As part of the initial consultation process for the Transport Strategy, Council officers engaged key stakeholder groups including disability groups, Sustainable Hackney (SH), Age UK, Hackney Headteachers Forum (HHF) and Hackney Councillors (HC) to identify the key issues around public transport provision in Hackney. In addition to this, Council officers also took into consideration previous submissions to the LIP2 document and other useful documents such as the Disability BackUp Report 'Getting There' (DBU) and the Council's emerging Infrastructure Delivery Plan, which identifies gaps in transport infrastructure. Table 2 provides a synopsis of some the key issues raised.

**Table 2: Barriers to public transport raised by key stakeholders**

<b>Issue</b>	<b>Raised by</b>	<b>Specific Locations raised</b>
<b>Rail / Overground</b>		
Over-crowding on the London Overground	HC	North London Line in particular
Lack of staff at rail stations/ threat of staff cuts	DBU HC	All NR stations
Poor interchange facilities	DBU	Dalston Kingsland/Dalston Junction
Inadequate ticket hall facilities	DBU	Dalston Kingsland
<b>Bus</b>		
Need for more bus priority measures	HC	Amhurst Park Wick Road Cassland Road

Reduced bus services/reliability issues	HC	Route 242, 336 Stoke-Newington town centre Generally east of the borough
Lack of reliable west-bound and south-bound bus services from going west from the east of the borough	HC Kings Park Ward Forum (WF)	Clapton Park – specifically routes 242 & 308 East of the borough generally
Lack of a bus service connecting Golders Green and Stamford Hill – 210 from Finsbury Park should go via Stamford Hill	Interlink  Cllr Steinberger Cllr Levy Cllr Stops	Stamford Hill – Finsbury Park – Golders Green
A need for a bus service from Stamford Hill to Homerton Hospital	Interlink, Cllr Levy	Suggested potential re-route of route no 253/254
Need for more Real Time Information on bus stops	DBU	Clapton/ Kings Park area particularly on route 242
A need to connect Woodberry Down with Stoke Newington	Cllr Stops	Suggested extension of route 276
Lack of bus shelter /and seats especially in inclement weather – need audit of bus stops	DBU	Borough-wide Outside Dalston Junction
Lack of real-time information on some bus stops	DBU Kings Park WF	Borough-wide but prevalent outside main town centres and
School children using bus services for short journeys to school rather than walk or cycle	HC	Amhurst Park
Distance between bus stops too great	HC	Stoke-Newington Church St (eastbound)
<b>Accessibility</b>		
Lack of safe crossing facilities near bus stops	DBU	Lea Bridge Road

Design of new Routemaster allows less space for wheelchairs	DBU	
Inaccessible rail stations/ lack of DDA-compliant stations	HC DBU	Includes; Hackney Downs Dalston Kingsland Homerton
Some bus drivers not stopping for wheelchair users/ unhelpful attitude	HC DBU	Londonwide
<b>Other</b>		
Lack of black cabs in town centres	DBU	Dalston
Need to consider the use of trams/light rail in Hackney – particularly on crowded bus corridors	Sustainable Hackney	Route 55
	Cllr Stops	Route 149

- 4.19 In order to meet these challenges, the Council will need to continue work closely in partnership with a range of stakeholders including the Department for Transport, National Rail, Transport for London, community groups and through forming alliances with neighbouring boroughs to plan and jointly fund public transport improvements. These will include schemes that improve integration between different travel modes.
- 4.20 Whilst the borough is not directly responsible for the provision of public transport services, it plays an important role in facilitating improvements primarily through identifying gaps in provision and working with TfL and public transport operators to address these shortfalls. The Council can also assist by implementing local improvements to existing services for example, by providing bus priority measures on its road network or by using development contributions to provide a better environment for pedestrians, cyclists and bus users to access stations and bus stops through better crossing facilities and slower vehicle speeds. The Council also acts as an important intermediary between Hackney residents, key stakeholder groups including those representing older people and people with disabilities with Transport for London e.g. by raising resident concerns with bus stops, crossing facilities on the TLRN network. This also includes hosting regular meetings which brings together a



wide range of public transport groups and operators to provide updates and discuss areas of concern.

- 4.21 Many of the issues raised above are covered in more detail in other parts of the Transport Strategy – notably the Walking Plan and Sustainable Transport SPD. The remainder of this document will be concerned with the Council’s proposals for improving the capacity, frequency and quality of public transport provision in the borough.

## 5 Rail Strategy

### Introduction

- 5.1 Rail-based public transport services in Hackney have significantly improved in recent years, particularly with the opening of the East London Line Extension and further service improvements to the North London Line. The devolution of West Anglia services to Transport for London in May 2015, should also lead to an improved quality of services in areas served by these routes.
- 5.2 Rail is an important mode of transport in Hackney, accounting for around a quarter of all commuter trips. The majority of these trips unsurprisingly originate in areas of the borough where there is good access to London Underground services such as Manor House and Finsbury Park and Overground services such as Hackney Central, Dalston and Homerton. Analysis of Census 2011 travel to work data shows that the key destinations for people travelling to work by either rail or London Underground include the City, Westminster and Canary Wharf (see Transport Strategy- supporting paper).
- 5.3 Despite real progress in rail provision in Hackney, there remains significant challenges to overcome in order to address gaps in provision of underground rail services, reduce overcrowding on services (particularly on the London Overground) and improve accessibility to stations. The radial nature of the National Rail routes that currently terminate at Liverpool Street also creates difficulties in terms of providing orbital movement. This chapter sets out Hackney Council's approach to rail provision for our residents over the lifetime of the Transport Strategy.

### Existing rail network and recent improvements

- 5.4 Rail services in Hackney are provided and managed by a number of operators including Transport for London and Network Rail. Four mainline rail routes serve stations based within Hackney:

- The former Greater Anglia's West Anglia services which originate from Liverpool Street and serve stations at Hackney Downs, London Fields, Rectory Road, Clapton, Stoke Newington and Stamford Hill stations. These stations became part of the TfL rail network on 31<sup>st</sup> May 2015.
- Great Northern's Northern City line which runs from Moorgate to Finsbury Park and serves Old Street;
- The North London Overground line that runs from both Clapham Junction and Richmond in the west to Stratford in the east with stations at Dalston Kingsland, Hackney Central and Homerton;
- The East London Overground line that runs from Highbury & Islington in the north to West Croydon in south London and Clapham Junction in the southwest. The line opened in 2010 and provided new stations at Dalston Junction, Haggerston, Hoxton and Shoreditch.

5.5 In February 2011, the Highbury & Islington extension on the East London line was completed allowing additional services at Dalston Junction. The second phase of the East London line extension was completed in December 2012, thereby allowing the borough full orbital connections across London. The map showing the existing rail network in Hackney and location of key railway stations within and immediately outside the borough is depicted in Figure 5.

5.6 Rail use in Hackney has increased exponentially particularly since TfL assumed control of former franchise lines and instigated improvements to the London Overground network. The tables below comprise of passenger numbers statistics obtained from the Office of Rail and Road (ORR);

Table 3: North London Line changes in passenger numbers 2006/07-2013/14

Station	2006/07	2013/14
Hackney Wick	366,586	1,517,052
Homerton	1,894,179	4,882,562
Hackney Central	1,895,979	5,310,932
Dalston Kingsland	2,538,141	6,174,590

Table 4: Passenger numbers at Greater Anglia stations (TfL from 31 May 2015)

Station	2006/07	2013/14
Clapton	460,103	1,568,544
Stamford Hill	265,335	403,070
Stoke-Newington	314,821	939,430
Rectory Road	278,779	854,556
Hackney Downs	1,076,624	2,035,092
London Fields:	111,710	619,540

Table 5: Passenger numbers at East London Line stations since May 2010

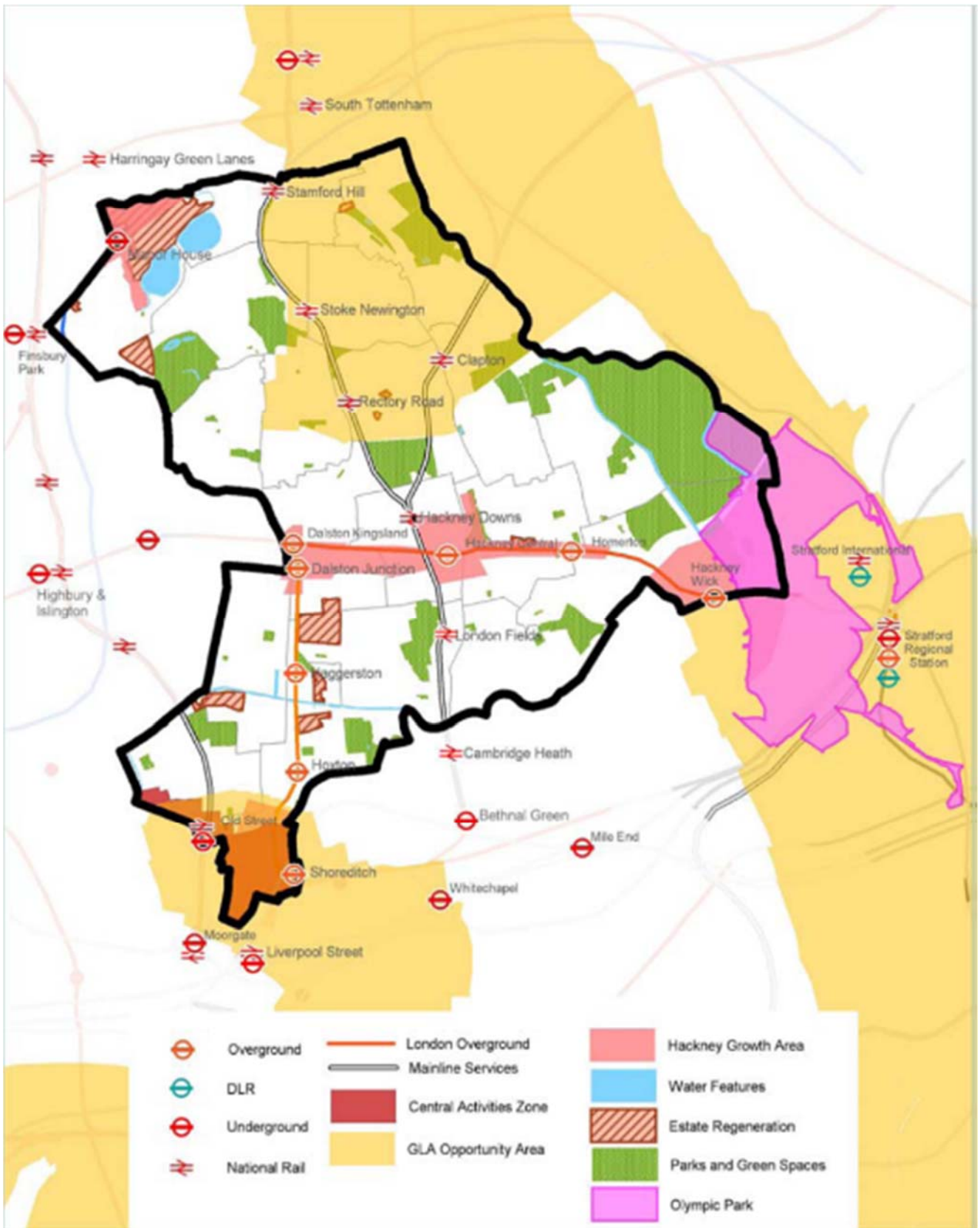
Station	2010/11	2013/14
Dalston Junction	1,331,580	3,199,980
Haggerston	509,504	1,912,378
Hoxton	464,292	1,740,796
Shoreditch High Street	3,068,578	4,057,118

- 5.7 ORR estimates tend to be less than those counts recorded independently by the Council for a variety of reasons including a lack of a gated system at some stations and the fact that Oyster pay-as-you-go trips were not always included. Nonetheless, ORR statistics help provide a useful guide to trends.
- 5.8 Four of the busiest stations in Hackney rank amongst the busiest in the country, with passenger numbers higher than that of many provincial cities;
- Dalston Kingsland is 66<sup>th</sup> busiest station in the country, out of 2537, i.e. in the top 3%, and busier than Nottingham at 67<sup>th</sup>

- Hackney Central is 76<sup>th</sup> busiest, also in the top 3%, and busier than Ealing Broadway at 77<sup>th</sup>
- Homerton is 79<sup>th</sup> busiest, busier than Birmingham International/NEC at 80<sup>th</sup>
- Shoreditch High Street is 106<sup>th</sup> busiest, busier than Tonbridge at 107<sup>th</sup> and Stansted Airport at 123<sup>rd</sup>

In addition to the above, Hackney Downs is busier than Portsmouth and the two Dalston stations together are busier than Sheffield providing justification for further investment in the Overground network in Hackney.

Figure 5: Existing rail network in and around Hackney



Source: Hackney Council, LIP2, 2011

## Confirmed rail improvements (2015-2019)

- 5.9 Planned improvements to the strategic railway network in London are primarily decided by the Department for Transport, Transport for London and Network Rail. Nonetheless the Council has an important role in making the case for local improvements either on its own or through strategic partnership agreements with other boroughs such as the East London and South East London Transport Partnership (ESEL), with colleagues representing north and central London boroughs and a wide range of advocacy groups and non-government organisations. Key sources of information include Network Rail's 'Strategic Business Plan for 2014-2019 and TfL's Business Plan 2009/10 – 2017/18. Key confirmed infrastructure projects impacting Hackney include:

### **Crossrail 1 (2018)**

- 5.10 Crossrail is a 73-mile rail route that links west from Reading and Heathrow airport to Canary Wharf in London Docklands and Shenfield in Essex via 25 miles of tunnels under central London. Crossrail will expand the city's rail network capacity by 10% cutting journey times substantially and relieving congestion on many other rail and Tube lines. Although there will be no station situated within the borough boundary, the station at Liverpool Street will have an influence on the South Shoreditch area and act as a further catalyst for regeneration and growth in this area. Similarly, the station at Stratford should have benefits in terms of reducing congestion on the Central Line and facilitating regeneration in the Hackney Wick area providing appropriate bus and rail links are in place. Hackney will work with TfL, Crossrail and neighbouring boroughs to ensure that pedestrian, cycle and bus routes to stations are improved as the project progresses. Crossrail 1 is due to open in 2018.

#### **PT1: Crossrail 1 Station Access Improvements**

Hackney will work with TfL, Crossrail and neighbouring boroughs to ensure that pedestrian, cycle and bus routes from Hackney to new Crossrail stations are improved and benefits to the borough maximised as the project progresses.

**Lea Bridge Station (2015)**

- 5.11 Although located just over the borough boundary in Waltham Forest, Hackney residents in the Lower Clapton and Lea Bridge Road areas of the borough will benefit from the re-opening of this station, which was confirmed in Network Rail's Strategic Business Plan published in January 2013. The station, which is located near some of the most deprived wards in Hackney; is served by a number of high-frequency bus routes including the 48, 55, and 56 and will improve transport accessibility for the growing residential area and visitor attractions along Lea Bridge Road to access employment opportunities in Stratford and the wider Lower Lea Valley and Docklands area. Interchanges will also be possible at Tottenham Hale offering further possibilities to access destinations in the Upper Lea Valley area such as the Meridian Water and Northumberland Park developments. As with the Crossrail stations, Hackney will work with LB Waltham Forest, Network Rail and TfL to ensure that improvements to existing pedestrian and cycle routes (with reference to LB Waltham Forest's recently successful Mini-Holland bid) and infrastructure are secured as part of the implementation process.

**PT2: Lea Bridge Station**

Hackney will work with LB Waltham Forest Council, Network Rail and TfL to ensure that improvements to pedestrian, cycling and bus routes between the station and Hackney are secured.

**West Anglia Main Line three-tracking (by 2019)**

- 5.12 A related project includes the £72 million commitment outlined by Network Rail in the Business Plan to relieve overcrowding and absorbing the additional forecast growth on the West Anglia main line by delivering the infrastructure required to increase the frequency of Lea Valley line services to Stratford to four trains per hour. An additional benefit to this will be the opportunity to increase services at Clapton station by enabling a direct rail service from Clapton to Tottenham Hale and the Lea Valley Line in addition to the existing Chingford – Liverpool Street route.



- 5.13 The North London Strategic Alliance was recently successful in securing £25 million from the Growing Places Fund for rail upgrades to provide extra services at Northumberland Park and Tottenham Hale, improving rail links between Stratford, the Upper Lee Valley and beyond, including Stansted Airport. The funding will enable the construction of an additional track between the re-opened Lea Bridge station and Angel Road which will have the benefit of doubling the amount of trains serving Lea Bridge station to 4 per hour. The scheme is expected to complement additional station upgrades at Angel Road and support the Meridian Water and Northumberland Park developments as part of the wider regeneration of the Upper Lea Valley Opportunity Area. These greater capacity and commuter rail service improvements will enable our resident's greater access to employment opportunities at Stratford and the Upper Lea Valley.

**PT3: Clapton to Tottenham Hale service improvements**

Hackney will work with Network Rail and TfL to ensure that three-tracking the West Anglia Main Line results in frequency and connectivity improvements for Hackney residents. In particular we want to see a direct service between Clapton and Tottenham Hale and the Lea Valley Line in addition to the existing Liverpool Street – Chingford service.

**Devolution of West Anglia Line suburban services to the Mayor of London and TfL**

- 5.14 In the June 2013 Comprehensive Spending Review the Chancellor of the Exchequer announced that by 2015, Transport for London will take over running suburban train services and stations on the West Anglia line between Liverpool Street and Cheshunt, Chingford and Enfield Town. This means all West Anglia Line services stopping in Hackney and all stations in Hackney will be managed and run by TfL and the Mayor of London by mid-2015. Hackney will work in partnership with the Mayor and TfL to secure urgently needed improvements to stations and trains on the West Anglia Line in the borough. These are expected to include, but not limited to;
- Fully staffed stations during operation hours from 31<sup>st</sup> May 2015
  - Ticket gates at all Hackney stations by 2017

- New electric trains to replace the existing carriages by 2018
- Upgraded passenger waiting facilities, staircases and train information screens.

Hackney will work with TfL and other partners to secure further improvements including progressing step-free access to stations and trains.

#### **PT4: Devolution of the West Anglia line to TfL**

Hackney will work in partnership with the Mayor and TfL to secure urgently needed improvements to London Overground standards at Hackney stations and train services on the West Anglia Line.

#### **Hackney Central / Hackney Down direct interchange (2015)**

- 5.15 Work is underway to restore a pedestrian link between Hackney Downs and Hackney Central stations. The project will be completed by summer 2015 and will offer the ability to interchange between the Overground and West Anglia Lines in central Hackney in less than 5 minutes compared with the approximate 8 minute walk that it currently takes.



Figure 6: Construction of new Hackney Interchange pedestrian link underway (April 2015)

- 5.16 The project was identified in the Mayor of London's Transport Strategy as a key interchange linking orbital and radial routes and will consolidate the integration of the rail network in inner north-east London and assist in distributing demand away from congestion points such as Liverpool Street, Seven Sisters and Tottenham Hale. The total scheme costs are approximately £5 million, which is

being jointly funded by Network Rail (£3 million), TfL and Hackney Council (£1 million each). Construction on the project began in 2014 and will be open to passengers by summer 2015.

**PT5: Hackney Central / Hackney Downs direct interchange**

Hackney will work in partnership with the Network Rail and TfL to ensure the direct interchange is open in 2015.

**Electrification of the Barking-Gospel Oak line (2019)**

- 5.17 Although there are no stations in Hackney, Hackney Council strongly welcomes the recent announcement from Transport for London for the £90 million electrification of the Gospel Oak-Barking Line by 2019. The scheme is expected to form part of an overall extension of the line to Barking Riverside. At present, the current line only facilitates diesel trains, meaning that electric trains (whether passenger or freight) from other routes cannot currently use it. The line is also one of the few in the capital that does not pass through Central London and consequently forms part of an important freight route to other parts of the country.
- 5.18 A potential benefit for Hackney and neighbouring boroughs is that electrification of the Barking-Gospel Oak line would allow an electrified diversionary route across London (thereby avoiding Hackney) for Thameside freight as well as providing capacity relief between Forest Gate Junction and Stratford on the Great Eastern Line. Electrification will deliver huge benefits to both the local area and London as a whole, including improvements to the rail network connectivity and a reduced environmental impact. An upgraded South Tottenham station to include accessibility improvements is also expected to take place within this period.

**PT6: Support for electrification of the Barking-Gospel Oak line**

Hackney strongly supports the electrification of the Barking-Gospel Oak line and will work with Haringey Council and TfL to promote use of the line by residents in the north and north-west areas of the borough.

**Five car trains on all London Overground routes (2014/15)**

- 5.19 The success of the London Overground network has meant that demand is outstripping capacity, causing severe peak time congestion. Transport for London's ten year Draft Business Plan commits the Mayor of London to boosting the capacity of the Overground by lengthening trains and increasing the frequency of existing services. This will result in an overall increase of capacity of the London Overground network by 25%. Within Hackney, this will include longer 5-car trains on the North London Line and East London Line and increasing frequency on the East London line by an additional two trains per hour. The first longer trains entered service on the East London Line in December 2014, with all other routes gaining five-car units within the following 12 months.



Figure 7: New 5 car London Overground train at Hackney Central

**PT7: Improved London Overground services**

Hackney will continue to lobby TfL and the Mayor to ensure there are continued improvements to the North and East London Overground lines to match the increasing levels of demand, including but not limited to five car trains and increased frequencies.

**Promoting linked trips- cycle parking at stations**

- 5.20 Hackney Council is very keen to promote active travel to public transport stations and will continue to seek improvements to the walking and cycling environment around the borough's railway stations to facilitate linked trips. The Sustainable Transport SPD outlines a number of measures that the Council will look for including improved design and layout of new development to promote linked trips but also development contributions to improve conditions for pedestrians and cyclists including better wayfinding, lighting and safer routes to stations and extensions to the London Cycle hire scheme and cycle parking.
- 5.21 The Council has been very successful in working with TfL and Network Rail to install additional cycle stands at rail stations across the borough. We will continue to do this and seek to supplement LIP funding with other sources on a priority needs basis.
- 5.22 The borough has used local transport funding and worked in partnership with the rail operators to improve facilities at stations across the borough. All stations in the borough have had cycle parking improvements. However, ever increasing cycling levels means that at many stations demand outstrips supply and we will need to revisit in order to increase provision.

**Figure 8: Existing cycle parking at Hoxton & Dalston Junction stations**



**PT8: Promoting linked trips - cycle parking at stations**

The Council will continue to review the level of cycle parking at stations and public transport interchanges in order to ensure that (wherever possible) supply meets demand.

**Future rail priorities**

- 5.23 As noted earlier in the plan, the borough and wider north-east sub-region of London will need additional investment over-and-above those committed in existing business plans – a fact acknowledged by Transport for London, the Mayor of London and several influential groups in several documents and press releases. The following section therefore outlines some of the key priorities for the Council over the lifetime of the Strategy.

**Progression of Crossrail 2 and securing stations in Hackney**

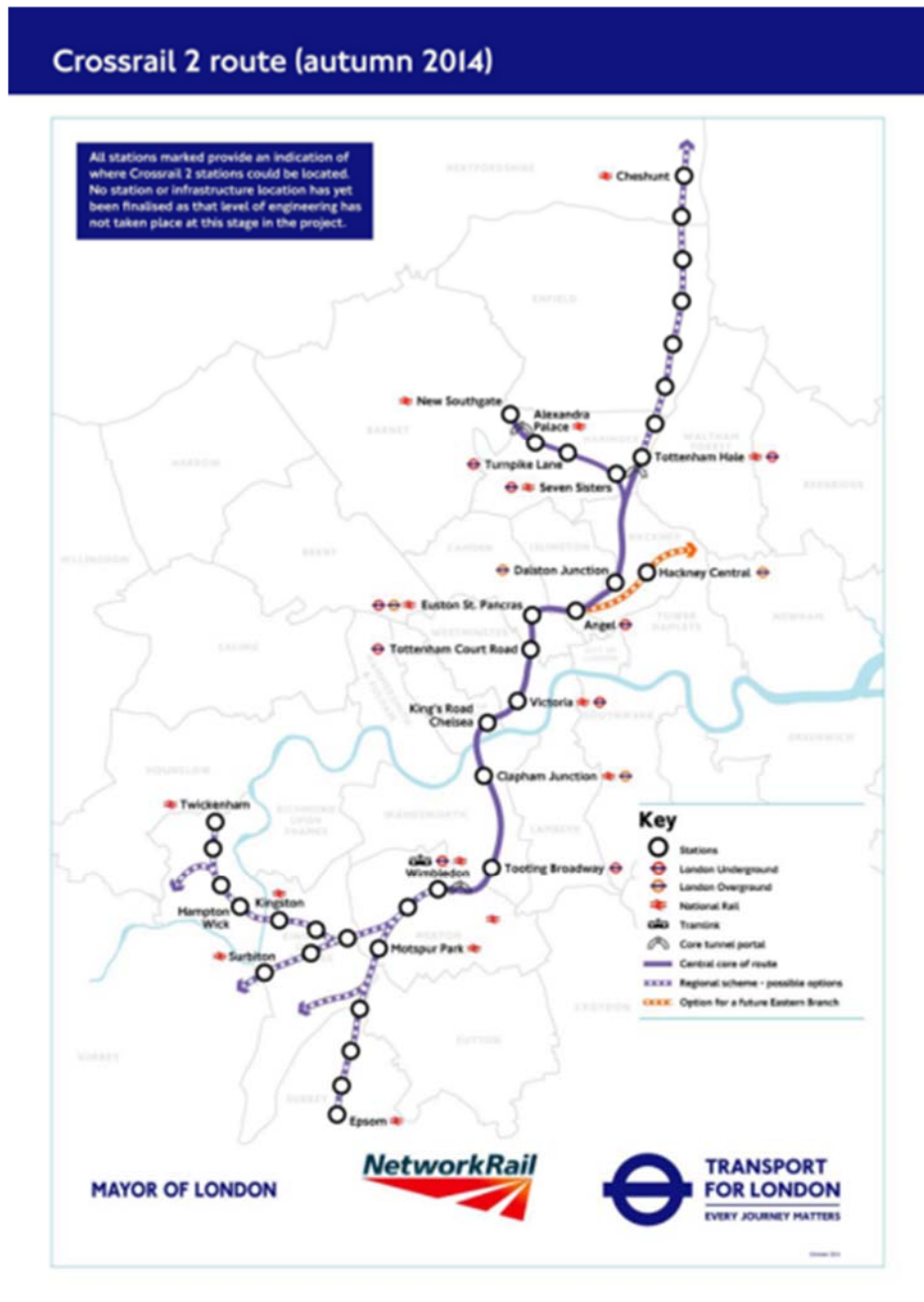
- 5.24 Crossrail 2 is the long-proposed new high frequency, high-capacity rail project running through London between Wimbledon and New Southgate/Tottenham Hale, and in the case of the regional option, into Surrey and Hertfordshire intended to relieve the severe congestion and overcrowding on London's rail network by 2031 (Figure 2). The construction of Crossrail 2 (formerly known as the Chelsea-Hackney line) is a long-term objective for the Council. Should the project proceed, the completed railway will provide high-speed rail connections to central and west London, support regeneration objectives in Hackney's strategic growth areas and help address the borough's historic poor connectivity to the London Underground network.
- 5.25 TfL's current proposals for Crossrail 2 show a route alignment to Dalston Junction on the Northern Route and a Hackney Central station on a potential Eastern Branch. The Council's position is that whilst it supports the Northern route and the station at Dalston Junction, it also wishes to see the development of an East London Riverside Route confirmed as part of the core scheme and wishes to see stations at Hackney Central and also at Hackney Wick on this route. The Council is therefore making representations to Crossrail 2 through the safeguarding consultation as well as seeking meetings with the Crossrail 2

team and campaigning with adjacent boroughs who wish to see the East London Riverside route proceed.

**PT9: Crossrail 2 proposals**

The Council will continue to lobby the Mayor of London, Network Rail and TfL to ensure that Crossrail 2 progresses as quickly as possible and the alignment of the route maximises benefits for the borough.

**Figure 2: Crossrail 2 – regional option**



Source: TfL, November 2014

**Hackney Wick station upgrade and remodelling**

- 5.26 Hackney Council and other partners such as the London Borough of Tower Hamlets and the London Legacy Development Corporation, Network Rail and TfL, are committed towards the reconfiguration of the station to provide a new highly accessible station. Essentially, the intention is that an upgraded Hackney Wick station will become a key catalyst of regeneration for significant growth planned around the station and become a point of access to the Lee Valley Regional Park, Here East, the extensive waterside areas created on both sides of the Lee Navigation and the legacy facilities that will be available in the Olympic Park.
- 5.27 The station upgrade is likely to be delivered over a number of stages with the creation of a new north-south road-level pedestrian link, through the existing railway embankment to be provided as an essential first step. At a later date new lifts and a booking office, located on ground floor level to provide full DDA-compliant accessibility, will complete the planned project. More detailed proposals and principles for the upgrading of the Hackney Wick station and the activity 'Hub' around the station and its context within the surrounding area can be found in the Council's adopted Hackney Wick Area Action Plan (AAP).

**PT10: Hackney Wick station upgrade**

Hackney will continue to work with the London Legacy Development Corporation, TfL, LB Tower Hamlets and other partner organisations to ensure that Hackney Wick Station is upgraded and remodelled to improve access to the local area in the next few years.

**Improving accessibility and upgrades of existing stations**

- 5.28 The LIP2 and the Hackney Infrastructure Assessment and Delivery Plan have identified the need for the following:
- Improvements to the Hackney Central station ticket hall;
  - Dalston Kingsland ticket hall and accessibility upgrade;
  - Homerton Station ticket hall improvements (new station entrance on north side to make DDA compliant).
  - Accessibility improvements to Hackney Downs station



- 5.29 The issues with these improvements relate to the difficulty in entering/exiting the ticket hall at peak times. In addition to these Disability Back-Up in Hackney's report 'Getting There' has identified issues in accessing Dalston Kingsland and Hackney Downs and also pointed out that inadequate lighting in and around Hackney Downs is a significant problem. While there will be accessibility improvements to Hackney Downs station as part of Hackney Interchange project in 2015, the Council is hopeful that the station will become fully accessible through the subsequent project phase with preliminary designs for the potential installation of lifts already in place. The Council will continue to work with TfL and Network Rail to improve accessibility in all cases and require private financial contributions towards these schemes, where appropriate, as part of new developments e.g. as part of any redevelopment of Major Schemes in the Kingsland High Street area.

**PT11: Station ticket hall improvements**

Hackney will continue to work with TfL and Network Rail to ensure that Dalston Kingsland, Hackney Central, Hackney Downs and Homerton station ticket halls are all upgraded and remodelled to improve accessibility and accommodate increasing passenger numbers.

**Staffing of stations and consideration of co-locating community uses in stations**

- 5.30 There is concern from key stakeholder groups such as Disability BackUp and AgeUK in Hackney that the recommendations of the Government-commissioned McNulty report (DfT, 2011) will result in a reduction or complete removal of staff from some stations in Hackney. This is a concern because of safety and personal security considerations for more vulnerable residents, and because passengers with mobility issues such as sight impairments will not be able to rely on the assistance of station staff if needed, hence they will be forced to avoid these stations.
- 5.31 From 2015, every station in the borough will be the responsibility of TfL who have committed to staffing stations throughout the operational day. The Council will work closely with TfL to examine proposals for alternative uses of unused or

under-utilised station buildings subject to their viability and impact on the safe operation of the station.

- 5.32 The Council will investigate options for expanding the Banner Repeater project at Hackney Downs station where a community reading space and art project space has been established in an empty room in the station.
- 5.33 Stations are often in key busy locations and have a continuous flow of people passing throughout the day so are good places to co-locate community services and/or commercial activities, including the provision of public toilets. With the increase in online shopping, there has also been a significant increase in delivery vehicles on our roads that end up going back and forth trying to deliver packages when residents are at work and not at home. Stations are potentially excellent places to locate facilities such as lockers to enable delivery organisations to drop off items or packages to enable residents to pick them up on their way home from work.

**PT12: Staffing of stations and alternative ways of activating stations**

The Council will work with TfL to investigate options for alternative uses of station and increasing activity through the co-location of community services/uses and potential use of stations for online delivery pickups, provision public toilets, food growing etc.

**Full four-tracking of the Lea Valley line including Coppermill Lane Junction improvements Post-2019 (Network Rail Control Period 6)**

- 5.34 Demand for rail travel over the next ten years is forecast to significantly increase due to substantial regeneration and population growth in East London and the Lea Valley Corridor. Even with the recent improvements to rail such as the East London Line and the future improvements such as Crossrail 1, there will still be heavy congestion on the rail services in Hackney and neighbouring boroughs such as Haringey and Newham. Transporting freight will also be an issue given the industrial nature of much of the planned employment base.
- 5.35 Hackney Council is a member of the West Anglia Routes Group which is working with TfL and Network Rail to seek a commitment to address ongoing constraints arising from having Lea Valley line services better suited to a four

track mainline which currently operates on a two track railway. Currently there is a major tension between faster limited-stop longer distance services and slower all-stations inner suburban services running on the same tracks. Resolving this through investment in a four track mainline in CP6 will help address ongoing capacity, connectivity and journey time issues and facilitate regeneration and population growth in the north-east London region. Hackney Council will continue to work with this group to seek the necessary improvements to the line by 2024.

**PT13: Four-tracking of the Lea Valley line**

The Council will continue to work with the West Anglia Routes Group to seek the necessary improvements to the line by 2024.

**Promotion of Stratford as a regional and international hub**

- 5.36 The commencement of international stopping services at Stratford International would enhance Hackney's international linkages and support business development in the borough. The high frequency services of the Javelin service during the Olympic Games was an initial barrier to providing a stopping service on the King Cross St Pancras-Paris route but the Council will now look to work with partners to seek a review of this position from Eurostar. The Council is also keen to examine the possibility of an international stop as part of the Deutsche Bahn proposed London-Frankfurt route and the "Transmanche Metro" project to Calais via local stations.

**PT14: Stratford as regional and international hub**

Hackney will continue to support the promotion of Stratford as an international hub and work with partners to lobby for this to happen.

**Investigate the possibility of light rail on some of Hackney's key bus corridors**

- 5.37 A number of respondents to the draft Public Transport Plan suggested that the Council should explore the possibility of a light rail / tram system on some of Hackney's busiest bus corridors including those areas currently served by bus route 55 (Hackney Road and Mare Street) and bus route 149 (Kingsland Road).

A light rail system on these routes could carry more passengers and potentially free up kerbside space to support walking, cycling and street activities. The Council is open to working with TfL and other stakeholders to investigate the possibility of a new light rail system potentially replacing buses on some of the borough's busiest routes.

**PT15: Light rail in Hackney**

Hackney will work with TfL and other bodies to investigate the feasibility of a light rail system on some of Hackney's busiest bus corridors.

- 5.38 Details of the expected delivery dates of all confirmed and proposed infrastructure can be found in the Action Plan section of this report.

## 6 Bus Strategy

### Introduction

- 6.1 Buses are by far the most used form of public transport in London with almost 2 billion bus journeys each year. Almost half of Londoners use buses on at least two days a week compared to around a quarter that use the Underground and the 13% who use National Rail services. Bus services are particularly important to those Londoners on low incomes whereas car, rail and Underground trips are more likely to be made by those on higher incomes (London Councils, 2010).
- 6.2 These trends are of particular relevance to Hackney which has some the highest levels of deprivation in the country. As outlined in the Transport Strategy supporting document, bus travel is the most popular form of transport in Hackney and we have the highest level of bus usage in London.
- 6.3 High numbers of Hackney commuters use the bus to travel to work (about a quarter) typically travelling between 2km and 5km. Commuting patterns for Hackney residents travelling to work by bus are similar to commuting patterns by bicycle representing an opportunity for the borough to convert some of these bus trips to cycling trips. High numbers of bus commuter's work in Westminster, City of London, Shoreditch and the south of Islington and Camden (see Transport Strategy supporting document).
- 6.4 This chapter outlines some of the key challenges impacting on the bus service in Hackney and summarises some of the key actions for the Council over the coming decade.

### Existing bus provision and recent improvements

- 6.5 There are presently 49 bus service routes that use Hackney's roads making buses the most significant form of public transport provision in the borough. Ten of these routes are amongst the Capital's 25 most heavily used.

- 6.6 Many routes overlap on the major road network with the busiest bus corridors (greater than 20 vehicles per hour) operating along much of the TLRN roads or the Borough's principal roads. Twenty-two of the bus routes continue to operate 24 hours as part of the Night Bus network. Figure 3 illustrates the bus network in Hackney and the level of frequency on each route.
- 6.7 In recent years, there have been a number of enhancements to the bus service including frequency increases, route extensions and new routes which now reach hitherto poorly served areas, e.g. routes 388, 393, 394 and most recently the 488 extension.

**Figure 3: Existing bus network in Hackney**



### **Strategic priorities for the Council**

6.8 The Mayor of London has recently undertaken a review of the bus service in London. Whilst the results of this Review and its implications for Hackney are unclear at present, the following represents the strategic priorities for the Council over the lifetime of this Strategy:

**Improving access to Hackney Wick and Stratford/QE Olympic Park**

- 6.9 The Council has long recognised the importance of providing good public transport links to serve the Queen Elizabeth Olympic Park (QEOP) and Stratford to access employment opportunities created at the former International Broadcast Centre (IBC) and Main Press Centre (MPC).
- 6.10 In recent years, there have been improvements in connectivity to these areas including;
- Extension to the route 308 which now runs between Lea Bridge roundabout and Wanstead. The service has been re-routed via Stratford City bus station and QEOP providing easier access to East Village and leisure facilities including the recently opened Lee Valley Velopark. Buses now run every 12 minutes at peak times and every 20 minutes off-peak.
  - Route 388 has been extended to Stratford City bus station from Hackney Wick via Eastway Bridge

In addition to these improvements, the Council will continue to work with TfL to make a case for the following;

- Extend the 236 route (Finsbury Park to Hackney Wick) to Stratford via the Eastway bridge
- Extend the 30 route to Stratford from Hackney Wick.
- Improve bus connectivity between Dalston town centre and Stratford
- Potentially further bus priority measures to route 26 and 48 as a result of the implementation of the east-west Cycle Superhighway

**PT16: Improving bus access to the QE Olympic Park, Hackney Wick and Stratford**

The Council will continue to work with TfL to improve access to the QE Olympic Park and Stratford City from Hackney.



**Improving bus connectivity in the north of the borough**

- 6.11 Respondents to the draft Public Transport Plan suggested that bus connectivity in the north of the borough remains an issue, particularly for members of the Charedi community but also to serve new developments. Councillors have requested the following:
- A re-instatement of the 73 bus route to service Stamford Hill and Seven Sisters. The present route terminates at Stoke Newington.
  - An extension of the existing 210 bus route (Brent Cross to Finsbury Park) to connect Stamford Hill with Golders Green.
  - An extension of the existing 276 (Newham Hospital to Stoke Newington Green) to serve Woodberry Down.
  - A re-routing of the existing 254 or 253 bus route to serve Homerton Hospital and continuing to serve Stamford Hill and Clapton. At present passengers from these areas need to change at Hackney Central.
  - A review of the location of eastbound bus stops on Stoke-Newington Church Street with a view to minimising gaps
- 6.12 The Council recognises these issues restrict accessibility across the borough and will work together with TfL to explore the feasibility or otherwise of these proposals in the short to medium term.

**PT17: Improving bus connectivity in the north of the borough**

Hackney Council will work with TfL to improve bus connectivity in Stamford Hill, Stoke Newington and Woodberry Down.

**Improving journey times through bus priority measures**

- 6.13 Hackney has an agreed LIP commitment with Transport for London to reduce excess waiting time (the waiting time experienced by passengers over and above what might be expected of a service that is always on time) from a baseline of 1.2 minutes in 2009/10 to 1.1 minutes by 2017/18. One of the most effective ways to achieve this is through giving buses priority over other motor traffic through the reallocation of road space. There are presently about 11km of bus priority measures in Hackney of which 8.8km is located on the TLRN and

2.2km on borough roads. Ring-fenced funding for bus priority specific projects was discontinued by Transport for London prior to the LIP2 but the Council has continued to review and implement bus priority measures through LIP funding, for example recent schemes on Homerton Road and Amhurst Road, and will continue to do so particularly on routes serving Hackney Central.

6.14 The Council is examining the possibility of introducing more bus priority measures where one-way systems are more prevalent causing buses to take longer and circuitous routes. By and large, these routes tend to be in the east of the borough on approach roads to the A12. Wick Road has is currently consulting on the possibility of it being converted to a two-way operation and the Council are currently examining the feasibility of introducing contraflow bus lanes in the short to medium term (1-5 years) in the following areas:

- Well Street
- Cassland Road – feasibility work is expected to be undertaken after the Wick Road and Well Street studies are completed.

6.15 In the medium to long term (3-10 years), the Council will look to prioritise the following bus priority schemes in the borough either as part of LIP3 / LIP4 schemes or based on other factors including route reviews or from performance data received from TfL Buses:

- Amhurst Park;
- Morning Lane (westbound approach to Mare Street);
- Balls Pond Road.
- Victoria Park Road
- Shoreditch Gyratory
- Homerton Road BP

6.16 As part of the proposals for the Narrow Way Major Scheme (see below), the Council will examine proposals for additional bus priority in the vicinity of the town centre to compensate for any delays as a result of the scheme. The Council will also work with TfL to review bus lane operation times in the borough with a view to extending parking restrictions in recognition of the

growth of the borough's night time economy and improving bus journey times on congested routes at the weekend.

**PT18: Improving journey times through bus priority measures, completing missing gaps in the network and reviewing bus lane hours**

Hackney Council will aim to improve bus journey times and reliability by implementing additional bus priority measures such as new bus lanes on roads that will complete the missing gaps in the bus priority network, as well as reviewing the hours of bus lanes and parking restrictions in order to reflect the growth in the night time economy and the increasing levels of congestion on our roads at the weekends and evenings.

**Stoke Newington town centre improvements**

- 6.17 There is currently a two stage study underway examining options for improving the road network in the Stoke-Newington area. The review will incorporate proposals for significant improvements to the bus network and more details will be provided as the study progresses whilst this document is being refined. The first stage of the Stoke Newington work reported back in late 2014 and the second stage of the work is progressing and should be complete by June 2015 with public consultation currently scheduled for September 2015. The scheme has also been flagged as a priority area in Mayor of London's Roads Task Force review.

**Mare Street (Narrow Way) Major Scheme**

- 6.18 In 2013, Transport for London (TfL) and Hackney Council trialled the removal of southbound buses and other traffic from the Narrow Way in Mare Street. The trial proved to be particularly successful for pedestrians and cyclists while the trial re-routing of buses to Amhurst Road was found to have a relatively minor impact on bus journey times. As a result, TfL agreed Major Scheme funding for Hackney Town Centre. The Council is presently considering designs for the wider town centre area and will look at the potential for additional bus priority measures around the town centre and relocating bus stops to maximise accessibility to the Narrow Way. Once the scheme is finalised, it is envisaged that implementation of the full scheme will start in early 2016.

**PT19: Progress the implementation of road layout changes as part of Major Schemes in Hackney Central and Stoke Newington without significant negative impacts on bus services**

The Council will continue to progress two major town centre improvement schemes with TfL in Hackney Town Centre and Stoke Newington. The aim of these schemes will be to improve conditions for pedestrians, cyclists and public transport users. Therefore we will work to ensure negative impacts on bus services are minimised and preferably the schemes will result in a positive outcome for bus users.

**Achieving full coverage of accessible bus stops in the borough**

- 6.19 The Council has made good progress on this issue with approximately 99% of the circa 380 bus stops on borough-controlled roads in the borough fully-compliant with TfL Accessible Standards at the end of the 2015/16 financial year – the highest of any borough in London. The Council’s Streetscene Service is currently undertaking a review of all borough bus stops with a view to upgrading those in poor condition and retrofitting with seating, lighting and shelters subject to space restrictions over the course of the Strategy. This will include a commitment to resolve identified problem areas by local groups such as Living Streets and Disability BackUp, such as the bus stops where ramps cannot presently be lowered and inadequate crossing facilities near important bus stops.
- 6.20 There are approximately 120 bus stops on the TLRN network in Hackney which are the responsibility of TfL. As of April 2015, TfL estimates that around 95% of all bus stops on the TLRN in the capital are accessible with a target of 99% by 2016. The Mayor of London pledged in 2013 to ensure that 95% of bus stops (on borough roads and the TLRN) will be accessible by 2016. The Mayor has also committed additional funding for driver training to help passengers with differing needs, which includes stopping correctly at bus stops and making sure the ramp is lowered properly.

**PT20: To be one of the first boroughs to have a fully accessible bus stop network in London**

The Council will work to ensure that every bus stop in the borough is fully accessible and do this as soon as is practically possible. All the bus stops on borough controlled roads are close to being fully accessible however the TfL road network requires more work and the Council will work with TfL to ensure their bus stops are also fully accessible.

**Extending bus countdown and publicising iBus realtime information**

- 6.21 In terms of directly 'improving the journey experience', one of the measures being implemented is the imminent roll-out of the new Countdown bus stop passenger information system. A recent TfL roll-out programme saw an increase in the number of Countdown installations in Hackney from 59 to 85, and a concentration of new installations in the most heavily-used areas such as Hackney Central, Dalston and Stoke Newington. These will continue to be rolled out, subject to agreement with TfL and dependent upon changes in technology that may make Countdown technology redundant.
- 6.22 Consultation with residents in the Kings Park ward of the borough suggests that the reliability of buses in general and arrival times for the number 242 in particular is an issue. The Council will work with TfL to investigate the feasibility of implementing real time information (RTI) at key points along this route including outside Homerton Hospital and the Chatsworth Road/Millfields stop.
- 6.23 Hackney Council will also continue to promote and publicise iBus realtime information available on smartphone applications and will investigate opportunities for providing more realtime bus and train departure digital displays in public buildings such as libraries and Hackney town hall.

**PT21: Continue to roll out bus countdown displays and make realtime bus departure information more widely available**

The Council will work with TfL to expand digital countdown displays at bus stops in appropriate locations and we will investigate opportunities for providing more digital displays of real-time bus departure times in public buildings and places.

**Reducing crime and the fear of crime on the bus network**

- 6.24 Reducing crime and the fear of crime is an integral part of making bus travel more attractive to residents and school children in Hackney that may otherwise travel by car. Ensuring that the borough is safer is also a commitment in the Sustainable Community Strategy. The prevention and investigation of crime and disorder on the bus network is the responsibility of the Metropolitan Police Safer Transport Team (STT) as opposed to the British Transport Police who look after the Tube, DLR, London Overground or National Rail.
- 6.25 The Hackney Safer Travel Team has agreed the following local priorities:
- Crime and disorder on the bus network;
  - Pick-pocketing on the bus network.
- 6.26 The STT team have recently proved successful at tackling after-school anti-social behaviour through policing the arrival and departure of school children. The STT team are also pro-active in preventing pick-pocketing on bus routes through the use of plain-clothes officers photographing and stopping suspects and are similarly pro-active in dealing with street drinkers around the bus network ensuring that they do not make passengers feel uncomfortable.
- 6.27 The Council has an excellent working relationship with the local STT team who have achieved some notable success in reducing crime on the borough's bus network and look forward to maintaining this relationship over the lifetime of the strategy. The Council will lobby TfL for improved frequencies and better services on certain routes such as the 253 and 254 where overcrowding may be a contributing factor in the occurrence of incidents involving anti-social and violent behaviour.

**PT22: Work with partners to reduce crime and the fear of crime on the bus network**

Hackney Council will work with a number of different partners and stakeholders to reduce crime and the fear of crime on the bus network ensuring fewer incidents which result in delays and discourage people from using buses.

6.28 Details of the expected delivery dates of all confirmed and proposed infrastructure can be found in the Action Plan section of this report.

## 7 Taxi, Private Hire and Community Transport Strategy

### Introduction

- 7.1 Taxis and private hire vehicles are a supplementary and valuable form of public transport in Hackney, helping to serve areas where public transport options are limited or unavailable at certain times of the day. Taxi and private hire provide access to a car in a borough that has low car ownership and provide a valuable contribution to the borough's night time economy as well as providing employment in their own right. This section looks some of the issues relating to taxi and minicab provision in Hackney and outlines the Council's strategic priorities.

### Existing taxi and private hire provision in Hackney

- 7.2 Hackney residents' trip share of taxis and 'other' (largely private hire) is quoted as 2% of trips starting in Hackney (Travel in London TfL report 2, 2010). Hackney lies outside the heart of central London where most taxi activity is based, and inside the suburban boundary thereby not having a dedicated pool of drivers who work mainly locally.
- 7.3 In response to concerns of previous issues of a limited supply of taxis, suburban drivers licensed in the Enfield, Haringey and Waltham Forest sector have been authorised to operate in the north of Hackney. However, as this is the smallest of the suburban sectors, this only involves 130 of the 3,500 suburban drivers with the smaller number of 61 of the 130 having the Hackney extension. Therefore, taxi availability in much of the borough is still considered to be limited, and by way of supplement the private hire trade is important in serving the borough.
- 7.4 There are a number of ranks in Hackney, located in the following areas:
- Calvert Avenue off Shoreditch High St (three spaces);
  - Shoreditch House, Ebor Street (two spaces);



- Stamford Hill (three spaces);
- Woodberry Down, Seven Sisters Road (five spaces);
- Old Street, Hoxton (a night time rank, 10pm to 4am has four spaces);
- Sandringham Road, Dalston (3 spaces).

7.5 The Council is currently working with TfL to facilitate the conversion of some loading bays to form two additional taxi ranks after 7pm near Dalston Kingsland station and further north at Stoke Newington Road.

7.6 There are additional ranks located very close to the borough boundary, particularly at Finsbury Park station and Moorfields Eye Hospital. There are also fourteen minicab operating centres in the borough, and many of these firms provide other services too. There are ten premises in Hackney that are used as operating centres by the holders of small operator's licences. There are approximately 400 taxis currently owned by Hackney residents and at least twelve taxi repair garages in the area, there is also one taxi meter installation company.

7.7 The Council recognises the importance that taxis and private hire vehicles play in supporting the night time economy of Hackney but also in providing accessibility to many of our residents. There are however some negative aspects to provision relating to noise and loss of amenity, local air pollution issues through idling and pressure on local parking many of which have been outlined in the Sustainable Transport SPD.

7.8 Finding sufficient road space to accommodate taxi ranks is also an issue in a borough with competing demands on the existing highway network. In addition, recent advances in technology with the advent of popular smart phone applications such as Uber, Hailo and Kabbee has significantly reduced customer waiting times for taxis and subsequently the need for as much dedicated rank space previously required. Given these constraints, the Council will consider requests only in areas of identified need and where demand for taxis/minicabs is justified and the location is appropriate.

7.9 The following sets out the Council's intended actions in this area:

- Work with TfL to establish whether there is sufficient demand to justify the implementation of taxi ranks at Hackney town centre and Homerton Hospital and other town centres in the borough subject to request;
- Seek the inclusion of appropriate taxi ranks pick up areas in new development such as hotels and shopping centres in accordance with the Sustainable Transport SPD;
- Examine the need for additional ranks near popular night time destinations at Old Street, Shoreditch and Dalston;
- Continue to work with TfL and the Met Police to discourage the operation of unlicensed taxis and touting in our town centres;
- Ensure that all new taxi ranks will have a fast or rapid electric vehicle charging point installed adjacent to the rank;
- Promote the uptake of electric and zero/ultra-low emission vehicles amongst taxi and mini-cab companies and owners in the borough.



Newly installed EV charging point near taxi rank at Calvert Avenue

**PT23: Look to expand the number of ranks in the borough while facilitating the shift to electric and zero emission vehicles**

Hackney Council will look to identify new potential sites for taxi ranks in the borough and will look to install electric vehicle charging infrastructure at all existing and new ranks.

## Community Transport

- 7.10 Community Transport is defined here as transport that is operated by a community or voluntary organisation. The Council supports a number of community based transport services that provide services to people that find it difficult or impossible to use or access mainstream public transport.
- 7.11 Hackney Community Transport (HCT) is a social enterprise that provides low cost community based transport services. Particular focus is given to the most vulnerable and marginalised within society so they can access jobs, education, services and have the simple freedom of being able to get out and about. The Council supports HCT through its Voluntary and Community Sector Grants programme and works with HCT on a number of other initiatives, most recently on the introduction of a disability access car club bay on Sheep Lane that will be managed by HCT.
- 7.12 Dial-a-Ride (DAR) is a service provided by TfL which provides transport all year round to allow potentially housebound people the opportunity to shop and use local amenities. Funding for the scheme comes from TfL's overall budget and is operated on a London-wide rather than an individual borough basis. The Dial-a-Ride scheme has limitations in respect of availability, distance that can be travelled and purpose it can be used for e.g. it cannot be used for hospital appointments. It generally has to be booked well in advance, there is no guarantee that transport is available when required and it has been designed for multiple use so it is for very local journeys only. Disability BackUp has also pointed out that the requirement for a full destination code creates difficulties for some members where operators do not show sufficient flexibility in using maps. The Council will look to ensure that these concerns about Dial-a-Ride's performance are escalated through London Councils in order to pick up similar issues from other London boroughs and collectively influence Transport for London.
- 7.13 Within Hackney, HCT provide DAR under contract as and when required and when there is spare capacity. HCT has identified some gaps and has introduced an individual transport service called YourCar to bridge them.

YourCar operates in the London Boroughs of Hackney, Haringey, Islington, Lambeth & Southwark. So far, over 200 Hackney residents have joined the service which has provided over 3,000 trips – mainly in Hackney. (LIP2, 2011).

- 7.14 Similarly, the Taxicard scheme is a borough service managed on Hackney's behalf by London Councils Transport and Environment Committee and financed by the London Boroughs and TfL. Members are allocated an annual budget of trips and pay a contribution to the fare with the scheme subsidising the remainder up to a limit. Should the fare exceed this limit the balance is payable by the Member. The DBU Report identified that some members experienced difficulties when using some mini cab firms that work under the Taxicard scheme and have requested that these firms ensure that drivers are trained when assisting Members and manage their performance. The Council will consult with DBU on this issue and if appropriate, escalate it to London Councils.
- 7.15 The Council recognises that many of the trips undertaken by HCT, DAR and Taxicard tend to be made by the same people. The Council is open to discussions with community transport operators, TfL and London Councils with a view to developing a single provider of community transport trips if it proved feasible and more responsive to the needs of its users.

**PT24: Improving community transport services**

Hackney Council will proactively work with partners to provide an improved level and range of services for those who find it difficult to access mainstream public transport. This includes lobbying and raising concerns with TfL and London Councils as well as providing support for local community transport services wherever possible.

- 7.16 The Council will continue to have regular dialogue with groups such as Living Streets, Age UK and Disability BackUp in Hackney to identify issues with accessing public transport in the borough and to progress solutions.
- 7.17 Details of the expected delivery dates of all confirmed and proposed infrastructure can be found in the Action Plan section of this report.

## 8 Action Plan

8.1 The previous chapters described the Council's strategy for delivering improved public transport provision over the life of the Transport Strategy. This chapter summarises the proposals and initiatives to deliver the strategy including estimated costs, lead partners and anticipated delivery dates. The Action Plan will be reviewed annually and fully revised every three years in line with the LIP funding programme.

### Implementation phasing

8.2 The projects and initiatives listed below have been phased to roughly align with Transport for London's LIP implementation process which requires London boroughs to outline their broad transport spending programme for the following three years. The implementation periods are as follows;

- Short term (LIP3): 2015/16 - 2016/2017
- Medium term (LIP4): 2017/18 - 2019/2020
- Long term (LIP5): 2020 +

8.3 The Public Transport Plan is projected to run until 2025, however the LIP5 period has been included here as long term since some overlap of the implementation period occurs. It should be noted that the phasing periods are indicative only and may shift in line with Council changes in funding levels and re-prioritisation of projects in line with safety concerns.

### Funding sources and prioritisation of projects

8.4 The principal sources of funding are as follows:

- LIP allocation funding from TfL (reviewed every three years);
- Council Capital/Revenue Funding;
- s106 Developer Contributions;

- Community Infrastructure Levy (CIL);
- London Legacy Development Corporation (LLDC).

8.5 Other sources of funding tend to come from match funding opportunities, e.g. the Mayor's Air Quality Fund, lottery funding, DEFRA grants, Mayor's Regeneration Fund, Mayor's Cycling Vision (MCV), EU grants. This funding is difficult to predict since it often depends on a competitive bidding process.

8.6 As stated previously, the Transport Strategy is a 'live' document written in a point in time where the Council is facing several years of austerity at least to 2018 and an uncertain future outlook after that period. Like all other aspects of the Council's expenditure, the proposals and targets outlined in the following pages will be subject to review in line with changing Council priorities and available funding.

**Table 1: Rail Action Plan**

Project ID	Project	Implementation phasing			Lead Partner (s)	Likely funding sources
		Short term -2017	Medium term -2020	Long term 2020+		
PT1	<b>Crossrail 1 confirmed</b> - estimated opening date 2019		+		TfL Network Rail Affected boroughs	Mayor of London CIL s106 Central Government
PT2	<b>Lea Bridge station re-opening</b>	+			LB Waltham Forest Network Rail TfL	Stratford City S106 Network Rail DfT
	<b>Upgrading of West Anglia Line</b>				Network Rail	Growing Places Fund
PT3	- 3 tracking of line from Angel Road to Stratford - Devolution of West Anglia line to TfL/upgrading to LO standards - Potentially upgrading towards 4 tracking of the entire line beyond 2019	+	+		Greater Anglia	Central Government
PT4		+	+		TfL	Network Rail/TfL
PT13				+		

<b>PT5</b>	<b>Hackney Central / Downs direct interchange</b>	<b>+</b>			Hackney Council Network Rail TfL	Hackney Council Network Rail TfL
	<b>Upgrading of Overground services</b>				LB Haringey	LB Haringey
<b>PT6</b>	- electrification of Barking-Gospel Oak line		<b>+</b>		TfL	TfL
<b>PT7</b>	- Five-car trains and increased frequency on Overground routes	<b>+</b>				
<b>PT8</b>	<b>Cycle parking at stations</b>				Hackney Council	s106
	- Applications submitted as part of Mayor's Cycle Parking Fund	<b>+</b>			TfL	Mayor's Cycling Fund
	- On-going Hackney implementation programme		<b>+</b>	<b>+</b>	Network Rail	
<b>PT9</b>	<b>Crossrail 2 – unconfirmed</b>				TfL	Mayor of London CIL
	- Refresh of safeguarded route due in early 2015	<b>+</b>			Network Rail	s106
	- Confirmation of stations	<b>+</b>			Hackney Council	Central Government
	- Estimated construction start 2019			<b>+</b>		
<b>PT10</b>	<b>Hackney Wick station upgrade and remodelling</b>	<b>+</b>			Network Rail London Legacy Development Corporation TfL Hackney	s106 LIP



	<b>Improving accessibility and upgrades of existing stations in Hackney</b>				Hackney Council	Hackney Council
<b>PT11</b>	- Installation of lifts at Hackney Central	+			TfL	TfL
	- Dalston Kingsland & Hackney Downs ticket hall and accessibility upgrade	+			Network Rail	Network Rail
	- Hackney Central ticket hall		+			DfT
	- Homerton improvements		+			s106/TfL
<b>PT12</b>	- Promoting alternative, community uses of stations	+	+	+		CIL
<b>PT14</b>	<b>Promoting Stratford as regional and international hub</b>	+	+	+	Hackney Council	Hackney Council
					LLDC	LLDC
					TfL	TfL
<b>PT15</b>	<b>Light rail feasibility</b>		+		Hackney Council	Hackney Council
	- Route 55 and 48		+			
	- North-South routes on the A10		+			

Table 6: Bus Action Plan

Project ID	Project	Implementation phasing			Lead Partner (s)	Likely funding sources
		Short term -2017	Medium term -2020	Long term +2020		
PT16	Improving bus access to the Queen Elizabeth Olympic Park	+	+		TfL Hackney Council	TfL MCV funding LLDC s106
PT17	Improving bus connectivity in the north of the borough				TfL	TfL
	- 73 route extension to Stamford Hill / Seven Sisters		+		Hackney Council	LIP funding
	- 210 route extension to Stamford Hill		+			
	- 276 route extension to Woodberry Down		+			
- 253/4 re-routing to Homerton Hospital and Stamford Hill / Seven Sisters		+				
PT18	Improving bus journey times				TfL	TfL
	- reducing Excess Waiting Time (EWT) to 1.1 minutes by 2018 Bus priority measures at:	+	+		Hackney Council	LIP funding  CIL funding

	- Wick Road	+				
	- Well Street	+				
	- Cassland Road		+			
	- Amhurst Park		+			
	- Balls Pond Road		+			
	- Morning Lane (westbound approach to Mare Street)				+	
PT19	<b>Major Schemes</b>				TfL	TfL
	- Stoke Newington gyratory			+	Hackney Council	Hackney Council
	- Hackney Town Centre - Narrow Way	+				
PT20	<b>Full coverage of accessible bus stops in the borough</b>				TfL	TfL
	- All stops on borough roads to be accessible	+			Hackney Council	s106
	- Mayor of London commitment to have 95% of bus stops in London fully accessible by 2016	+				
	- On-going review of accessible bus stops on borough roads	+	+	+		
PT21	<b>Extending bus countdown</b>	+	+	+	TfL Hackney Council	TfL Hackney Council

	<b>and availability of realtime information</b>					s106
<b>PT22</b>	<b>Reduce crime and fear of crime on bus network</b>	<b>+</b>	<b>+</b>	<b>+</b>	TfL Hackney Metropolitan Police British Transport Police Safer Transport Team	TfL LIP funding Metropolitan Police British Transport Police

**Table 7: Taxi, private hire and community transport Action Plan**

Project ID	Project	Implementation phasing			Lead Partner (s)	Likely funding sources
		Short term -2017	Medium term -2020	Long term 2020+		
PT23	<b>Recognising and promoting the role of taxis and minicabs</b>				TfL	TfL
	- expand the number of ranks in the borough	+	+	+	Hackney Council	s106
	- install electric vehicle charging infrastructure at ranks	+	+	+		
PT24	<b>Continue to work with partners to support community transport initiatives</b>	+	+	+	Hackney Council	Hackney Council grants
	<b>Ensure concerns about Dial a Ride and Taxicard are escalated to London Council level to collectively influence TfL</b>				London Councils	London Councils
		+	+	+	TfL	TfL

## 9 Monitoring and evaluation

### Key infrastructure

Delivery of the majority of the strategic public transport infrastructure projects outlined in this Plan are primarily dependent upon external bodies such as TfL, Network Rail, and the London Legacy Development Corporation. Within Hackney, the Council will undertake regular consultation, surveys and monitoring to determine the success or otherwise of its own initiatives e.g. bus priority measures, the Narrow Way bus removal trial.

- 9.1 Given the financial constraints that the Council is and will continue to operate under for the foreseeable future, some proposals in the Public Transport Plan will be subject to the same financial reviews as all other Council expenditure – particularly those projects that require match funding or capital spending to proceed. The Council will produce an annual Transport Strategy ‘dashboard’ that will contain walking, cycling and other relevant targets which will enable us to gauge as to whether we are reaching our targets and to outline the circumstances in areas where we are not.

### Annual data and LIP indicators

- 9.2 Most of the more relevant data on public transport use and performance in London is collected by Transport for London with additional data collected and analysed by boroughs, stakeholder groups and other bodies such as London TravelWatch.
- 9.3 Mode share data is collected by TfL as part of the annual Travel in London Report and the LIP Performance Indicators. These provide an estimate of residents’ travel by Rail, Tube, Overground, bus and taxi. This data enables us to identify annual variations in how our residents are travelling and by which mode of transport.
- 9.4 Other relevant indicators include:

- A LIP target to reducing Excess Waiting time for bus arrivals from a baseline of 1.2 minutes in 2009/10 to a target of 1.1 minutes by 2017/18.
- A LIP commitment for 100% of bus stops on Hackney borough roads to be fully accessible by 2015
- The Mayor of London has committed to 95% of bus stops in London to be fully accessible by 2016.

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# **Hackney Transport Strategy**

**2015-2025**

**Road Safety Plan**

**October 2015**

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# 1 Setting the Scene

## 1.1 Overview

- 1.1.1 This chapter sets out the reasons for developing and implementing a Road Safety Plan, outlines the national, regional and local policy context and objectives within which the Plan has been developed and will support, and sets out the ways through which the Plan will seek to address inequality and improve partnership working whilst achieving casualty reduction over the next five years to 2020 and beyond.

## 1.2 Background

- 1.2.1 Making Hackney's roads safer for all road users is one of the key priorities set out in the Council's Sustainable Community Strategy<sup>1</sup>, and this continued priority is to also be reflected in the new Transport Strategy, which will cover the period between 2015 and 2025. The Council also has statutory responsibilities for the safe and efficient management of the road network under the Highways Act 1980, the Road Traffic Act 1988<sup>2</sup> and the Traffic Management Act 2004. To this end, the Council regularly develops Road Safety Plans which set out the proposed means by which road safety will be improved and the number of casualties of road collisions reduced in the borough in the future.
- 1.2.2 This document sets out the Road Safety Plan and Action Plan for the period 2015-2020 for the London Borough of Hackney and demonstrates the borough's commitment to building on past road safety achievements and successes and in responding effectively to emerging and changing road safety issues experienced on the borough's roads. As with all other supporting Plans in the Transport Strategy, the Road Safety Plan is a 'live' document and is subject to revision over the plan period as circumstances and available funding streams dictate. The Council's Corporate Plan to 2018 'Hackney; a place for Everyone; for example, commits to investing in our streets but also acknowledges the severe financial restraints that the Council have been operating under since the first Comprehensive Spending Review (CSR) with over £130 million saved since 2010. The Corporate Plan estimates that the next CSR due later this year may result in an indicative gap of over £70 million over the period 2016/17 to 2018/19. Any further unforeseen reductions to these funding streams will adversely impact on the Council's ability to deliver proposed transport improvements over the ten year plan period and necessitate revision of the existing Strategy.
- 1.2.3 This document has been informed by in-depth analysis of collision and casualty data in the five years to December 2012 on both borough and TLRN (Transport for London Road Network) roads, the results of which can be found in a separate document which accompanies this Plan. Those most likely to be injured and the locations where the highest ranking clusters of collisions occurred have been identified and an Action Plan to address the key issues identified has been developed.

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<sup>1</sup> Sustainable Community Strategy 2008 – 2018: “ To make the borough safer, and help people feel safe in Hackney”

<sup>2</sup> To Carry out a programme of measures designed to promote road safety on existing roads and in the construction of new roads, undertake studies of personal injury accidents, take appropriate measures to prevent such accidents and provide road safety advice, information and practical training for road users

- 1.2.4 Through implementation of the action items set out the Road Safety Action Plan, it is hoped to deliver an effectively targeted Road Safety Service which is in line with current National, London-wide and local policies and priorities, builds on local successes, and which addresses local issues.

## 1.3 National Road Safety Strategy Context

- 1.3.1 As part of Stage 1 of the development of this Road Safety Plan, current National, London and Local Policy was reviewed to ensure the resulting Road Safety Action Plan and Strategy was evidence-led and in line with national and regional thinking. Further details can be found in the Collision Analysis and Policy Review report which accompanies this Road Safety Plan, and an overview is presented in the sections which follow.
- 1.3.2 Within the context of the Department for Transport's '**Strategic Framework for Road Safety**' (**SFRS**), consideration has been given to the relative significance of each of the seven Key Themes identified for Road Safety. Published in May 2011, this document set out a package of national policies aimed at the continued reduction of deaths and injuries on Britain's roads in the years to 2020. The SFRS placed an expectation on local government to continue to prioritise road safety and seek improvements by the adoption of policies which reflect local priorities and circumstances.
- 1.3.3 The SFRS placed greater emphasis on devolved decision-making and empowerment to a local level, along with greater involvement of the private and voluntary sectors in making our roads safer. To this end, this Road Safety Plan places an increased emphasis on partnership and cross-borough working in a bid to reduce casualties in the borough in the most cost-effective ways possible.
- 1.3.4 Set against the challenges of the current economic situation, the SFRS also emphasised the need for robust analysis and consideration of all costs and benefits of potential road safety spend to ensure effective prioritisation of limited resources and the achievement of high returns and value for money. In using the results of detailed analysis of collisions and casualties which occurred in the borough in the five years to December 2012 to inform and shape the action plan, it is hoped that the proposed measures will be best placed to address local issues.

## 1.4 London-wide Policy Context

- 1.4.1 The **Mayor's Transport Strategy** (May 2010) forms part of the strategic policy framework designed to "*shape the economic and social development of London*" over the period to 2030. The Strategy sets out six overarching goals by which the Mayor's Transport Vision for London should be implemented, and although the aim to '*improve the safety and security of all Londoners*' could be considered most directly relevant to this Road Safety Plan, additional goals to '*reduce transport's contribution to climate change*', and '*enhance the quality of life for all Londoners*' have also been considered in developing actions which seek to increase walking and cycling levels in the borough, and further reduce car use.<sup>3</sup>

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<sup>3</sup> 22% of trips made by Hackney residents (7 days a week – average over 2011/12-2013/14) are made by car / taxi

- 1.4.2 The Mayor's '**Cycling Revolution London**' (May 2010) first set the objective of creating a '*cyclised London*', with a raft of measures proposed to improve safety and accessibility for cyclists, designed to increase cycling levels in the capital by 400% over 2001 levels by 2026, so that 5% of all trips would be by bicycle by that time. Hackney has taken this goal a stage further, and set an objective to raise cycling levels to 15% of all trips: a goal which has already been achieved for work-based trips and looks set to be successfully achieved for all trips in due course.<sup>4</sup> Thus, a heavy emphasis has been placed in this Road Safety Action Plan on measures designed to create a safe and secure environment for cyclists, to address the greatest sources of risk for these vulnerable road users, and to equip existing and future cyclists with the skills and abilities required to travel safely in Hackney.
- 1.4.3 The **Mayor's Vision for Cycling in London**' (March 2013), sets out a package of ambitious proposals for making a 'cyclised London' a reality: measures which together will increase cycling levels, improve community safety, and contribute to the Mayoral target of a 5% mode share by cycling across the capital. Within this document, the success of Hackney's '*filtered cycling permeability*' (with cyclists not routinely physically separated from other road users, and by enabling cyclists to make use of more direct routes such as cul-de-sac cut-throughs which are simply not possible for motorised traffic) is acknowledged, along with an acceptance that Hackney has already achieved the highest cyclist-commuter levels of all London boroughs. The continuation of this approach is reflected in the proposed measures to benefit cyclists in this latest Road Safety Action Plan.
- 1.4.4 Also arising from the Mayor's Transport Strategy was the development of a London-wide Road Safety Plan (and Action Plan) of which the most recent version, '**Safe Streets for London – The Road Safety Action Plan for London 2020**' was published in June 2013. The focus of this Plan is on making London's roads, people and vehicles safer, with a heavy emphasis on vulnerable road users such as pedestrians and pedal cyclists. *"The balance of supporting growth and aspiration for more walking and cycling while focussing on reducing casualties, are central to (this) Safe Streets for London Plan"*. In developing Hackney's Road Safety Action Plan, consideration has been made of the priorities contained within this document, in order that the Council's actions will contribute to the wider objectives of increased travel by sustainable modes, whilst achieving casualty reduction in the Capital.
- 1.4.5 In support of London's Road Safety Action Plan, further dedicated Action Plans have been, or will be, produced which focus on particular road user groups: The first of these, the '**Cycle Safety Action Plan**' (March 2010) identified that male cyclists, and particularly those aged 20-50 were generally most at risk in the capital and that cyclist-involved conflicts were most likely to occur in inner London boroughs, on the TLRN and near junctions, during the summer months. On this basis, the Action Plan set out nine areas for action which sought to address these most common collision types. Implementation of the action items contained within the Plan were designed to ensure that future increases in cycling levels were accompanied by a reduced casualty rate among cyclists, that casualty reduction targets for cyclists were achieved and that the perception of cycling as a safe and attractive transport option was increased.

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<sup>4</sup> Source: Cycle Segmentation Study, 2013, SDG



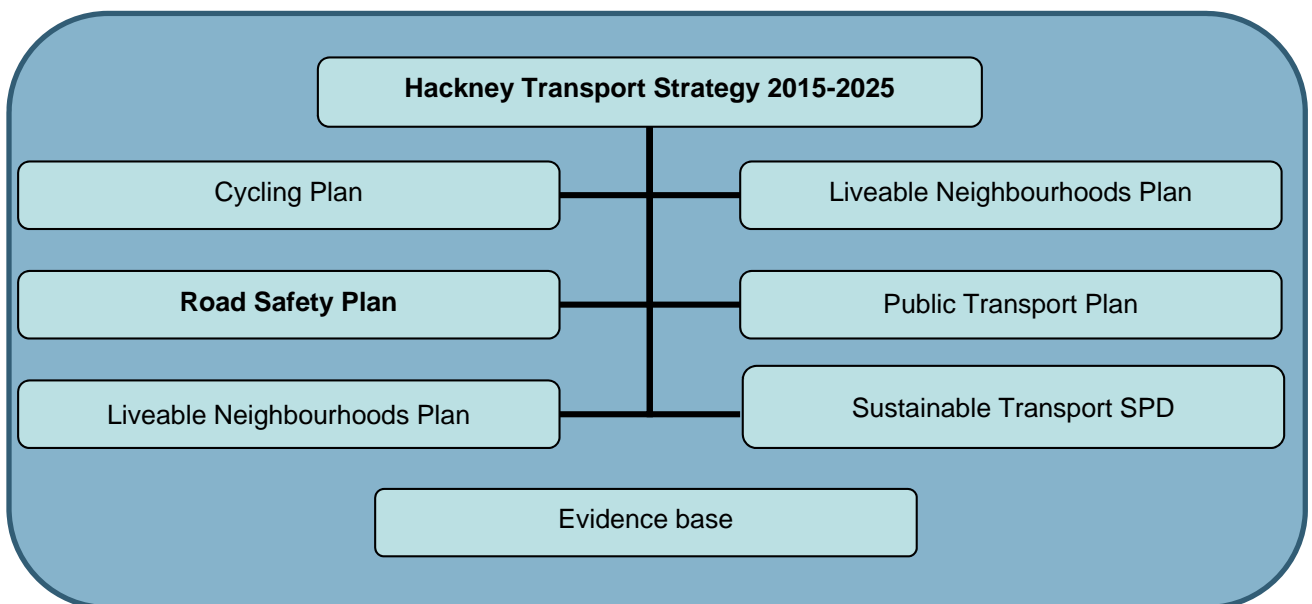
- 1.4.6 These objectives are mirrored in the Council's Road Safety Action Plan, with proposals to implement a rate-based indicator for monitoring cyclist casualty levels in the borough included in the pedal cyclists section of the Action Plan.
- 1.4.7 Dedicated Action Plans such as the Transport for London Pedestrian Safety Action Plan and Motorcycle Safety Action Plan have been reviewed. Hackney's Road Safety Action Plan includes actions to take account of any appropriate recommendations contained within these documents and which may be of benefit in reducing casualties among pedestrians and users of powered two wheeler vehicles.
- 1.4.8 Hackney's Mayoral manifesto commitment has played a part in helping make the borough safer and more accessible. Manifesto commitments such as making all borough residential roads 20mph by 2012 and making our streets easier to get around by bike and foot have helped drive schemes and initiatives to achieve this commitment.

## 1.5 Local Policy Context

- 1.5.1 The Council's Road Safety Plan and Action Plan will form one of the suite of documents and a key component of the **Hackney Transport Strategy 2015-2025**. In all, there are six documents associated with the Transport Strategy, of which the two potentially most relevant to the Council's objectives to cycling and walking are the **Hackney Cycling Plan** and the **Walking Plan**.
- 1.5.2 According to the London Travel demand Survey report Hackney has by far the highest levels of residents cycling to work in London at 15.4% of all commuter journeys (taking into account those who do not work or work from home). This is substantially greater than the second highest borough (Islington at 10.1%) and is almost four times greater than the London average of 4.3%. Nationally, only Cambridge (31.9%), Oxford (18.7%), the Isles of Scilly (18.4%) have higher rates of cycling to work, and Hackney has now overtaken York (12.1%) to become the local authority with the fourth highest levels of cycling to work in England. This figure of 15.4% means that Hackney has easily exceeded the 8% cycle to work mode share target for 2011 set in the 2006 Hackney Transport Strategy.
- 1.5.3 The proportion of Hackney residents travelling to work by bicycle in 2001 was 6.83% meaning that there has been 125% increase in the percentage cycling to work over the ten year period, one of the highest figures in the country. The 125% increase in cycling to work means that Hackney has exceeded the projected target of an 80% increase in cycling levels by 2010 set in the 2006 Hackney Transport Strategy (HTS, 2006, p7). In addition the figure of 15.4% also means that more Hackney residents now cycle to work than drive (12.8%), making Hackney the only place in the UK where more people cycle to work than drive.
- 1.5.4 The Council's Community and Transport Strategies both emphasised the importance of making the borough a better place for walking and cycling, and the Cycling Plan sets out ways by which barriers to cycling could be overcome, and an environment that encouraged cycling in the borough could be created: predominantly through improved infrastructure, increased cycle training and the promotion of cycling as a transport option.

- 1.5.5 Thus, this Road Safety Plan has sought to include priorities and actions which build on the objectives and achievements of the Cycle Plan in promoting, encouraging and facilitating safer and more accessible cycling in the borough.
- 1.5.6 Hackney's relatively compact nature among London Boroughs (just over 19km<sup>2</sup>), low levels of car ownership, high public transport usage and large number of parks<sup>5</sup> is considered to make the borough ideal for walking, and through its **Walking Plan**, the Council are seeking to implement programmes to improve environmental conditions along key walking routes (and around schools, within town centres and in the vicinity of public transport facilities in particular), enhance public realm and increase pedestrian priority with a view to achieve one of the highest walking rates of all London boroughs. Thus, this Road Safety Plan includes a dedicated section on pedestrian safety with actions designed to contribute to achieving the objectives above.
- 1.5.7 The composition of the Transport Strategy and the accompanying suite of documents is illustrated in Figure 1.1.

Figure 1.1 Composition of Hackney's Transport Strategy



- 1.5.8 A key objective of the Transport Strategy was to improve the safety of all road users but especially the most vulnerable and one of the interventions put forward to achieve this goal was the Borough-wide implementation of a 20mph speed limit on borough roads. Hackney was one of the first local authorities to take on such a challenge and successful completion of this and other safety initiatives (such as the zebra crossing upgrade programme and comprehensive cycle

<sup>5</sup> Source: LIP2 2011/12 – 13/14

training programmes) have contributed to the borough achieving its KSI casualty reduction target level set for 2010 (125 KSI casualties) early by 2007.

1.5.9 The LIP focussed on encouraging walking and cycling through road safety measures such as local safety schemes and road safety education and sought to manage the supply and demand for parking through Controlled Parking Zones aimed at reducing congestion and improving road safety. Hackney's **Parking and Enforcement Plan (PEP) 2015** guides how parking is managed in the borough and one of its key objectives is to maintain traffic flow and road safety through CPZs and enforcement of dangerous and inconsiderate parking behaviour.

1.5.10 Other key documents which have influenced the direction of this Road Safety Plan and Action Plan are:

- Sustainable Community Strategy 2008 – 2018 which sets out the council's shared vision for improving the quality of life in the borough. Priorities which are relevant within the context of this Road Safety Plan are to reduce mortality rates in the borough (which a reduction in road deaths will contribute to), and making the borough safer, and helping people to feel safe in Hackney (which will be supported by actions to reduce casualties of road collisions, reducing vehicle speeds and improving the environment for all road users).
- In terms of the Local Development Framework, which will eventually replace the Council's Unitary Development Plan, Hackney has developed a Core Strategy which is the primary and strategic development plan for the borough and reflects its key visions and objectives. Hackney's LIP describes this document as "*the spatial expression of Hackney's Sustainable Community Strategy*". It sets out the spatial planning framework for Hackney and includes reference to improving road safety particularly for pedestrians and cyclists. The policies which form the Core Strategy are intended to guide and inform development, encouraging sustainable and safe travel. In setting out actions which seek to contribute to the creation of a safer, more attractive environment for walking and cycling in the Road Safety Plan, it is hoped to contribute to meeting the objectives of both of the above.
- Hackney has shown its commitment to achieving sustainable school travel by the implementation of School Travel Plans in all LEA schools in the borough and through the development of their Sustainable School Travel Best Practice Guide. This document sets out the objectives for increasing walking and cycling levels for the journey to school/ college, and improving the safety of journeys to and from schools in the borough, and outlines areas of best practice implemented by schools in achieving these objectives. Through the inclusion of measures to create safer, more attractive areas around schools and to promote pedestrian and cycle training, the actions in this Road Safety Plan seek to equip young residents with the skills needed to make it easier for them to walk or cycle to school.
- The Corporate Plan 2018 and Mayor of Hackney's priorities have been discussed in more detail in the Transport Strategy document. Tackling inequality is a cornerstone of the Mayor of Hackney's priorities. Creating an environment where people actively choose to walk and cycle as part of everyday life can have a significant impact on public health and

may reduce inequalities in health (LGA, 2013). The Road Safety Plan is expected to contribute to the second Mayoral priority in particular;

‘Making Hackney a place where everyone can enjoy, with clean, safe streets, excellent parks and public services, and a great quality of life for all who live here’

## 1.6 Addressing Inequality

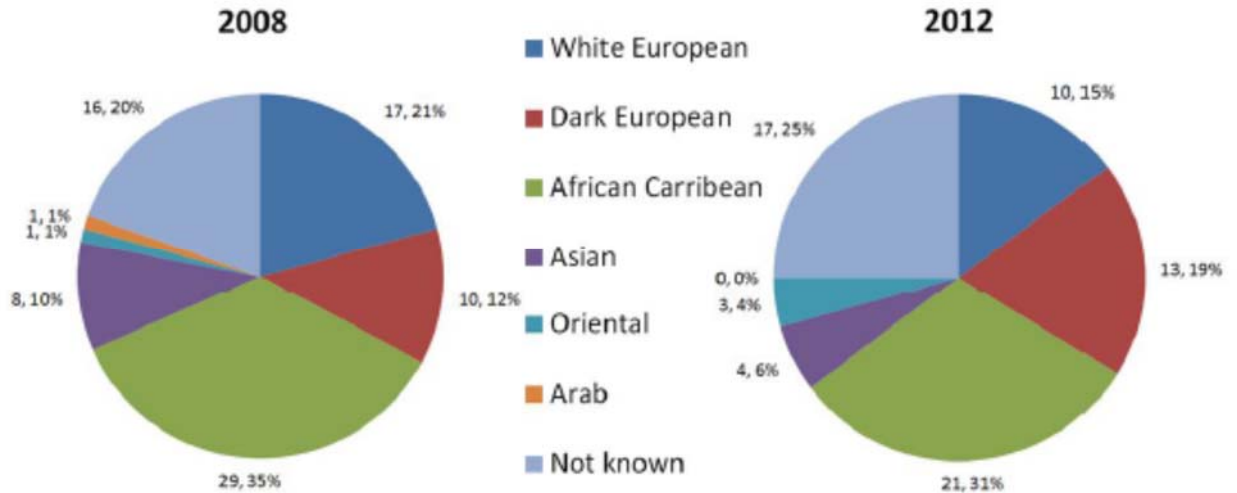
- 1.6.1 Hackney’s population has estimated to have increased by 20% to 246,270 between 2001 and 2011<sup>6</sup>, with the highest increases observed in the working age group (27%), and the 25-29 age group in particular.
- 1.6.2 The diversity of the borough’s population has also reportedly increased over the ten years to 2011, with the ‘White British’<sup>7</sup> group remaining the single largest ethnic group, but representing a lower proportion of the overall population of the borough in 2011, than in 2001. The second largest ethnic group in the borough is ‘Other White’ (which is considered to include Hackney’s sizeable Turkish community): a group which showed a 60% increase in numbers between 2001 and 2011, and which now accounts for 16.1% of the borough’s population. The largest broad ethnic group is therefore ‘White (59.4%)’, with ‘Black/ Black British the second highest group, accounting for 23.1% of the population. People classified by the census as ‘Asian/ Asian British’ accounted for 10.5% of the population, whilst ‘Mixed Ethnic Groups and Other Ethnic Groups’ together comprised 11.7% of residents.
- 1.6.3 Casualty levels among children in the borough was a priority of the previous Road Safety Plan and so in considering the changing make-up of Hackney’s population, Figure 1.2 illustrates how the proportion of child casualties by ethnicity has changed in the five years between 2008 and 2012, which was the period for which casualty data was analysed to inform the Road Safety Plan. The categories described below relate to ethnicity assigned to casualty, rather than census, data however.

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<sup>6</sup> Source: Census 2011

<sup>7</sup> All classifications taken from census definitions

Figure 1.2 Child casualties by Ethnicity: 2008 and 2012



Data for Jan to Dec 2008 and Jan to Dec 2012. Ethnic classifications provided by LRSU

- 1.6.4 Across London as a whole, nearly 40% of Londoners are classified as Black, Asian and Minority Ethnic (BAME) groups. Research has identified socio-economic inequalities in road casualties in London at the area level and suggested that Londoners in the 'Black' minority ethnic groups were at a relatively higher risk of road casualties than other ethnic groups.
- 1.6.5 Londoners who live in the most deprived areas and are from BAME groups suffer a disproportionately high number of road casualties. In terms of ethnicity black Londoners are most at risk from being injured in road collisions. A review of collision data in Hackney found that in 2012, only 10 (15%) child casualties in the borough were defined as 'White European'<sup>8</sup>, with the highest proportion of child casualties being of 'African-Caribbean' origin (21 casualties:31% of all) and 'Dark European' (13 casualties: 19%), which on the surface appears to support this research.
- 1.6.6 MOSAIC<sup>9</sup> is a tool which divides the population into one of 15 categories and within these into 67 'geodemographic units'. MOSAIC analysis for Hackney revealed that the highest number of child and pedestrian casualties were from households of 'young people renting flats in high density social housing'. This is illustrated in Figures 1.3 and 1.4.

<sup>8</sup> TfL LRSU casualty data classification: Data for Figures 3.24 and 3.25 from Appendix A of the Stage 1 Report

<sup>9</sup> Developed by Experian UK Ltd

Figure 1.3 Child casualties aged under 5 by geodemographic group (household classification)

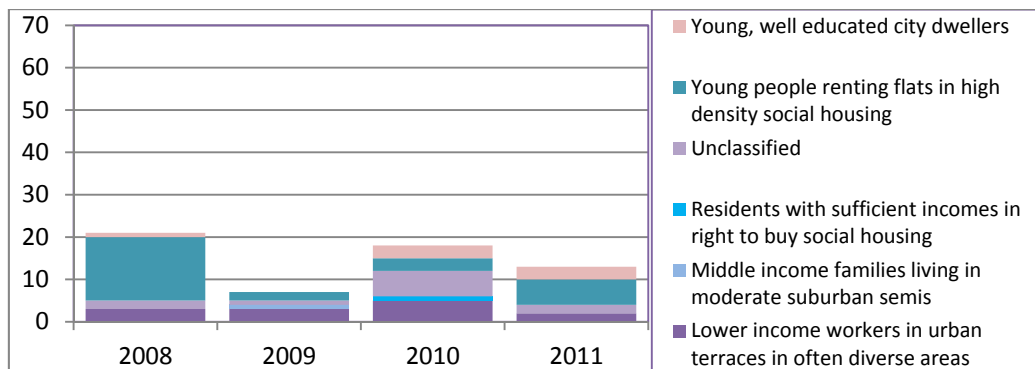
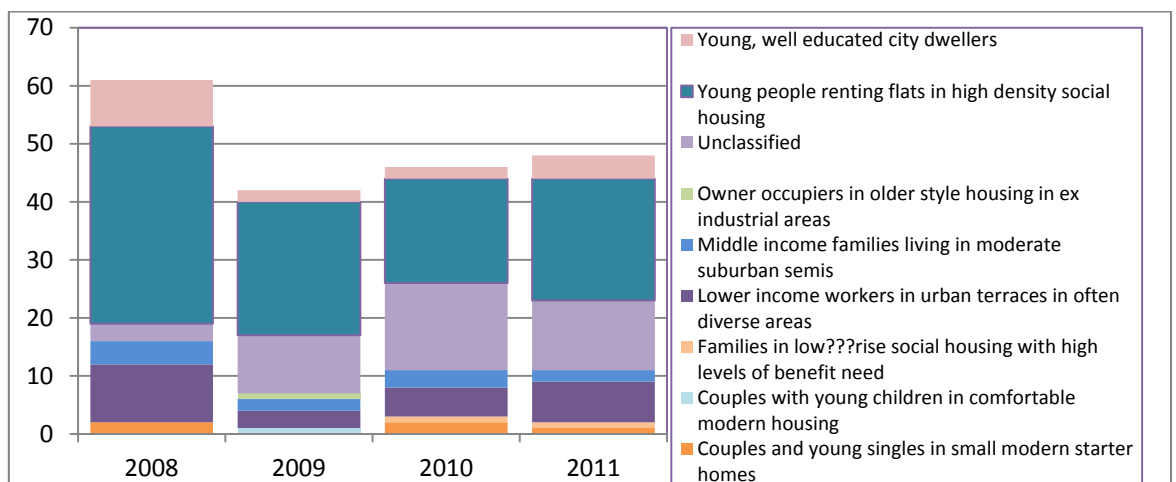


Figure 1.4 Child casualties aged 5-15 by geodemographic group (household classification)



- 1.6.7 On publication of the 2010 Indices of Deprivation by the Government in 2011 (measures designed to identify small areas of the country which may be experiencing multiple aspects of deprivation), it was found that the London Borough of Hackney's average score (based on its 137 lower level Super Output Areas (LSOA<sup>10</sup>) made it the second deprived local authority in England. In all, 42% of the Council's LSOAs were in the top 10%, and 13% were in the top 5% of most deprived areas in England<sup>11</sup>.
- 1.6.8 In 2011, 39.1% of the borough's population were born outside the UK and although the majority of residents (75.9%) speak English as their main language, Turkish (4.5%) and Polish (1.7%) were also spoken widely. Approximately 1% of the borough's population were identified as *'having no English language skills at all'*<sup>12</sup>
- 1.6.9 An understanding of the particular challenges faced by these groups in accessing road safety services, whether because of language, economic or geographical barriers will assist in developing actions within the Road Safety Plan and Action Plan to overcome these barriers and to ensure that road safety resources and services are accessible to all of our residents.

<sup>10</sup> The level at which the indices are calculated, with each geographical area comprising approximately 1500 residents

<sup>11</sup> Source: Hackney Learning Trust

<sup>12</sup> Source: Census 2011: Ethnicity, Identity, Language and Religion in Hackney, May 2013

Additionally, where inequalities are identified through the casualty statistics, that additional actions will be put in place in an attempt to address these.

- 1.6.10 An example of such a positive action is already in operation. The borough was part of an Inequalities Injury Reduction Scheme which was launched initially by TfL in 2007 in seven pilot boroughs concerned about the overrepresentation of ethnic groups in road casualties. As part of the second phase of this scheme, Hackney targeted residents between the ages of 14 and 19 primarily of Black African and Black Caribbean background. Working in partnership with communities, the Borough produced a short film known as 'Concrete Dreams' available for download on YouTube and other social media.
- 1.6.11 Transport for London works with borough Road Safety Officers to produce educational material targeted at pre-school children living in areas of high deprivation or inequality. As part of London's Road Safety Plan, TfL intends to undertake research to identify the most beneficial interventions to improve the safety of those at higher risk. Hackney will continue to work closely with TfL in order to develop educational resources which can be used to target 'at risk' groups in the community and will ensure that they keep abreast of developments relating to effective interventions so that these can be incorporated into the Council's road safety programme.

## 2 Road Safety Issues in Hackney

### 2.1 Overview

- 2.1.1 Collision and casualty data for the five year period between January 2008 and December 2012 was analysed to identify the key trends, patterns and characteristics of road collisions in Hackney, and the results were used to guide and inform the development of this Road Safety Plan and Action Plan. By applying a data-led approach to road safety interventions, it is hoped that it will be possible to address local issues more effectively, and develop a series of interventions which will contribute to making Hackney a safer, and more accessible borough for all its residents, and to encourage even higher walking and cycling levels in the coming years.
- 2.1.2 This chapter reviews the performance of the previous Road Safety Plan in achieving casualty reduction, and in achieving the previous casualty reduction targets to 2010; summarises the key issues and trends identified in road collisions and casualties occurring in the borough today, sets out the proposed priorities of the 2015-2020 Road Safety Plan, and defines the new long-term target for casualty reduction to be achieved by 2020.

### 2.2 Review of previous Performance in achieving casualty reduction to 2010

- 2.2.1 At the end of 2005, immediately prior to the start of Hackney's previous Road Safety Plan period, there were 899 collisions of all severities recorded in Hackney, which together resulted in 1026 casualties of all severities. Of these, 124 (12%) resulted in death or serious injury (KSI) and the remaining 902 (88%) resulted in slight injury. Of these casualties, 24% (247) were pedestrians and 13% (134) were pedal cyclists.
- 2.2.2 On borough roads (i.e. excluding those collisions which occurred on the 22km of TLRN routes through the borough) there were 504 collisions of all severities in 2005 (56% of all collisions in the borough), resulting in 579 casualties (56.4% of all casualties). Of these 504 borough road collisions, 70 (12%) resulted in death or serious injury (KSI) and the remaining 509 (88%) resulted in slight injury. Pedestrians comprised 25% of casualties (142), whilst pedal cyclists made up 12% (70) of casualties.
- 2.2.3 Hackney's Road Safety Plan for 2006-2010 included four main targets for casualty reduction to be achieved by 2010, from the 1994-1998 base line averages. These included collisions which occurred on the borough's TLRN network, and comprised a number of national targets as well as a revised local stretched target relating specifically to child KSIs. These were:
- A 50% reduction in the number of people killed and seriously injured for all road users (but also recorded separately for pedestrians and pedal cyclists).
  - A reduction of 40% in the numbers of motorcyclists killed and seriously injured.
  - A 25% reduction in the rate of slight casualty injuries per 100 million vehicle km.



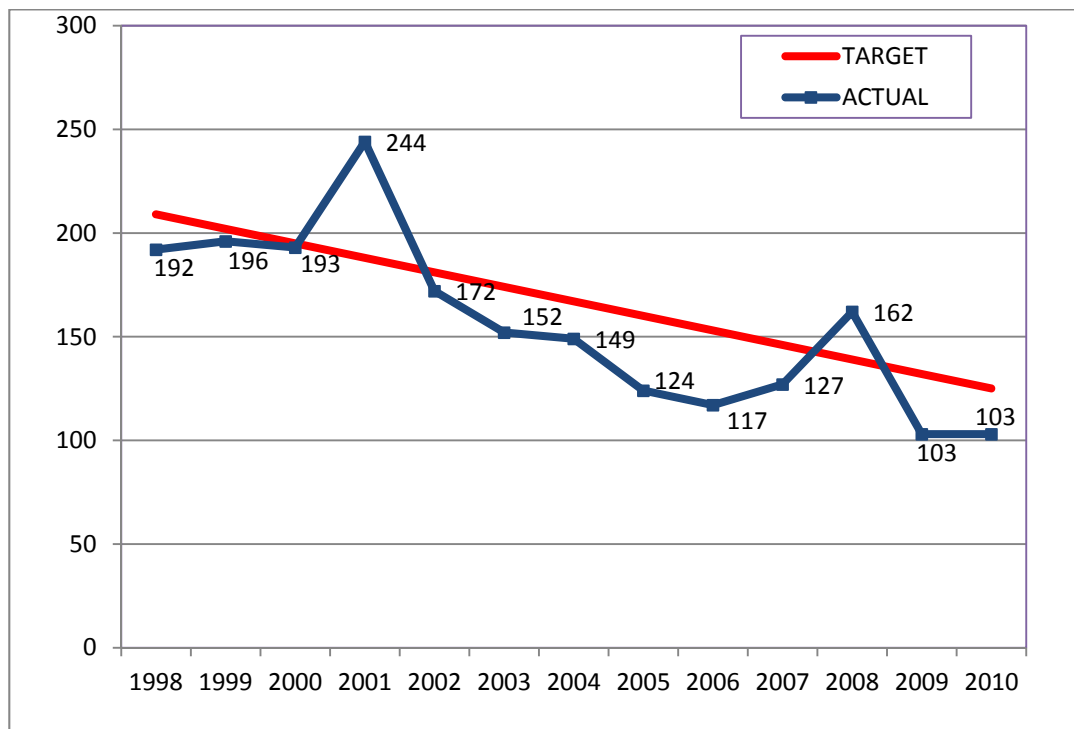
- A 75% reduction in child KSIs from the 1994-1998 average, or (no more than) 10 children killed or seriously injured per year<sup>13</sup>.

2.2.4 Progress towards achievement of each of these targets by 2010 is illustrated below.

**Target 1: 50% reduction in KSIs**

2.2.5 Hackney's annual progress towards achieving the target to reduce the number of KSI casualties in the Borough to 125 by 2010 from the 1994-98 average of 209 is shown in Figure 2.1.

Figure 2.1 Progress towards achieving KSI Casualty Reduction target to 2010

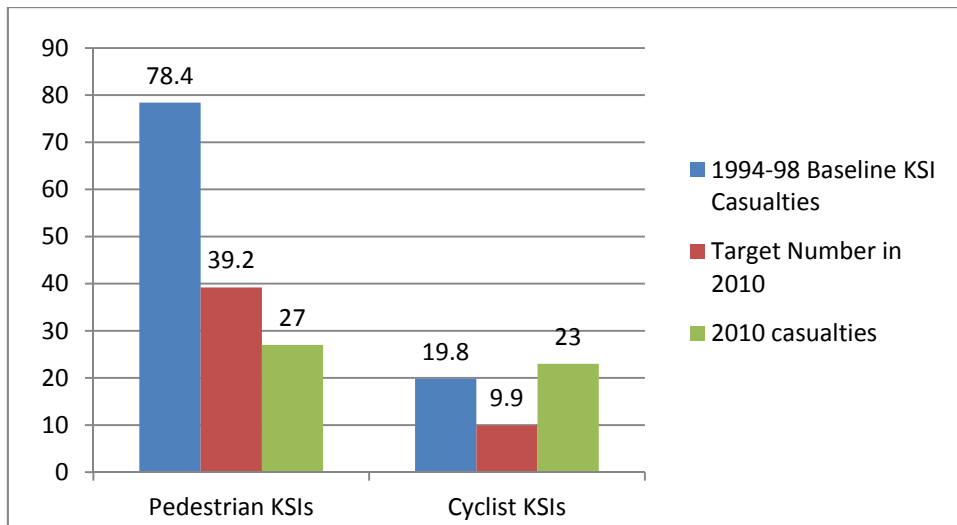


2.2.6 From Figure 2.1, the number of KSI casualties in Hackney remained either at or below the target line in most years and the general trend was downward. The target for a reduction in KSIs was successfully achieved, with 103 KSI casualties reported during 2010 (17.6% below the target).

2.2.7 Within this overall figure, Figure 2.2 shows Hackney's performance in terms of achieving its subsidiary targets to reduce the number of pedestrian and cyclist KSI casualties by 50% by 2010 from the 1994-1998 baseline averages.

<sup>13</sup> The national target was a 50% reduction

Figure 2.2 Progress towards meeting KSI Pedestrian and Pedal Cyclist Casualty Reduction Targets

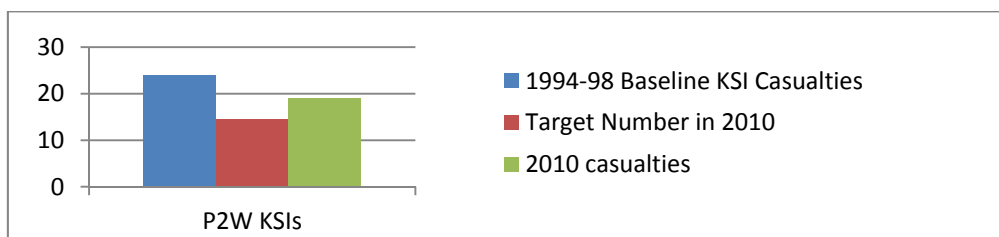


2.2.8 From Figure 2.2, although the Council failed to achieve the target for pedal cyclists, this was tempered by a significant increase in cycling levels over the period (this is considered in more detail in Chapter 3) which would affect exposure to risk. The pedestrian KSI casualty reduction target was successfully achieved, with a total reduction in pedestrian KSI casualties of 66% recorded by 2010. Recent initiatives such as the introduction of 20mph zones throughout the local road network may well have contributed to this success in reducing pedestrian KSIs.

**Target 2: 40% reduction in P2W Rider KSIs**

2.2.9 Figure 2.3 shows Hackney’s position in terms of achieving a 40% reduction in P2W Rider KSIs in 2010 from the 1994-98 baseline average.

Figure 2.3 Progress towards achieving KSI P2W Rider Casualty Reduction target to 2010



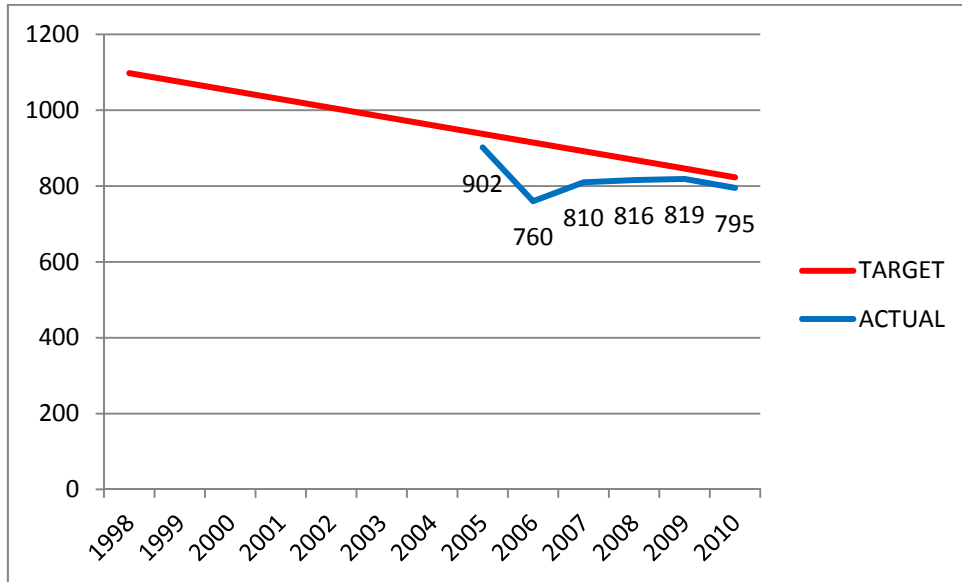
2.2.10 The number of P2W Rider KSI casualties in 2010 was 21% lower than the 1994-98 baseline average. Although the 40% reduction target wasn’t met, Hackney has achieved a commendable reduction in the number of P2W rider KSI casualties.

**Target 3: 25% reduction in slight casualties per 100 million vehicle km travelled**

2.2.11 Although the initial target was based on reducing slight casualties per 100 million vehicle km travelled, the Government did not devise a suitable method for calculating this and therefore a measure of overall numbers of slight injury casualties was applied instead. Hackney’s position in

terms of reducing the number of slight casualties by 25% in 2010 from the 1994-8 baseline average is illustrated in Figure 2.4

Figure 2.4 Progress towards achieving Slight Injury Casualty Reduction target to 2010

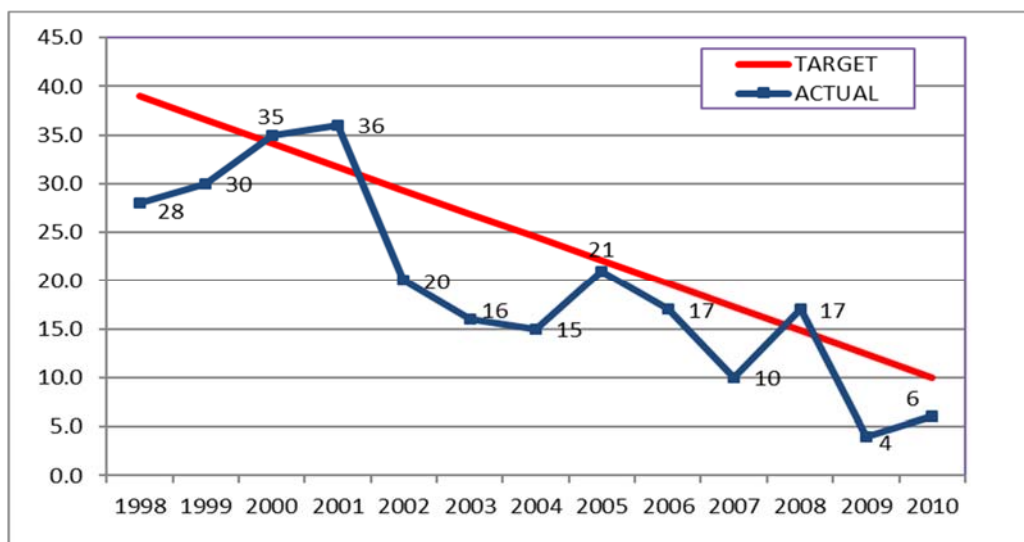


2.2.12 By 2010, the number of slight casualties had decreased by 28% from the 1994-98 baseline average in the borough and the target to reduce slight casualties by 25% by the end of 2010 had been successfully achieved.

**Target 4: 75% reduction in child KSIs**

2.2.13 Progress towards achieving a 75% reduction in child KSI casualties to 10 by 2010 from the 1994-98 baseline average of 39 is shown in Figure 2.5.

Figure 2.5 Progress towards achieving Child KSI Casualty Reduction to 2010



- 2.2.14 From Figure 2.5, the trend in child KSI casualties has generally been downward although with some fluctuation, and the target set for reducing the number of child KSI casualties was successfully achieved with just 6 child KSI casualties recorded on all roads in the borough in 2010 from a 1994-1998 baseline figure of 39: an overall reduction of around 84%.
- 2.2.15 Hackney's commitment to improving road safety has been reflected in its achievements to date and it is evident that the measures and actions undertaken by the borough as part of the previous Road Safety Plan have successfully contributed to reducing the number and type of KSI casualties in the borough in the years to 2010.

## 2.3 Key Issues and Trends: Overview

- 2.3.1 In the five years to December 2012, there were 4092 collisions in the London Borough of Hackney resulting in 4659 casualties. 299 (6.4%) people were killed or seriously injured on borough roads in Hackney. A further 324 (6.9%) road users were killed or seriously injured on the TLRN. In total, 623 people (13.4%) were killed or seriously injured in the borough in the five years to the end of December 2012. The data is summarised in Table 2.1.

Table 2.1 Collisions and Casualties by Severity in the five years to December 2012

	Fatal	Serious	Slight	KSI	Total
<b>Collisions</b>					
Borough Roads	5	281	1826	286	2112
TLRN Roads	18	293	1669	311	1980
TOTAL	23	574	3495	597	4092
%age on Borough Roads	21.7%	49.0%	52.2%	47.9%	51.6%
<b>Casualties</b>					
Borough Roads	5	294	2108	299	2407
TLRN Roads	18	306	1928	324	2252
TOTAL	23	600	4036	623	4659
%age on Borough Roads	21.7%	49.0%	52.2%	48.0%	51.7%

Data from Jan 2008 to Dec 2012, inclusive

- 2.3.2 From Table 2.1, it was noted that just over half of all collisions, and just over half of all casualties resulting from road collisions in the London Borough of Hackney occurred on borough roads. With regard to KSI collisions and casualties, less than half of all occurred on borough roads. Approximately 239km of roads in Hackney are maintained by the borough, and a further 22km is maintained by Transport for London. Therefore, just over 48% of collisions occurred on the 8.4% of roads not maintained by the Council.

- 2.3.3 The high proportion of collisions and casualties which occur on non-borough roads means that an important component of the Road Safety Plan will involve actions which increase the potential for dialogue and partnership working with Transport for London to tackle locations which may form barriers to walking and cycling, and which require intervention to reduce collisions and casualties.
- 2.3.4 In line with new London-wide casualty reduction targets, a new baseline of the 2005-2009 average figures has been set, and against which all progress to 2020 will be measured. The overall change in collisions of all severities on borough and TLRN roads over the 2005-2009 baseline averages by the end of 2012 is summarised in Table 2.2, below.

Table 2.2 Percentage change in collisions from the 2005-2009 baseline average by 2012

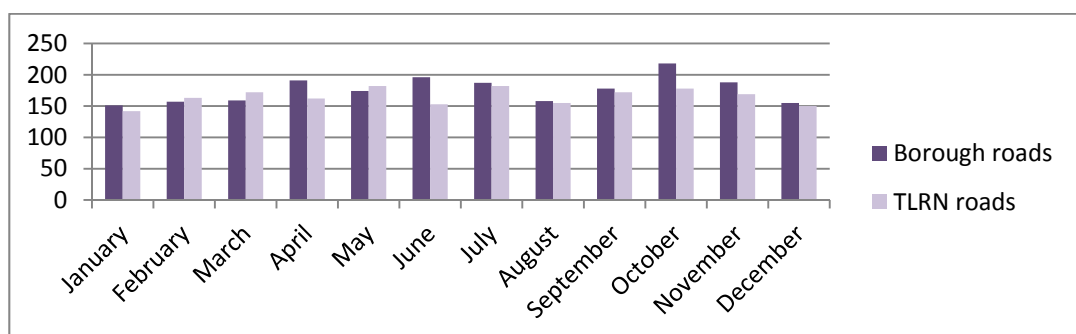
	Baseline Ave (All severities)	2012	Difference	%age change
Borough Roads	433	460	+27	+6.2%
TLRN Roads	383	418	+35	+9.1%
TOTAL	816	878	+62	+7.6%

- 2.3.5 From Table 2.2, although collisions have increased on all roads, the largest percentage increase in collisions in 2012 from the 2005-2009 baseline average has been on TLRN roads. The number of collisions on borough roads increased by just over 6% in 2012 compared to the baseline average. It should be noted, however, that collision numbers increased during 2012 in ten of the 32 boroughs.

## 2.4 Key Issues: When collisions occurred

- 2.4.1 Figures 2.6 to 2.8 illustrate how collisions varied by month of the year, day of week, and time of day on borough roads and TLRN roads in Hackney during the study period.

Figure 2.6 Road collisions by month of year

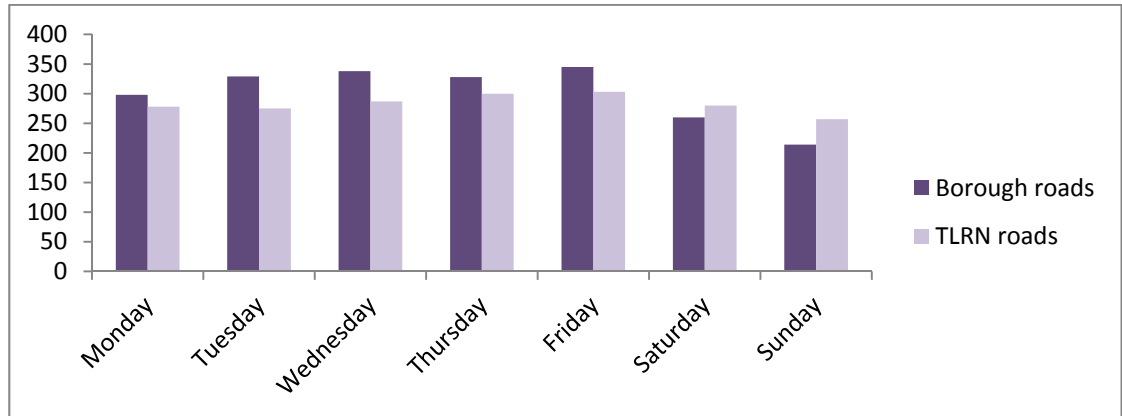


Collision data Jan 2008 – Dec 2012

- 2.4.2 From Figure 2.6, the number of collisions on both borough roads and TLRN roads were at their lowest in the months of December and January, with the highest number of collisions recorded in October, June and April on borough roads and in July, May and October on TLRN routes. Thus, although there are peaks in both road groups during October, there are slight differences in the

monthly spread of collisions on the different road networks, with the peaks occurring earlier in the year on borough Roads. The October peak was also more pronounced on borough Roads.

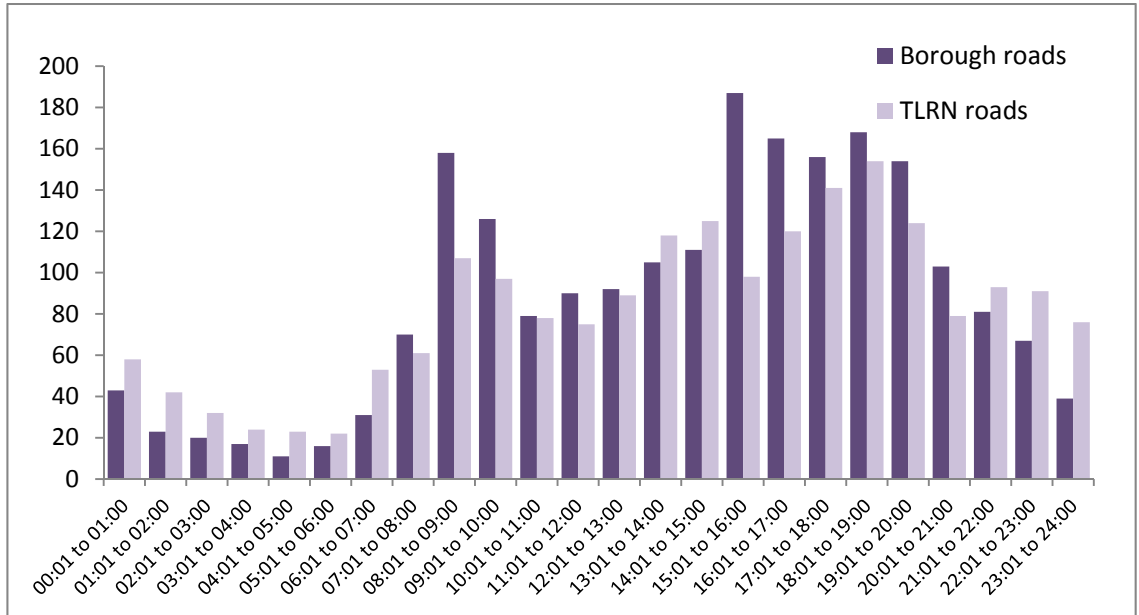
Figure 2.7 Collisions by day of week



Collision data Jan 2008 – Dec 2012

2.4.3 From Figure 2.7, fewest collisions occur on a Sunday on both borough roads and TLRN roads, with highest collision levels occurring on Fridays. The number of collisions occurring at weekends on borough roads decreased more markedly than weekend collisions on TLRN roads.

Figure 2.8 Collisions by time of day



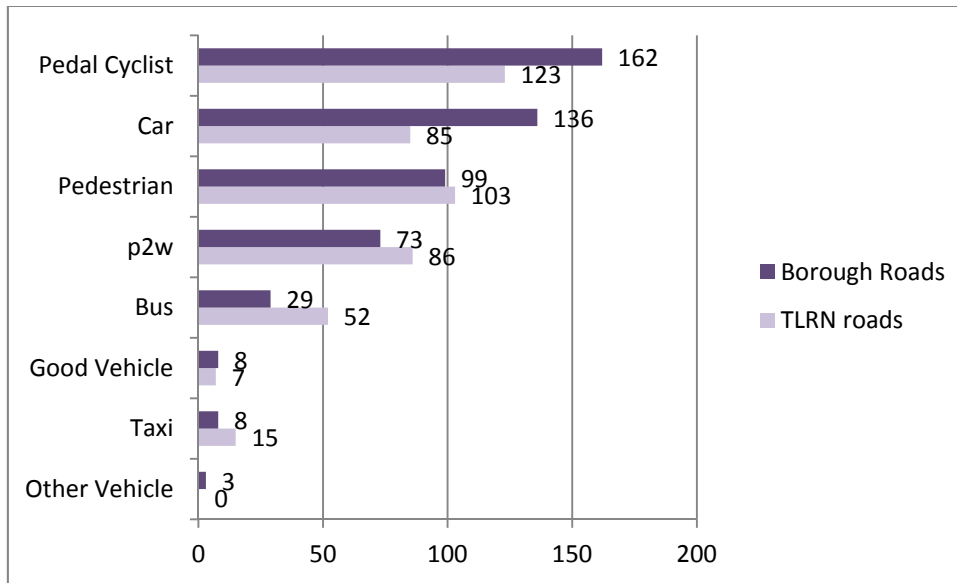
Collision data Jan 2008 – Dec 2012

2.4.4 From Figures 2.7 and 2.8, morning (8am-10am) and evening peaks in collisions were clear on both types of road, however the morning peak was more pronounced, and the evening peak started earlier (3pm) and continued later (until 8pm) on borough roads. A third peak was noted on TLRN routes, between 1pm and 3pm, which was not seen on borough roads: possibly related to commercial journeys, although there was no other evidence to support this.

## 2.5 Key Issues: Who got injured

2.5.1 The collision and casualty analysis study identified that for the first time in 2012, the number of pedal cyclist casualties was higher than for any other road user group on both TLRN and borough roads. A breakdown of casualties in 2012 is shown in Figure 2.9.

Figure 2.9 Casualties by road user group (2012)



Casualty Data Jan – Dec 2012

2.5.2 From Figure 2.9, pedal cyclists accounted for the largest proportion of casualties on both borough and TLRN routes, and pedestrians accounted for the second highest casualty group on the TLRN. Powered two wheeler (P2W) casualties were slightly higher than car user casualties on TLRN routes. In 2012, 43.2% of pedal cyclist, 51% of pedestrian and 54.1% of motorcyclist (P2W) casualties occurred on TLRN routes.

2.5.3 The Collision Analysis review report analysis showed that there was an 82% increase in pedal cyclist casualty numbers on borough roads, and a 75% increase on TLRN routes was noted during the five year period to December 2012, over the 2005-2009 baseline. These changes may be indicative of the increased popularity of cycling and the modal shift which is occurring in the borough and elsewhere in London. This was offset by large decreases in car/taxi user casualty numbers over the same period. The trends in casualty numbers in the five years to December 2012 by road user on both borough, and TLRN routes are illustrated in Figure 2.10. Base line figures are shown as broken lines alongside for reference purposes.

Figure 2.10 Changes in casualty numbers by road user class: Borough and TLRN roads in Hackney



NOTE: 2005-2009 base line figures are shown as dotted lines

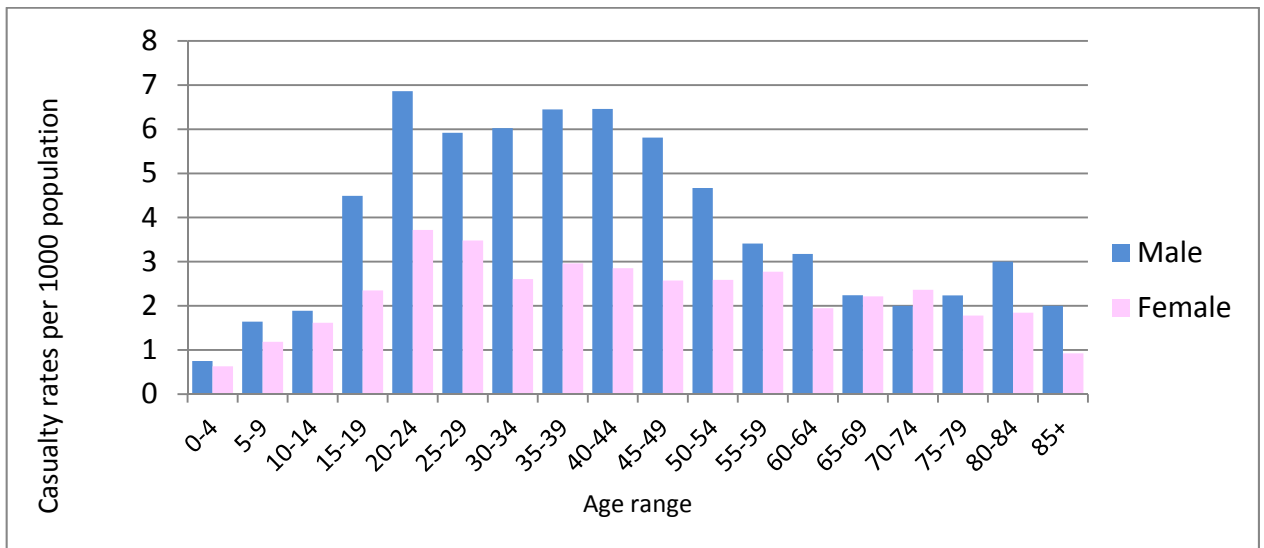
- 2.5.4 The greatest rises have been among pedal cyclist and pedestrian casualties, and recent achievements in decreasing P2W user casualty numbers seem to have slowed. Although bus user casualties have also shown a slight increase over the period, overall numbers are much lower than for other groups.
- 2.5.5 As pedal cyclists, pedestrians and P2W users are generally considered to be '*vulnerable road users*' who are more likely to receive serious injuries when involved in a collision, they have been considered priority groups in selecting actions for inclusion in the Council's Road Safety Plan.
- 2.5.6 When compared with the 2005-2009 baseline figures, the number of car/ taxi user casualties in the borough decreased by 37% on TLRN roads and 23% on borough roads by the end of 2012, which reflects the success of measures to improve safety of the road environment, but could also be a reflection of lower levels of car use.



## 2.6 Key Issues: Casualty profiles by age

2.6.1 A breakdown of annual average casualty rates per 1000 population for the age bands defined by the Council's 2011 census figures is shown in Figure 2.11.

Figure 2.11 Casualty rates per '000 population, by age band



Based on casualty Data Jan 2008 – Dec 2012, and 2011 Census data for LB Hackney

2.6.2 From Figure 2.11, annual average casualty rates were higher for male than female casualties in most age bands, and that the highest overall casualty rates were among males aged 20-24 years. From this overview, it was apparent that adults aged 20-49 were most likely to be injured in collisions in the borough, and would therefore be likely to benefit most from interventions to improve the safety of their environment.

2.6.3 Although casualty rates among children were comparatively low, separate casualty analysis of 0-15 year olds identified that these road users were most likely to be injured as pedestrians or pedal cyclists (ie as vulnerable road users). In addition, young people who have had access to road safety training opportunities and the opportunity to develop better road skills from an early age may be less likely to be injured in the future: teaching young people road safety skills is known to provide long term benefits to society.<sup>14</sup> As the Council's priority is to increase modal share by sustainable modes such as walking and cycling, a clear focus on providing opportunities to increase road safety skills to benefit younger residents would be expected to provide long term benefits for the future.

<sup>14</sup> <http://www.worldbank.org/transport/roads/safety.htm#childrenssafety> item 10

## 2.7 Key Issues: Where collisions occurred

2.7.1 The number of collisions per kilometre per annum was estimated for each of the different classes of road in the borough, and for TLRN roads separately. The results are summarised in Table 2.3.

Table 2.3 Collision Rates by road class per km per annum

	Length	No of collisions in 5 years	Average no collisions per year	Average no of collisions per km per annum
A Roads	18km	871	174.2	9.7
B/C Roads	28km	827	165.4	5.9
Unclassified	193km	414	82.8	0.43
TOTAL BOROUGH ROADS	239km	2112	422.4	1.8
TLRN Roads	22km	1980	396	18

Collision data Jan 2008 – Dec 2012. Road length data supplied by LB Hackney Highway Asset Management Team July 2013. It is noted that these differ slightly from the information contained in the 2011/12 – 13/14 LIP2

2.7.2 From Table 2.3, the annual average collision rates on TLRN routes in the borough between 2008 and 2012 were approximately twice as high as the highest comparative rates on borough roads, but that 'A' classified borough roads had the highest collision rates of all borough road classes. Improving safety along the borough's Principal road network has been a key area of focus in developing the actions for inclusion in the Road Safety Action Plan.

## 2.8 Proposed Priorities of the 2015-2020 Road Safety Plan

2.8.1 Based on the analysis of Hackney's collision and casualty data and identification of the key local factors which affect safety for various road user groups and taking into account national and London-wide policies, and the Council's objectives and priorities to increase cycling and walking levels (and to improve the safety, accessibility and attractiveness of the borough for walking and cycling) the following **Priority Areas** form the basis upon which the 2015-2020 Road Safety Action Plan has been developed:

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

- 2.8.2 In the following sections of this Road Safety Plan, each of the above Priority Areas is considered in more detail, a number of Key Indicators by which progress and achievements can be monitored are set out, and an Action Plan comprising a combination of engineering, promotion, training and enforcement measures by which safety can be increased, risk for road users reduced, and proposed casualty reductions achieved during the period to 2020 and beyond is provided.
- 2.8.3 As with all other supporting Plans in the Transport Strategy, the Road Safety Plan is a 'live' document and is subject to revision over the plan period as circumstances and available funding streams dictate. The Council's Corporate Plan to 2018 'Hackney; a place for Everyone; for example, commits to investing in our streets but also acknowledges the severe financial restraints that the Council have been operating under since the 2010 Comprehensive Spending Review (CSR) with over £100 million saved in a four year period. The Corporate Plan estimates that the next CSR due later this year may result in an indicative gap of over £70 million over the period 2016/17 to 2018/19. Any further unforeseen reductions to these funding streams will adversely impact on the Council's ability to deliver proposed transport improvements over the ten year plan period and necessitate revision of the existing Strategy.

## 2.9 Proposed targets for casualty reduction to 2020

- 2.9.1 The Council's current Local Implementation Plan features just one main target for casualty reduction; to achieve a 40% reduction in casualties by 2020 from a baseline of 2007-2009 with separate targets defined for KSI casualties, and total casualties.
- 2.9.2 In line with the casualty reduction target set out in Safe Streets for London (London's Road Safety Action Plan), a revised baseline of the 2005-2009 average figures has recently been adopted. Thus, the two casualty reduction targets which the Council will be seeking to achieve as a result of actions taken in this and future Road Safety Action Plans will be:

**TARGET: Reduce the number of KSI casualties by 40% from a 2005-2009 baseline average of 127 to 76 on all roads, by 2020**

**TARGET: Reduce the number of casualties of all severities by 40% from a 2005-2009 baseline average of 948 to 569 on all roads, by 2020**

- 2.9.3 If separate targets were to be set for casualty reduction on non-TLRN roads in the borough only, these figures would be 65 to 39 KSI casualties and 502 to 301 casualties of all severities over the same period.
- 2.9.4 Consideration of options for on-going monitoring and periodic review of the actions contained within this Road Safety Plan and Action Plan are included in the final section of this report.

## 3 Safer Cycling

### 3.1 Context

- 3.1.1 Hackney Council has led the way in raising the profile and attractiveness of cycling, and has long been promoting and facilitating travel by this mode. By 2009/10 Hackney also had the highest percentage of all trips made by cycle (including leisure and other trips, rather than just journeys to and from work), in London with 5% of all trips made by this mode<sup>15</sup>.
- 3.1.2 The high degree of importance placed on making the borough a better place for is clearly emphasised in the Council's Cycling Plan (2013), which includes the proposed Vision *"To make Hackney's roads the most attractive and safest roads for cycling in the UK, and a place where it is second nature for everyone, no matter what their age. Background or ethnicity."*
- 3.1.3 The new Cycling Plan sets out a number of ways by which barriers to cycling could be overcome, and an environment created which encouraged cycling: including improved infrastructure, increased permeability of routes, tackling the causes of real and perceived danger for cyclists, and improved access to cycling infrastructure and facilities (such as secure parking).
- 3.1.4 With commuter cycling trips in the borough currently recorded at around 15% of all trips to and from work, the success of the Council's objectives with regard to increasing cycling levels is clearly apparent, but there is more to be done. In the current Local Implementation Plan Hackney has set a target of achieving a 7% overall cycling mode share by 2013/14 and a 15% overall cycling mode share by 2030, which is expected to be achieved. Secondary targets included an increase in the modal share of cycling trips, and *"increasing user satisfaction with the cyclability of Hackney in terms of the cycling infrastructure, perception of road safety and general environment"*.
- 3.1.5 The Council's recent **Cycle Segmentation Plan** profiled cyclists in the borough, and evaluated the potential for realistically achieving this level of cycling mode share. Cycling to work mode share was found to have already exceeded the 15% target,<sup>16</sup> and it was concluded that achieving a 15% mode share for all cycle trips was in fact feasible. The final report will also provide supporting recommendations for increasing cycling levels in the borough.
- 3.1.6 The drive to increase cycling levels is reflected across the capital, with Transport for London itself launching '**Cycling Revolution London**' in May 2010. Within this document, alongside ten actions considered necessary to be achieved to create a 'cyclised London', was a target of achieving a 400% increase in cycling levels between 2001 and 2026 in the capital to take cycling to a 5% mode share: a target which has already been achieved in the London Borough of Hackney.

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<sup>15</sup> Source: London Travel Demand Survey data

<sup>16</sup> Source: Introduction, Cycle Segmentation Study, 2<sup>nd</sup> Draft, March 2013

- 3.1.7 In March 2010, Transport for London also launched its own '**Cycling Action Plan**': the need for which having first being identified in a previous incarnation of London's Road Safety Plan. The 52 actions included within the document sought to balance the needs of increased numbers of cyclists with creation of a safer environment in which to cycle. In the words of the Mayor: ensuring that London's 'cycle revolution' is '*backed by real action to make cycling in the capital safer*'.
- 3.1.8 Measures contained within Transport for London's Cycling Action Plan were grouped around nine action areas, and informed by analysis which had previously identified the (eight) most common characteristics of cycle collisions. These measures (52 in all) set out to address the majority of collisions involving cyclists and improve the safety of cyclists to '*make a positive and lasting contribution to reducing the number of cyclists killed and injured on London's roads in future*' through improved infrastructure, better access to training and information, improved communication, better enforcement and regulation, increased use of technology, measures to improve commercial driving and working practices, better research and increased partnership working.
- 3.1.9 Set against this drive to increase cycling levels in Hackney, and across London as a whole, cyclist casualty levels across London as a whole were 60% higher than 2005-2009 average levels by the end of 2012<sup>17</sup>. Within Hackney, cyclist casualty levels had increased by over 80% to 162 casualties by the end of 2012 from a 2005-09 base of 89, which is obviously a cause for concern.
- 3.1.10 Therefore this Road Safety Plan has sought to include priorities and actions which build on the objectives and achievements of the Council's Transport Strategy and Cycle Plan, as well as taking into account London-wide objectives, in promoting, encouraging and facilitating safer and more accessible cycling in the borough.

## 3.2 Key issues and Trends: Pedal Cyclist Collisions and Casualties

- 3.2.1 In the five years to 31 December 2012, there were 1,151 collisions involving pedal cyclists, resulting in 1,121 casualties of all severities in Hackney. Of these, 174 (15.5% of all cyclist casualties) resulted in a fatality or serious injury (KSI). Table 3.1 shows the breakdown of cyclist casualties by severity on Borough and TLRN routes separately for the five year period to December 2012.

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<sup>17</sup> Table 2: Casualties in Greater London during 2012, TfL June 2013

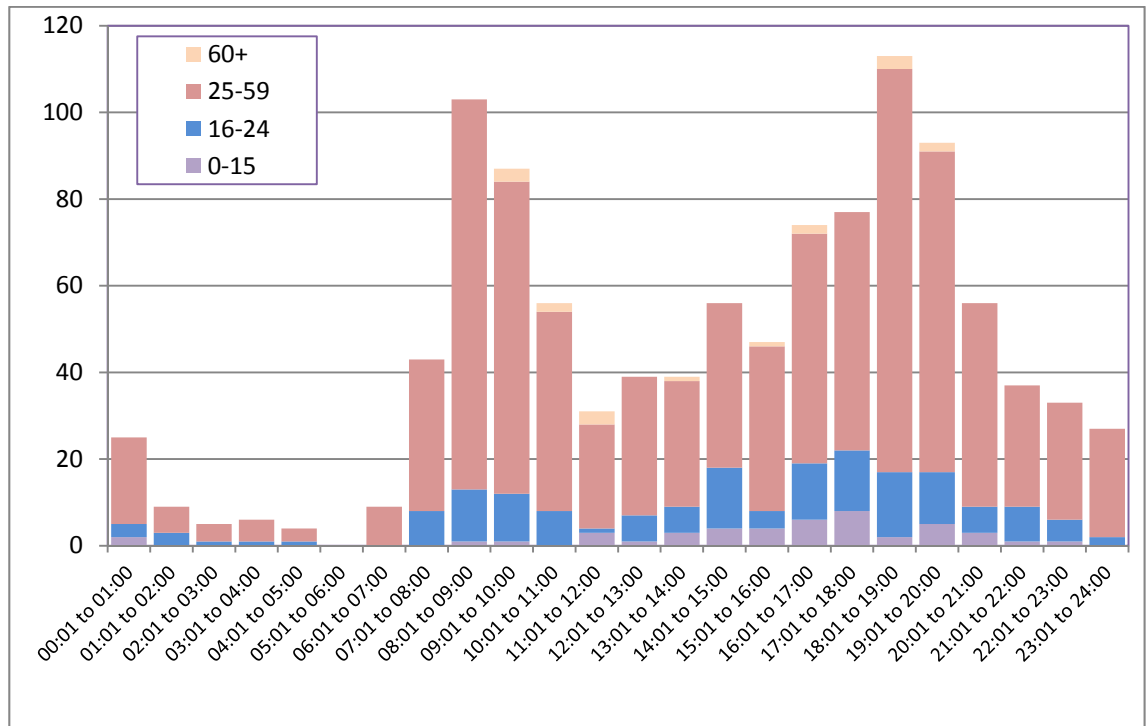
Table 3.1 Summary of Pedal Cyclist Casualties by Severity in the five years to December 2012

	Borough Roads	TLRN Roads	Total	% on Borough Roads
<b>Casualties</b>				
Fatal	2	4	6	33.3%
Serious	97	71	168	57.7%
Slight	535	413	947	56.5%
KSI	99	75	174	56.9%
<b>TOTAL</b>	<b>633</b>	<b>488</b>	<b>1121</b>	<b>56.5%</b>

- 3.2.2 Just over half (56.5%) of pedal cyclist casualties occurred on borough roads and only a slightly higher percentage (56.9%) of KSIs occurred on borough roads over the study period. To address this many of the measures contained within the Action Plan are a number of initiatives from engineering to education that work towards making cycling safer. The Council will work in Partnership with Transport for London to address the number of KSI that occur on its TLRN network.
- 3.2.3 The Council currently maintains approximately 239km of road, and a further 22km is maintained by Transport for London. Therefore, the likelihood of being involved in a collision is very much higher on TLRN routes than on borough roads, and over the five year period, over 40% of all collisions occurred on only 22km of roads in Hackney.
- 3.2.4 The rise in pedal cyclist casualty numbers in recent years has already been noted, with an 82% increase observed on borough roads and a 75% increase on TLRN routes, over the 2005-2009 baseline. This trend has been replicated across London to a greater or lesser extent, and is in part a reflection of the dramatic increase in the popularity of cycling in the capital which has occurred in recent years, and of the Council's drive to achieve a 15% cycle mode share for all cycle trips by 2030. When compared with neighbouring Tower Hamlets, however, in which a 24% increase in pedal cyclist casualties was recorded between 2011 and 2012, the comparative level in Hackney was 10%.
- 3.2.5 Of crucial importance is that the above figures are simplistic and do not take into account any comparative changes to the casualty rate for pedal cyclists in light of increasing cycling levels and mode share. In order to adequately assess whether cyclist safety is improving within Hackney, there is a clear need to introduce a rate-based method by which pedal cyclist safety in the borough can be effectively monitored. This action is therefore included in Table A.1 of the Action Plan which can be found at the end of this chapter. We are now doing some work in-house to try and come up with a base line.

3.2.6 Figure 3.1 shows the distribution of pedal cyclist casualties in Hackney over a typical 24 hour period.

Figure 3.1 Pedal cyclist casualties by age and time of day



Based on casualty data Jan 2008 – Dec 2012: all roads

3.2.7 From Figure 3.1, two clear peaks in casualty numbers were apparent: between 8am - 10am (10% of all pedal cyclist casualties) and 6pm - 8pm (19% of all), which are the traditional peak commuting periods. During the late evening and overnight, it was predominantly those aged 25-59 who were involved in collisions. In contrast, the majority of injuries to children, and those aged 60+ occurred during the day.

3.2.8 Other key issues which were identified from the analysis of pedal cyclist casualty data were:

- In 2012, 162 pedal cyclists were injured on Borough roads (31.3% of all casualties) and there were more pedal cyclist casualties than in any other road user group, whilst on the TLRN 123 pedal cyclists were injured in 2012 (accounting for 26.1% of all casualties), and also formed the highest road user casualty group.
- In all, 29% (285) of all casualties in Hackney in 2012 were pedal cyclists.
- 14% of all KSI casualties in the five years to December 2012 were pedal cyclists (174 pedal cyclist casualties).

- In the five years to December 2012, 62% (694) of all pedal cyclists were injured on A Roads and 57% (636) of all pedal cyclists were injured at T and Staggered Junctions.
- Collisions involving pedal cyclists during the hours of darkness increased by 112% between the 2005-09 baselines and the end of 2012, and accounted for 85 collisions in 2012.
- 'Poor turn or manoeuvre' was the second highest ranking causation factor in collisions involving cyclists (342 instances), whilst 'Passing too close to a cyclist' was the fifth highest ranking causation factor in collisions involving pedal cyclists (with 121 instances of this in the five years to December 2012).<sup>18</sup>
- 75% of road users involved in collisions with pedal cyclists were car/ taxi users (860 of 1,151 vehicles involved).
- Goods vehicles were the second highest danger to cyclists, with 9% (103) goods vehicles involved in cyclist collisions in the five years to December 2012. Of these, 19 resulted in death or serious injury.
- 80% (227) of all pedal cyclist casualties were aged 25-59 in 2012. Although those aged 16-24 showed a higher increase over the 2005-09 baseline (117% compared to 88% for those aged 25-59), a total of 154 casualties were aged 16-24 in 2012
- 853 (76% of all) cyclists injured between 2008 and 2012 were aged between 25-59, and by the end of December 2012, casualty levels were 88% higher (227 casualties) than the 2005-2009 baseline.
- Between 2008 and 2012, 10% of all pedal cyclist casualties were injured in July, more than in any other month.
- Postcode analysis of the top 25 postcodes of other road users involved in collisions with pedal cyclists in the five years to 2012 found that 20% (279 collisions) of drivers originated from the N16 (Stamford Hill) postcode area, and a further 16% (229 collisions) originated from the E5 (Clapton) area.

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<sup>18</sup> The highest, third, and fourth highest factors were non-specific, (failed to look, failed to judge another's path or speed, and careless// reckless/ in a hurry)



### 3.3 Proposed priorities for Safer Cycling

3.3.1 From the results of the above analysis, three priorities have been identified as follows:

**PRIORITY AREA 1:** Cyclists' safety will be considered as part of the designing process for all engineering schemes. We will also ensure that our schemes when implemented do not have a disbenefit for cyclists' safety. We will also look to implement innovative measures such as early start signals to address cycle safety at hotspots if these are shown to be successful at trials and are approved for use.

**PRIORITY AREA 2** We will support national and London-wide **publicity and road safety awareness campaigns** which seek to raise awareness of the issues likely to influence safety for cyclists, as well as a continuation of our **own programme of publicity and campaigns** to raise awareness of cycle safety issues

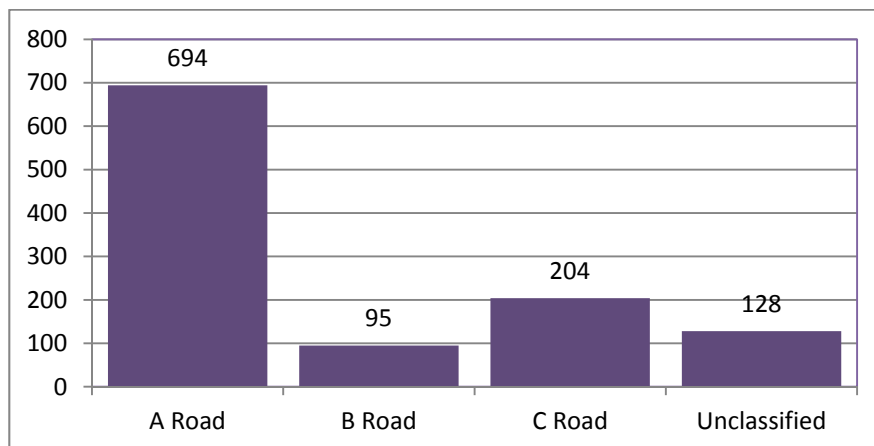
**PRIORITY AREA 3:** We will look to increase our existing child and adult training programme to maximise opportunities for adults to take up training so that they are confident on our roads. We will also look to increase the number of HGV drivers that take part in the Safer Urban Driving course.

3.3.2 The remainder of this chapter sets out the proposed measures to reduce the sources of danger to these more vulnerable road users; and how the Council proposes to equip cyclists with the skills to travel safely and confidently around the borough both now and in the future. The Cycling Plan details Hackney's vision on providing more direct and attractive routes and facilities, increasing permeability to benefit cycling. Included within the Action Plan are proposed actions to make cycling safer and is appended to this chapter.

### 3.4 Safer cycling through engineering interventions

3.4.1 Analysis of cyclist casualty data from 2008 to 2012 found that A classified roads (including TLRN routes) are currently the least safe for pedal cyclists. This is illustrated in Figure 3.2.

Figure 3.2 Pedal Cyclist Casualties by Road Class (2008 to 2012)



- 3.4.2 Additionally, most collisions involving pedal cyclists occurred at T and staggered junctions and at crossroads. Thus, measures which seek to improve the environment for cyclists along these routes will be a priority for the Council. In particular, the target to **extend the implementation of 20mph zones and limits to include the Council's Principal Road Network** and to implement measures to facilitate the safe movement of cyclists at junctions. We currently have 20mph on all residential roads and are currently rolling out 20mph speed limit on all our main road network to be completed by October 2015. We have also had some success with engaging TfL on implementing 20mph limits on the TLRN. TfL are aiming to implement a 20mph limit on the A10 from the Shoreditch triangle and the section up to and including Dalston Lane.
- 3.4.3 The Council are proactively implementing road safety and other engineering schemes across the borough to improve safety for all road users, but with an emphasis on vulnerable road users such as pedal cyclists. To identify and **prioritise the locations which may be less safe for cycling**, cluster analysis of cyclist-involved collisions which occurred between January 2010 and December 2012 was carried out across all borough roads (i.e. excluding TLRN routes), using data for the three years from January 2010 to 31 December 2012.
- 3.4.4 All sites within which a minimum of three collisions involving pedal cyclists (1 per annum) had occurred within a 25m radius were identified, and sites were ranked in order of total cyclist-involved collisions. A table containing the results of this analysis is included at Appendix A.
- 3.4.5 The analysis identified a total of 36 locations which met these criteria, of which five reported two cyclist collisions per annum during the period. These were:
- Downs Park Road/ Cecilia Road (3.33 per annum)
  - Dalston Lane/Amhurst Road (2)
  - Hackney Road/Columbia Road (2)
  - Leabridge Road/Chatsworth Road (2)
  - Hoxton Street/Whitmore Road (2)
- 3.4.6 A common causation factor of collisions involving cyclists in Hackney was 'passing too close' (121 incidences over five years) and therefore we will ensure that improvements to the highway network encourage cyclists and other road users to give each other enough space through careful design considerations. Other measures currently undertaken by the Council to improve accessibility and safety for pedal cyclists will include:
- Lobbying for powers to enforce 20mph speed limits
  - Ensuring all roads including principal roads have a 20mph speed limit by the end of 2015
  - Work in partnership with the police and TfL to improve safety and enforcement particularly with regards to HGVs
  - Ongoing cycle training programme for anyone living, working or visiting Hackney
  - Adoption of a policy of clear safe space for cyclists
  - Lobbying TfL to improve safety on the TLRN where recent fatalities have occurred.

- Progressing improvements to our own junctions and roads with accident collision histories such as Pembury Circus and Green Lanes
- Ensure that we deliver on proposals that have been put forward through the Mayor's cycling fund and programmes such as the central London Grid, Quietways and CS1
- Surveying and improving local cycle routes and providing better connectivity.
- Maintaining existing cycle routes.
- Where possible we will reinstate two way cycling on one way roads.
- Continuation of programmes to increase permeability for cyclists, through provision of cycle bypasses at road closures and dead-ends where possible.
- Maximisation of cycle access in new developments.

3.4.7 Specific actions to create a safer environment for pedal cyclists through engineering interventions are included in Section A.1 of the Road Safety Action Plan, and a number of Key Indicators by which progress can be monitored are proposed as follows:

**KEY INDICATOR: The number of collisions where 'passing too close to a pedal cyclist' was a causation factor**

**KEY INDICATOR: The number of cyclists injured at T, Staggered and Crossroads junction**

**KEY INDICATOR: The number of cyclists injured on A Roads**

## 3.5 Promoting Safer Cycling through Publicity and Campaigns

- 3.5.1 In 2012 the Council organised 9 cycle pit stops to promote winter cycling as part of the **'Be Safe be Seen'** campaign and 32 cycling events were held on estates in the Borough. We will hold further cycle pit stops and will look to increase the number of cycling events held on estates where campaigns to increase cycling are taking place.
- 3.5.2 To raise awareness of the need for cyclists and other road users to give each other space on the road to reduce the number of collisions where 'passing too close' was a causation factor we will continue to promote the 'Watch Out for Me!' campaign which was launched in 2012 through displaying posters on lampposts along strategic routes.

- 3.5.3 In 2007, Transport for London carried out a study into cyclist red light violations at 5 junctions in London<sup>19</sup> during the morning and evening peak hours. The results concluded that although the majority of cyclists obeyed red signals, particularly when turning right, 16%<sup>20</sup> did not. Male cyclists were more likely to disobey a red signal than female cyclists<sup>21</sup>. Cycling on the footway is also a concern in Hackney and so the Action Plan therefore includes a commitment to produce a guide for cyclists to encourage more courteous riding behaviours.
- 3.5.4 Analysis of casualty data found that more cyclists were injured by drivers originating from postcode areas N16 and E5 than other areas, and so awareness campaigns in these areas which raise awareness of the relative vulnerability of cyclists and the need for care will be of benefit.
- 3.5.5 Specific actions to encourage courteous behaviour and generate more cycling trips through encouragement and raising awareness are included in Section A.2 of the Road Safety Action Plan, and the following Key Indicators by which progress can be monitored are proposed:

**KEY INDICATOR: The number of road users from N16 and E5 who are involved in collisions with cyclists**

**KEY INDICATOR: The annual number of cyclist casualties among those aged 25-59**

**KEY INDICATOR: The number of male cyclist casualties**

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<sup>19</sup> RNPR Traffic Note 8, 'Proportion of Cyclists who Violate Red Lights in London, June 2007

<sup>20</sup> 7502 cyclists were surveyed in total at the five sites

<sup>21</sup> 17% of males and 13% of female cyclists disobeyed red lights

## 3.6 Improved cycle skills through cycle training programmes

### *For children*

- 3.6.1 Hackney already has one of the most comprehensive child cycle training programmes in London. In 2013/14 the Council worked with 53 out of the 55 primary schools and established four 'whole school' cycling programmes. The Council also offers cycle training to complete beginners (Level 1) to teach children how to ride and control a bike.
- 3.6.2 During 2013/14, 1150 children received Level 2 training and we intend to increase the number of children who receive this training to reduce the number of child cyclist casualties.
- 3.6.3 24% of all children aged 10-15 in Hackney who were injured as a result of being involved in a road collision were injured as pedal cyclists in the five years to December 2012<sup>22</sup>, and so the continued importance of providing cycle training in both primary and secondary schools is clear. There already exists a comprehensive primary school cycle training programme for children however a continuing focus on encouraging uptake of this training amongst secondary schools (10-15 year olds) is important.
- 3.6.4 One of the pledges of Transport for London's Cycle Safety Action Plan is to 'offer school cycle training to every school pupil in London every year, with support for boroughs to extend child and adult cycle training' and the potential of this will be explored during the life of this Road Safety Plan.

### *Commuter/ Adult cycle training*

- 3.6.5 A high proportion of collisions involving cyclists in Hackney occurred in the morning and evening peak hours indicating that commuter cyclists are the most 'at risk' during these times, although until an assessment of casualty rates is introduced, it must be considered that increased collisions could be simply a reflection of the larger volume of cycle movements during these times.
- 3.6.6 Nevertheless, the Council is keen to enable adults to access cycle training opportunities and already has one of the most comprehensive cycle training programmes in London. Free cycle training is offered to anyone living, working or studying in the borough.
- 3.6.7 Hackney Council was a key partner with TfL in getting practical cyclist awareness training for HGV Drivers accredited as a recognised part of driver CPC which is a legal obligation for all HGV drivers to do. The course is appropriately named as a Safer Urban Driving (SUD) course and has included within it both practical and theory element to ensure that HGV drivers are aware and appreciate the difficulties cyclist face when cycling on London's roads. This training includes riding a bike on the road in a busy urban environment, allowing drivers to experience what the cyclist is dealing with and why they might make the decisions that they do.

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<sup>22</sup> Source: Stage 1 Report, Appendix A, data for Figure 3.23

- 3.6.8 Hackney was the first Council in the country to ensure that all its fleet drivers took part in the SUD course.
- 3.6.9 We aim to increase the number of courses we hold which are aimed at training people who drive as part of their job over the next five years and will continue to work with TfL to achieve this.
- 3.6.10 In 2013/14, we provided 594 adults with cycle training at Level 2 Bikeability. Over the next five years we will aim to increase the number of adults receiving cycle training.
- 3.6.11 Hackney partners with neighbouring Tower Hamlets and Islington Council to fund Pedal Power and Bikeworks programmes designed specifically for teenagers and adults with learning disabilities and their carers. We believe that opportunities for cycling should be available to all our residents, and will continue to work with neighbouring boroughs to ensure the continuation of these initiatives.
- 3.6.12 Specific actions to improve cycling skills through training opportunities are included in Section A.3 of the Road Safety Action Plan.

Table A

## Road Safety Action Plan: Safer Cycling

<b>A.1 Safer Cycling through engineering interventions</b>	
<b>1</b>	Implement 20mph speed limits on the borough's principal road network with appropriate engineering measures
<b>2</b>	Continue to implement schemes to improve cyclist safety particularly on A roads in the borough, based on the sites identified in Appendix A of this Road Safety Plan
<b>3</b>	Keep up-to-date with any revisions made to the London Cycle Design Guidelines and requirements regarding their potential adoption into all engineering schemes.
<b>4</b>	Identify high-risk locations on the road network for cyclists and implement site specific preventative measures focusing on T and Staggered junctions.
<b>5</b>	Ensure all new road infrastructure contributes to improved safety for cyclists, including speed reduction measures, junction improvements and awareness of cyclists' needs
<b>6</b>	Ensure that the safety of cyclists is considered during street works
<b>7</b>	Develop a rolling programme of implementation of Advanced Stop Lines for cyclists at signalised junctions on borough roads
<b>8</b>	Develop and adopt a rate-based means of monitoring pedal cyclist casualty levels on borough roads

## A.2 Promoting safer cycling through Publicity and Campaigns

<b>1</b>	Continue to promote cycle safety through the “Watch out for me” campaign to encourage road users to give each other enough space and continuation of “Be Safe Be Seen” publicity to encourage safer cycling in the winter months. Local campaigns will specifically target commuters and children who cycle to school to reduce pedal cyclist casualties during the peak hours.
<b>2</b>	Tailor publicity to benefit commuter cyclists by erecting posters to raise awareness of cycle safety along popular routes taken by cyclists into Central London, with campaigns during the summer months to coincide with higher cyclist numbers
<b>3</b>	Continue to hold Biker’s Breakfasts and workplace events during Bike Week and widen the scope of these events to attract a wider demographic so that they are held throughout the year rather than over the period of a week through involvement of additional sponsors
<b>4</b>	Increase the number of cycling events held on estates where campaigns to increase cycling are taking place
<b>5</b>	Targeting campaigns to raise awareness of cyclists in postcode areas where analysis has shown that drivers involved in cyclist collisions come from
<b>6</b>	Addressing pedal cyclist casualties by targeting car commuters through publicity and training
<b>7</b>	Produce and develop a road safety leaflets for cyclists through the cycle training scheme to encourage safer more compliant riding



8	Highlight the importance of the use of appropriate safety features to fleet businesses and drivers in Hackney to improve their awareness of cyclists around their vehicles
9	Provide information on fitting of cycle child seat/ trailers to parents via school newsletters
<b>A.3 Improved cycle skills through Cycle Training Programmes</b>	
1	Increase Level 2 cycle training (Bikeability) to children over the five year period of the Safety Plan to target those children who will be cycling on roads in the borough and particularly those children who will be moving on to secondary school in the near future
2	<p>Encourage uptake of cycle training;</p> <ul style="list-style-type: none"> <li>-amongst children by holding training sessions at football clubs, sports venues and other venues where they meet to cycle/ park cycles, and also</li> <li>-for adults and children at venues in locations where cyclist casualties are highest and access to opportunities may be reduced for socio-economic or other reasons</li> </ul>
3	Increase cycle training in secondary schools/ colleges
4	Maintain Bikeability accreditation so that standards of training are maintained, monitoring takes place and continuous assessment is carried out

<b>5</b>	Promote child and adult cycle training in the more deprived areas of the borough
<b>6</b>	Work with local businesses to deliver targeted and focused actions to increase awareness of road safety during times when most people are travelling to and from work to highlight the periods when cyclists in Hackney are most at risk from being injured
<b>7</b>	Hold four workplace events each year with specifically identified businesses to promote safer commuting, and encourage travel by sustainable modes
<b>8</b>	Promote 'led rides' <sup>1</sup> to build the confidence of novice cyclists in the borough, whilst managing safety in areas where there may be large volumes of pedestrian traffic
<b>9</b>	Seek to increase the number of adults receiving cycle training each year from a 2014/15 base, through active promotion of the availability of these programmes
<b>10</b>	Ensure training sessions are tailored to raise awareness of the need for road users to give each other adequate road space
<b>11</b>	Work with TfL and other London Boroughs to agree a common set of processes to develop cycle training standards and quality by monitoring and evaluating courses
<b>12</b>	Continue to hold Pedal Power and Bikeworks programmes

## 4 Safer Walking

### 4.1 Context

- 4.1.1 In 2011, there were 5,979 pedestrian deaths and serious injuries across the UK: a 7% fall in fatalities, and 2% rise in serious injuries over the previous year (from Reported Road Casualties in Great Britain 2012, DfT). Overall, pedestrian casualties in the UK decreased by 4% over 2011 levels, and the general downward trend since the 1970s is considered to be mainly as a result of improvements to vehicle design and lower speeds as a result of increased enforcement, traffic calming schemes and educational initiatives<sup>23</sup>.
- 4.1.2 The DfT's Strategic Framework for Road Safety highlights the link between road safety and areas of disadvantage particularly amongst pedestrian casualties, with child pedestrians in particular likely to be higher in areas with higher measured levels of deprivation<sup>24</sup>. The Council acknowledges that research has already identified that some areas of the borough rank highly on national tables of deprivation, and is keen to ensure that children from these areas are provided with access to opportunities and resources needed to enable them to become safer road users.
- 4.1.3 Across London as a whole, pedestrian casualties have been decreasing, with 8% fewer pedestrians killed or seriously injured in London by the end of 2012, compared to the 2005-2009 average. For pedestrian casualties of all severities, this decrease was around 3%<sup>25</sup>. Within Hackney, pedestrian casualties of all severities increased overall by 4% over the same period, although there was a major difference between the trends seen on TLRN routes (where pedestrian casualties increased by 15.1%) and on borough roads (where numbers reduced by 5.7%).
- 4.1.4 The Council will consider the actions tabled within the Pedestrian Safety Action Plan and where possible we will work in partnership with TfL to implement these recommendation.
- 4.1.5 In 2013, The Parliamentary Advisory Council for Transport Safety (PACTS) issued the findings of a report commissioned to investigate pedestrian casualties in the UK. The report analysed long term trends in pedestrian casualties, and focussed on circumstances of collisions, as well as the profiles of those involved. Pedestrian risk indices were calculated for the UK as a whole, and the analysis revealed that pedestrians in the London Borough of Hackney had the second highest risk rating in the UK, second only to the London Borough of Newham. However, these indices were based on involvement relative to population and took no account of walking levels or distances travelled on foot in any area.
- 4.1.6 Walking levels are high in Hackney, with 39% of trips made on foot<sup>26</sup>, which was slightly above the Inner London boroughs average of 38%, and well above the Greater London average of 32%

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<sup>23</sup> DfT's Strategic Framework for Road Safety, May 2011

<sup>24</sup> Road Safety Web Publication No 19 – Road Traffic Injury Risk in Disadvantaged Communities: Evaluation of the Neighbourhood Road Safety Initiative, DfT September 2010

<sup>25</sup> Casualties in Greater London 2012

<sup>26</sup> In 2009/10 to 2011/12: Source: Table 1 Travel in London Supplementary Information: Borough LIP Performance Indicators report, Transport for London

for journeys made on foot. Although the report did not provide detailed recommendations for improving pedestrian safety, the importance of basing interventions on local circumstances was stressed.

- 4.1.7 Pedestrian safety in Hackney has been identified as a priority for three main reasons: partly because of their relatively high level of involvement in the casualty statistics; partly because they are unprotected as road users and so are more likely to be killed or seriously injured when involved in a collision, and partly because making the borough a safer and more attractive area in which to travel on foot is one of the key objectives of the Council's Transport Strategy.
- 4.1.8 The Council's dedicated **Walking Plan** will focus on improving conditions along key walking routes and in regeneration areas - particularly around schools, town centres and public transport facilities – to make these areas more attractive to those considering walking. As the Walking Plan aims to increase the percentage of journeys which are made on foot, the implementation of measures which help to provide a safe environment for pedestrians, and which provide pedestrians with the skills needed to negotiate the borough safely on foot become key priorities in this Road Safety Plan.

## 4.2 Key Issues and Trends: Pedestrian Collisions and Casualties

- 4.2.1 In the five years to 31 December 2012, there were 920 collisions involving pedestrians, resulting in 947 pedestrian casualties of all severities, within the London Borough of Hackney. The breakdown of pedestrian casualties by severity on borough and TLRN routes separately for the five year period to December 2012 is summarised in Table 4.1.

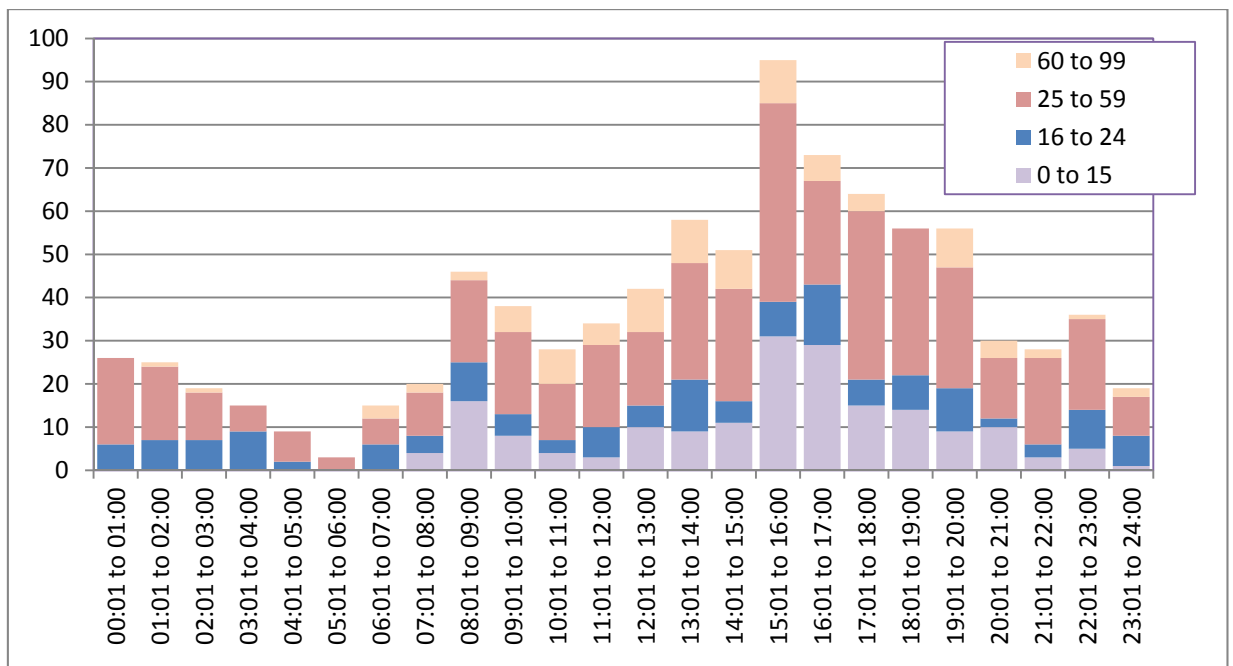
Table 4.1 Pedestrian Casualties by Severity in the five years to December 2012

	Borough Roads	TLRN Roads	Total	% on Borough Roads
<b>Casualties</b>				
Fatal	0	10	10	0 %
Serious	91	103	194	46.9%
Slight	389	354	743	52.4%
KSI	91	113	204	44.6%
<b>TOTAL</b>	<b>480</b>	<b>467</b>	<b>947</b>	<b>50.7%</b>

4.2.2 From the Table, less than half of all pedestrians were killed or seriously injured on borough roads, and in the five years to December 2012, there were no recorded pedestrian deaths on borough roads. On borough roads, pedestrian casualties reduced by 5.7% by the end of 2012, compared to the 2005-2009 baseline average, but on TLRN routes in the borough, pedestrian casualties rose by 15.1% over the same period.

4.2.3 The distribution of pedestrian casualties by age and time of day is shown in Figure 4.1.

Figure 4.1 Pedestrian Casualty distribution by age throughout the day

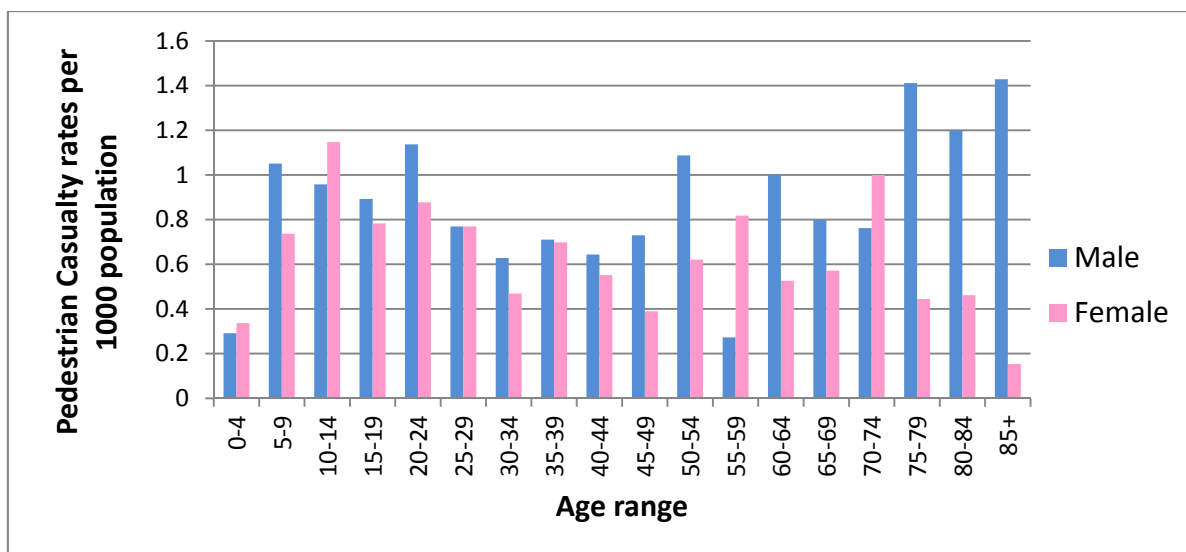


Casualty data Jan 2008 – Dec 2012: All roads (excludes 61 casualties of age unknown)

4.2.4 Casualty levels were highest for all groups during the daylight hours (this is to be expected as the number of pedestrians is likely to be highest during these times). During the hours of darkness those in the 16-24 and 25-59 year age groups were predominantly injured as pedestrians.

4.2.5 More detailed analysis of pedestrian collision trends over time (provided in a separate report) found that casualties in the 25-59 age group accounted for almost half of all pedestrian casualties in the borough between 2008 and 2012 (455 of 947 casualties). These have been increasing in number year on year since 2009, and by 2012 those aged 25-59 accounted for over 56% of all pedestrian casualties. However, when pedestrian casualty rates were calculated relative to the population breakdown in Hackney, a clearer picture emerged. A breakdown of pedestrian casualty rates per population for different age groups is shown in Figure 4.2.

Figure 4.2 Pedestrian casualty rates



4.2.6 From the figure above we can see that the highest rates per population are amongst younger female pedestrians, with casualty rates amongst 10-14 year olds higher than for all but the oldest road users, and even higher than for males in the same age group. Although numbers of casualties were similar for males and females (34 and 39 respectively in the five years), the higher number of males aged 10-14 in the overall population of Hackney (7,100 males compared to 6,800 females in this age group) caused this variation. The highest rates of all were amongst the very oldest male pedestrians, who despite having low overall numbers of casualties had high rates because they represent a relatively small proportion of the population in the borough. Therefore we need to choose measures which will be most effective in reducing casualties and to ensure that they are localised measures to improve safety for these groups.

4.2.7 Other key points to emerge from the analysis of pedestrian collision and casualty data included:

- One third of all those killed or seriously injured in Hackney between 2008 and 2012 (204 of 623 KSIs) were pedestrians.
- 20% of casualties injured in road collisions in Hackney in 2012 were pedestrians (202 of 989 total casualties).
- Almost two thirds (60%) of all pedestrians injured in the five years to December 2012 were injured at locations not within 50m of a crossing point (a total of 574 casualties).
- 19.2% (182) of pedestrian casualties were aged 0-15, 16.2% (154) were aged 16-24, and only 10% (95) were aged 60 or above.<sup>27</sup>
- Around one in five pedestrian casualties (19%: 179 casualties) were injured in the two hour period between 3pm and 5pm in the five years to December 2012.

<sup>27</sup> There were also 61 casualties for which the age was unknown

- The number of pedestrians injured during the hours of darkness has increased year on year between 2008 and 2012, with almost one half (45%) of all pedestrians injured during the hours of darkness in 2012: an increase of 65% over the 2005-2009 baseline.
- 33% of pedestrian casualties were classed as being from a household of 'young people renting flats in high density social housing'.<sup>28</sup>
- Pedestrian impairment by alcohol was a factor in 71 collisions resulting in injury to a pedestrian in the five years to December 2012.

### 4.3 Proposed priorities for safer walking

- 4.3.1 Based on the results of collision analysis, our priorities for creating a safer walking environment will be:

**PRIORITY AREA 1:** We will prioritise the **implementation of engineering measures to improve the environment for pedestrians** at locations where the highest numbers of pedestrian injuries are occurring

**PRIORITY AREA 2:** We will **work in partnership with** TfL to ensure sites with high pedestrian collision ratings on the TLRN are addressed

**PRIORITY AREA 3:** We will support and promote a range of targeted publicity campaigns which focus on improving awareness amongst all road users, to benefit those pedestrians most likely to be in Hackney

- 4.3.2 The remainder of this chapter provides justification for the specific measures included in the Action Plan.

### 4.4 Physical interventions to benefit pedestrians

- 4.4.1 Using the technique known as 'Cluster Analysis' fourteen separate sites were identified on borough roads where there have been at least 3 collisions (1 per year on average) within a 25m radius involving pedestrians in the three years to December 2012.
- 4.4.2 The two sites with the highest pedestrian collision record were the junction of Mare Street/ Amhurst Road where there were eight collisions involving pedestrians during the three year study period, and the junction of Hackney Road/ Austin Street where seven collisions occurred over the same period. A list of these fourteen sites, listed in order of the highest number of collisions involving pedestrians, is included in Appendix B. The Council as part of its commitment to road safety will investigate the sites with the highest number of collisions for inclusion in its road safety programme as part of this exercise sites with the highest pedestrian casualties will duly be investigated.

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<sup>28</sup> Source: MOSAIC analysis : 1210 of 3686 pedestrian casualties between 2008 and 2011 (latest data available at time of writing)

- 4.4.3 To address the increasing trend in collisions involving pedestrians at night we will review street lighting levels at sites which have been identified as having a high proportion of collisions involving pedestrians being injured at night.
- 4.4.4 Through our actions we will seek to improve the safety and attractiveness of the environment for pedestrians by addressing pedestrian safety at locations with a known poor pedestrian safety record (individual locations as well as along corridors or routes, locations with night time safety issues, and crossing points) through monitoring of collisions, visiting sites to review safety, and by implementing appropriate measures to reduce risk for those choosing to travel on foot.

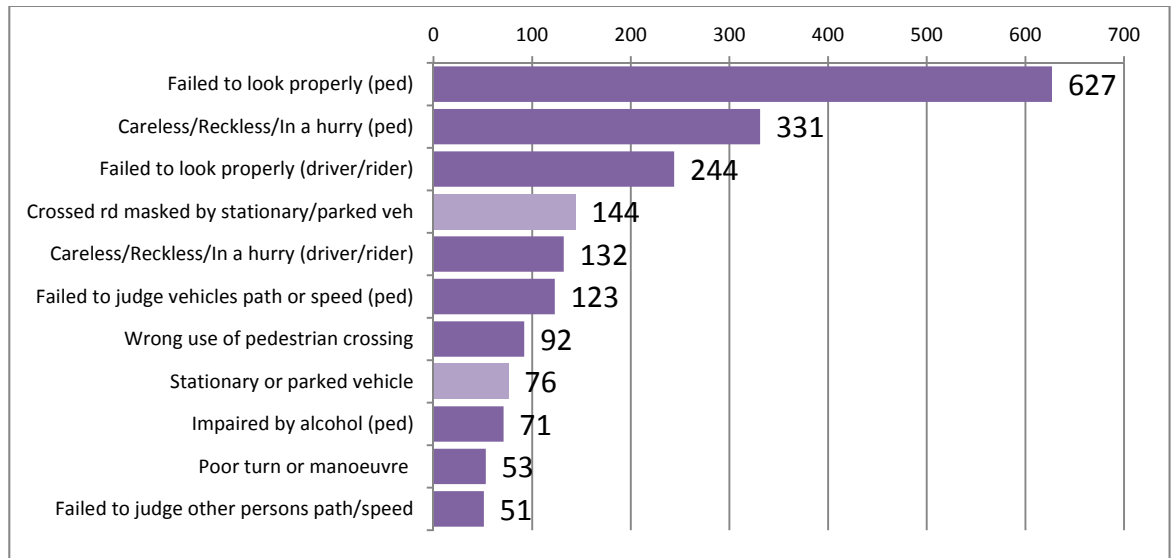
**KEY INDICATOR: The number of pedestrians injured during the hours of darkness.**



## 4.5 Reducing pedestrian danger around parked vehicles

- 4.5.1 Although the most commonly attributed causation factor in collisions involving pedestrians was 'failure to look properly', 220 collisions involved crossing near parked vehicles, or they occurred in the vicinity of parked vehicles in the five years to December 2012.

Figure 4.3 Pedestrian casualty ranked causation factors



NOTE: The causation factors ranked here include assigned causation for every collision which involved a pedestrian and as such includes causation factors assigned to other road users involved in the collisions

## 4.6 Promotion of walking and pedestrian safety through Publicity and Campaigns

- 4.6.1 Almost half of all pedestrian casualties in Hackney were aged 25-59, and of these, the Haggerston and Dalston Wards were found to have the highest concentrations of pedestrian casualties per square kilometre per year. The Council will seek to ensure that efforts to improve safety for pedestrians are focussed in locations with the highest rates of pedestrian injury.
- 4.6.2 Our annual programme of publicity and campaigns will be designed to address seasonal variations in casualty numbers, as well as being relevant to the age and other circumstances of pedestrians to be identified by in depth casualty analysis as being most likely to be involved in collisions.
- 4.6.3 The influence of alcohol in pedestrian casualty figures is of concern to the Council, and we will seek ways of working in partnership with drinking establishments, restaurants and clubs to deliver campaigns with an emphasis on promoting safety awareness in areas in the borough that are popular amongst young people at night.
- 4.6.4 The Council will consider the actions tabled within the Pedestrian Safety Action Plan and where possible we will work in partnership with TfL to implement these recommendation.

- 4.6.5 The Council also plans to develop its own pedestrian training programme and delivery plan, and to deliver pedestrian training to pupils in Year 3, and transition training to pupils in Year 6. Amongst child pedestrian casualties of road collisions, numbers peak at aged 4-5 (with 26 casualties of all severities in the five years to 2012) and again at aged 10-11 (with 39 casualties of all severities recorded over the same period).

**KEY INDICATOR: The number of new schools taking part in pedestrian training**

**KEY INDICATOR: The number of pedestrians injured at night who have been impaired by alcohol**

- 4.6.6 The specific actions through which the Council will seek to provide a safer and more attractive environment in which to travel on foot, and as a result of which our residents will feel confident in choosing to travel by this mode, are set out in Table B.

Table B Road Safety Action Plan: Safer Walking

<b>B.1 Engineering Measures to improve the walking environment</b>	
<b>1</b>	Renew the top 10 pedestrian collision cluster sites to review crossing provision, lighting, road markings and signage to determine whether engineering interventions may be an effective method of reducing pedestrian casualties
<b>2</b>	Introduction of pedestrian countdown technology PCaT at junctions where a high percentage of collisions involve pedestrians to encourage correct use of the crossing facilities
<b>3</b>	Increase the number of controlled pedestrian crossing points, and investigate the potential for increasing crossing time provided at existing crossings subject to discussion with Transport for London

4	Review parking demand and waiting restrictions at sites where a high number of collisions involving pedestrians have been assigned the causation factors 'crossing masked by parked vehicle' and 'parked or stationary vehicle' to determine whether additional or extended parking restrictions are required or whether increased levels of enforcement are needed to discourage unsafe parking behaviour
<b>B.2 Publicity and Campaigns</b>	
1	Support and promote pedestrian safety campaigns developed by TfL following publication of the Pedestrian Safety Action Plan with a focus on causation factors and types of locations where pedestrian collisions have occurred. Continuation of our share the road messaging to all motorists and riders in Hackney.
2	Develop a pedestrian training programme and delivery plan for delivery of pedestrian training to pupils in Year 3, and transition training to pupils in Year 6.
3	Raise awareness of behaviour of other road users, including cyclists and drivers that pose a safety risk to pedestrians. For an example drivers failing to give priority to pedestrians at crossing points and side roads.
4	Roll out pedestrian safety publicity campaigns which target young people aged between 16 and 24 and those aged over 60, and also drivers in the winter months, through tailored publicity

5	Work with representatives of pubs, clubs and restaurants to develop and implement a campaign to reduce the number of pedestrians injured whilst under the influence of alcohol
6	Work with the Police in encouraging pedestrians to participate in Exchanging Places events. This would allow pedestrians the opportunity to experience the drivers vision restriction in HGV's and buses especially when they are stationary. The events will be aimed at older pedestrians who are at a higher risk of being involved in a collision with a larger vehicle.

## 5 Safer Motorcycling

### 5.1 Context

- 5.1.1 Alongside pedestrians and cyclists, powered two-wheeler users are classed as 'vulnerable road users' and the Department for Transport (DfT) reported that these road users have the highest rates of KSI injuries per billion passenger miles travelled in the UK. Transport for London's 'Safe Streets for London' noted that in 2011, motorcyclists accounted for only 1% of daily journeys within Greater London, but accounted for 21% of KSI casualties.
- 5.1.2 Across the UK as a whole, 5,328 motorcycle users were killed or seriously injured in 2012, and in all, there were 19,310 motorcyclist casualties of all severities. A total of 4,651 motorcyclist casualties were reported in Greater London during 2012<sup>29</sup>, and so approximately 24% of all UK motorcyclist injuries in 2012 occurred in London.
- 5.1.3 National and regional approaches to improving safety for motorcyclists vary slightly, with the UK's Strategic Framework for Road Safety emphasising the need for improved initial rider training and raising the standard of training provided through provision of both consumer information,<sup>30</sup> and by ensuring that instructors are appropriately skilled and qualified. Transport for London's preferred approach is to work towards changing the behaviour and attitudes of motorcyclists and other road users using a combination of training, awareness/ publicity and appropriate enforcement. This is mainly aimed at improving safety for riders aged under 30, due to their higher casualty levels and higher identified levels of risk.
- 5.1.4 The Council takes note of the recommendations made in Transport for London's Motorcycle Safety Action Plan and will consider how they can be applied to improving safety for motorcyclists in the borough.

### 5.2 Key issues and Trends: Powered two-wheeler Collisions and Casualties

- 5.2.1 In the five years to 31 December 2012, there were 818 collisions in Hackney involving at least one Powered two Wheeler (P2W), of which 726 collisions resulted in injury to one or more P2W riders and their passengers. In the remaining 92 collisions, the P2W user was uninjured. These 726 collisions resulted in a total of 739 P2W rider and passenger casualties of all severities and of these, 119 (16.1%) of all P2W casualties resulted in death or serious injury (KSI).
- 5.2.2 Table 5.1 shows the breakdown of P2W rider and passenger casualties by severity on borough and TLRN routes separately for the five year period to December 2012.

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<sup>29</sup> Casualties in Greater London 2012) Table 1, (TfL June 2013)

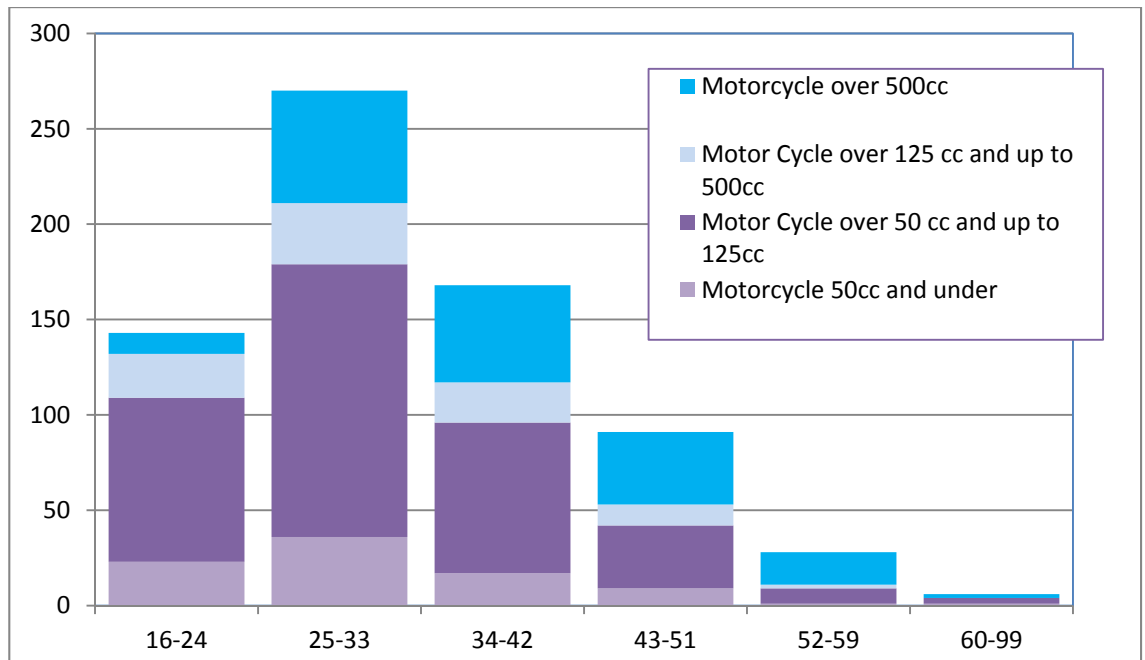
<sup>30</sup> Such as 'SHARP' (Safety Helmet Assessment and Rating Programme), launched in 2008 to provide motorcyclists with information on the performance of different types of motorcycle helmets.

Table 5.1 P2W rider and passenger casualties by severity in the five years to December 2012

	Borough Roads	TLRN Roads	Total	% on Borough Roads
<b>Casualties</b>				
Fatal	3	3	6	50.0%
Serious	48	65	113	42.5%
Slight	282	338	620	45.5%
KSI	51	68	119	42.9 %
<b>TOTAL</b>	<b>333</b>	<b>406</b>	<b>739</b>	<b>45.1%</b>

- 5.2.3 From the table, less than half of all P2W casualties occur on borough roads, and only around four in every ten of the most serious injuries to motorcyclists occurred on borough roads in the five years to December 2012.
- 5.2.4 From Figures 2.11 and 2.12 in the accompanying casualty analysis report, the trend in motorcyclist casualty levels to the end of 2012 was different on borough roads and TLRN routes. P2W casualties reduced by 6.2% to 73 on borough roads compared to the 2005-2009 baseline, whilst P2W casualties increased by 4.9% to 86 on TLRN routes over the same period. Thus, the TLRN routes currently seem to offer a less safe environment for motorcyclists than other roads in Hackney. However, in the absence of information on comparative levels of P2W traffic, it was not possible to make any firm conclusions.
- 5.2.5 Over the five year period, half (49.9%: 369 casualties) of all injuries involved riders and passengers of machines with engine sizes over 50cc but less than 125cc, and a further breakdown by casualty age and engine size showed that there are large variations in the profile of casualties.

Figure 5.1 P2W Rider and passenger casualties by age and engine size



5.2.6 From Figure 5.1 we can see that the highest numbers of motorcyclist casualties were amongst those aged 25-33 years, and riding smaller machines (50-125cc). P2W riders between the ages of 16 and 24 are also most likely to be riding machines of less than 125cc. Amongst riders in the older age groups, although the proportion of casualties injured riding a motorcycle over 500cc was higher (60% of all rider casualties aged 52-59 were riding bikes of over 500cc for example) overall numbers of casualties were much lower. Thus actions which aim to improve safety for younger motorcyclists and those riding smaller machines are likely to be most effective in reducing P2W casualty numbers in Hackney.

5.2.7 Other key issues to come out of the detailed analysis of P2W casualty data were:

- Between 2008 and 2012, 119 out of 623 (19%) KSIs in Hackney were P2W riders or their passengers, and these road users were the fourth highest group injured (after cyclists, pedestrians and car users).
- Three quarters of all P2W casualties were aged between 25-59 years of age
- In the last five years to 2012, 516 (70%) P2W casualties of all severities were injured on **A Roads** out of which 425 casualties were injured at **T and Staggered Junctions in Hackney**.
- There has been an increase of approximately 29% in the number of P2W casualties occurring during the hours of darkness over the 2005-2009 baseline, and in 2012 around 36% of all P2W injuries occurred in the dark



- Between 2011 and 2012 there was a sharp (28%) increase in the number of P2W riders injured on wet roads. In 2012, 43 of 159 P2W casualties (27%) occurred on wet roads. Exceptionally poor weather conditions during 2012 may have contributed to this increase.
- Between 2008 and 2011 motorcyclist traffic levels in Hackney reduced by approximately 18%<sup>31</sup>, and over the same period P2W casualty levels decreased by 28%. P2W casualty levels increased again during 2012, but it is not yet known whether there has been an increase in P2W traffic levels.

### 5.3 Proposed priorities for safer riding

5.3.1 The implementation of 20mph zones on all local roads may have contributed to a reduction in the number of powered two-wheeler riders injured on borough roads. Reducing the number of P2W rider casualties further remains a key theme for this Road Safety Plan. The following priorities have been set:

**PRIORITY 1:** We will consider the needs of motorcyclists when undertaking the implementation of **engineering measures**

**PRIORITY 2:** We will continue to address motorcyclist safety through facilitating training and promoting the benefits of **training**, and in promoting national and regional **marketing, publicity and other campaigns** and events which promote motorcyclist safety, particularly those which are likely to offer most benefit to younger motorcyclists, and those riding less powerful machines.

5.3.2 The remainder of this chapter provides further explanation for the specific measures included in the Action Plan.

### 5.4 Engineering measures for safer riding

5.4.1 Transport for London is focussing additional funding for the design and operation of schemes at sites on the TLRN which will improve the walking, cycling and riding environment.

5.4.2 Cluster analysis undertaken to inform the Road Safety Plan identified that in the past three years to December 2012 there were nine locations within a 25m radius that had an average of one or more collisions involving P2W riders. Of these five locations each recorded four collisions involving motorcyclists. These were in the vicinity of:

- Morning Lane/ Ponsford Street
- New North Road/ Poole Street

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<sup>31</sup> Source: <http://www.dft.gov.uk/traffic-counts/area.php?region=London&la=Hackney>

- New North Road/ Murray Grove
- Mare Street/Morning Lane, and
- Green Lanes/ Lordship Park

5.4.3 The remaining four locations each recorded three collisions involving motorcyclists and of these, all except the area in the vicinity of East Road / Nile Street recorded slight injury collisions only. A copy of motorcyclists higher risk sites is included in Appendix 3, for reference purposes.

5.4.4 In reviewing sites for inclusion in the engineering programme, and in carrying out Road Safety Audits for proposed schemes, consideration of sharp bends or gradients, uneven roads or potholes, or the presence of manhole covers or poor surface texture at these sites in particular will be reviewed.

5.4.5 We have identified that the majority of injuries to motorcyclists occur on A classified roads, and at T/ staggered junctions, and that the number and proportion of motorcyclists injured during the hours of darkness and on wet roads has also increased since 2008. In prioritising these locations generally when drawing up the annual safety schemes programme, the road environment for these vulnerable road users could be improved.

5.4.6 The sharing of information on the above with Highways maintenance teams helps with our selection of sites for schemes to improve the road surface and increase the levels of skid resistance where appropriate, and specific measures to improve the safety of P2W riders such as filling in pot holes to reduce the potential for riders to be destabilised or lose control, raising concerns about an alignment or camber issue with a road or a junction, or passing on requests to provide or renew high friction surfacing where P2W are losing control or skidding during wet conditions are all currently undertaken to address road surfacing . We will review these processes to further improve the potential for reducing the incidence of wet road and loss of control collisions involving motorcyclists on borough roads, and to address potential motorcyclist safety issues prior to construction of schemes.

**KEY INDICATOR: The number of P2W riders injured on Hackney's roads**

## 5.5 Safer riding and interactions with other road users through training, publicity and awareness programmes

- 5.5.1 Transport for London are committed to reducing casualty numbers and relative risk for motorcyclists in London and within London's Road Safety Action Plan, the use of measures which focus on addressing "behaviours of all road users which put vulnerable road users at risk" is stressed. The Council will take note of the recommendations and actions contained within the dedicated **Motorcycle Safety Action Plan** with a view to adopting these and making use of resources where applicable which will enable us to develop a safer physical environment for motorcyclists travelling in the borough, and equip both motorcyclists, and other road users who will interact with them, with the awareness, behavioural skills and training needed to make them safer road users.
- 5.5.2 **BikeSafe** and **ScooterSafe** are national motorcycle training initiatives. BikeSafe London hold Rider Skills Day Courses where motorcyclists can learn from professional police motorcyclists the skills needed to stay safe on the roads. Transport for London subsidises BikeSafe and ScooterSafe training in order to reduce the number of motorcycle casualties.
- 5.5.3 Hackney advertises, promotes and gives away gift vouchers for BikeSafe courses as well as holding motorcycle awareness workshops which are advertised in local newspapers and through flyers sent to a number of venues. We will continue to support the BikeSafe initiative to promote safer riding in the borough and will continue to offer the course vouchers to attendees.
- 5.5.4 In partnership with the Police, the AA and a motorcycle retail company, the Council hold motorcycle pitstops. These events involve using the forecourts of Fire stations on routes with high casualty numbers such as the A10 Kingsland Road. Motorcyclists stopped by the police may be signed up to BikeSafe. Motorcyclists are given free mechanical /technical advice from the AA and the retailer gives advice on maintenance of vehicles and appropriate clothing. In addition to this a raffle or draw is normally held with the winner receiving a voucher for clothing. Such events also give the Council an opportunity to sign riders up to the motorcycle safety awareness course in preparation for their CBT (Compulsory Basic Training) and to give out vouchers for the BikeSafe and ScooterSafe courses.
- 5.5.5 The Council currently offers potential moped and scooter riders a free motorcycle awareness workshops leading to a 50% discount on CBT. Anyone who lives, works or studies in Hackney is eligible to attend the course which covers the law as it applies to riders, CBT, hazard perception and the DSA motorcycle test.
- 5.5.6 Over the next five years we will continue to promote BikeSafe and advertise motorcycle safety events and workshops to raise awareness of safer riding behaviour and vehicle maintenance. We will also continue to promote the motorcycle pit stop events as well as national and London-wide motorcycle safety campaigns.
- 5.5.7 We will continue to hold pit stops and will seek out other venues which local collision data suggests may have a poorer safety record for motorcyclists to hold these events, in order to target motorcyclists who may be more at risk of being involved in a collision.

- 5.5.8 THINK! Motorcycling is a long-running national campaign aimed at both drivers and motorcyclists. The most recent campaign launched in 2013 known as 'THINK BIKER' 'Named Rider' encourages drivers to look out for motorcyclists by humanising them in the eyes of drivers. Supporting the 'THINK' Motorcycling campaign is a priority for the Council and we will use the concept of partnership marketing campaigns at a local level to work with retailers and training providers to communicate more effectively with both motorcyclists and other road users who share the road.
- 5.5.9 Although all motorcyclists are a priority, casualty statistics have indicated that those between the ages of 25 and 33 are more likely to be injured in collisions in Hackney than those in other age groups. Thus, our motorcycle promotional activities will try to be more tailored towards improving attitudes and behaviour amongst and towards this age group, with activities concentrated in areas such as commuter routes into and out of Central London where our analysis has shown injuries are occurring.
- 5.5.10 Responsibility for improving safety for motorcyclists also lies with employers, and the Council will aim to work in partnership with local motorcycle courier businesses and fast food delivery outlets, to encourage the implementation of safer working practices such as access to rider training programmes, and the provision of safety equipment for their staff.

**KEY INDICATOR: The number of P2W casualties aged between 25 and 33, recorded annually**

- 5.5.11 The specific actions through which the Council will seek to provide a safer environment in which to ride a motorcycle, are set out in Table C.

Table C

## Road Safety Action Plan: Safer Riding

<b>C.1 Engineering Measures for safer riding</b>	
<b>1</b>	Ensure that sites with high occurrences of P2W rider injuries, and especially during wet conditions or where skidding was a factor are included in sites to be considered for inclusion in the annual safety schemes programme
<b>2</b>	Ensure that the specific needs of motorcyclists are included in Road Safety Audits
<b>C.2 Training, Publicity and Awareness Campaigns</b>	
<b>1</b>	Support and promote motorcycle safety campaigns developed by TfL following publication of the Motorcycle Safety Action Plan
<b>2</b>	Continue to support and promote Bikesafe offering the course free of charge to all residents of Hackney in order to encourage safer riding and reduce the number of P2W casualties
<b>3</b>	Continue to subsidise CBT courses and promote gift vouchers for Bikesafe courses to encourage enrolment, and advertise motorcycle events in local newspapers and other means such as local radio
<b>4</b>	Continue to hold motorcycle pit stops and seek out new venues close to P2W collision hotspots

**5**

Continue to support the 'THINK! Motorcycling' campaign and concentrate on partnership working to communicate road safety message more effectively amongst P2W riders

**6**

Target promotional materials to benefit adult P2W Riders by displaying them along popular commuter routes into and out of Central London

## 6 Creating a safer environment for children

### 6.1 Context

- 6.1.1 Across London as a whole, there has been an overall reduction of 73% in the number of children killed or seriously injured by 2010 compared to the 1994-1998 base line. Within Hackney over the same period, this reduction was 84%.
- 6.1.2 Despite these successes, the Council remains committed to creating a safer environment for children, both through engineering schemes and the 20mph zones programme, and through education, training and publicity campaigns for both children and other road users who may increase risks for children through their driving behaviour. Children and young people will always remain a priority group for road safety, as the lessons learnt as children can provide a sound foundation in safety awareness, crossing, cycling and other road skills which can lead to a long term improvement in overall casualty levels as they subsequently become adults.
- 6.1.3 One of the Government's seven 'Key Themes for Road Safety' set out in the DfT's 'Strategic Framework for Road Safety' is '*Better education and training for children....*'. The overall aims are to support the education of children from a young age how to use the roads safely as pedestrians and cyclists so they have a base to build on when they become adults and learn to drive and ride.
- 6.1.4 Both the Government and Transport for London are committed to acting quickly to reduce child casualties in deprived areas where child pedestrian casualties have been proven to be significantly higher<sup>32</sup> than in more affluent areas,. A review of child casualties in Hackney found that in 2012, less than 15% of all children killed or injured on Hackney's roads (ten in total) were defined as coming from 'White European' ethnic groups and that in 2011 (the latest year for which data was available) just over one third (34%) of 5-16 year olds injured in road collisions were from families defined by MOSAIC socio-economic classifications as 'young people renting flats in high density housing'. Therefore, any national or London-wide initiatives which seek to address inequalities in relative safety for any road users, and children in particular, will be strongly supported in Hackney.
- 6.1.5 The Council remains committed to reducing child casualties, and particularly to those most seriously injured or who may be currently over-represented in the casualty figures.

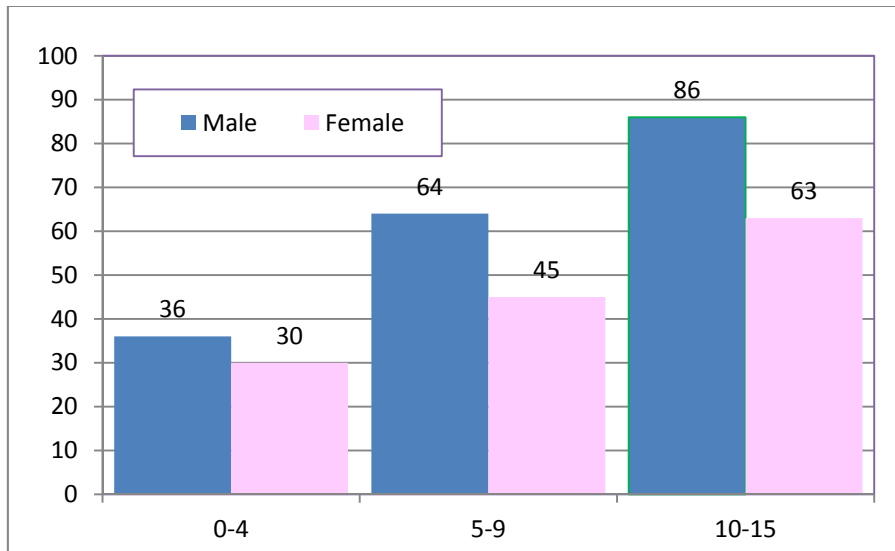
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<sup>32</sup> Road Safety Web Publication No. 19 – Road Traffic Injury Risk in Disadvantaged Communities: Evaluation of the Neighbourhood Road Safety Initiative, DfT, September 2010

## 6.2 Key issues and Trends: Child Collisions and Casualties

6.2.1 Between 2008 and 2012, 324 children aged 15 or under were injured in Hackney, and of these 43 (13%) resulted in death or serious injury. The breakdown of these by age and gender in the five years is shown in Figure 6.1

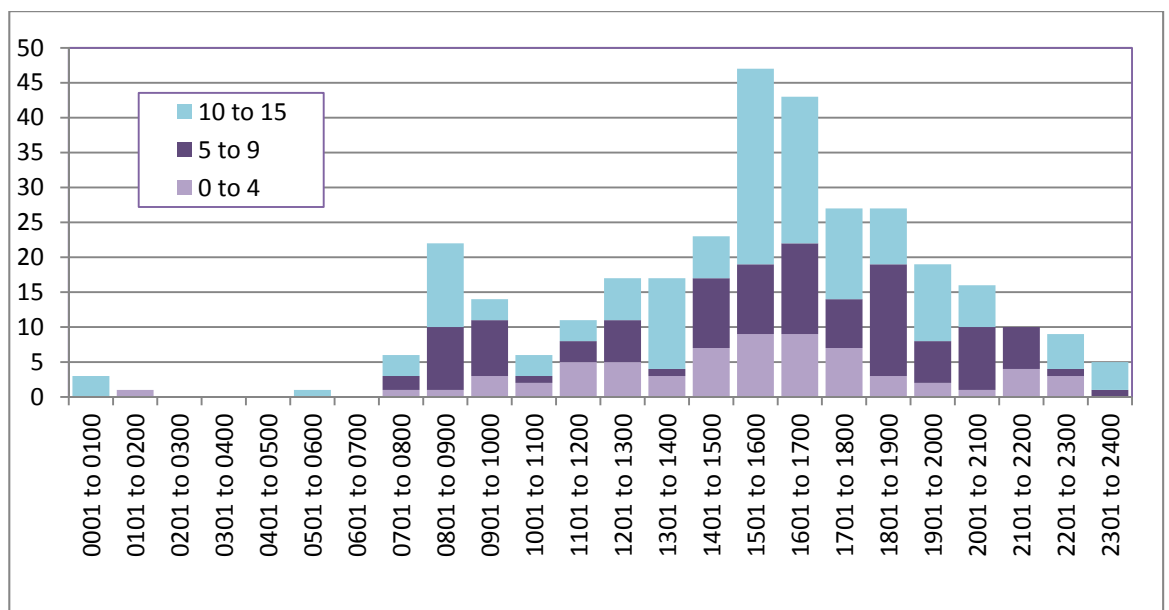
Figure 6.1 Child casualties by age and gender



6.2.2 From the Figure above we can see that between 2008 and 2012 there were more male (57%) than female child casualties in all groups. Male children aged 10-15 years accounted for 27% of all child casualties in the borough.

6.2.3 The distribution of child casualties by time of day and age is shown in Figure 6.2.

Figure 6.2 Child casualties by time of day

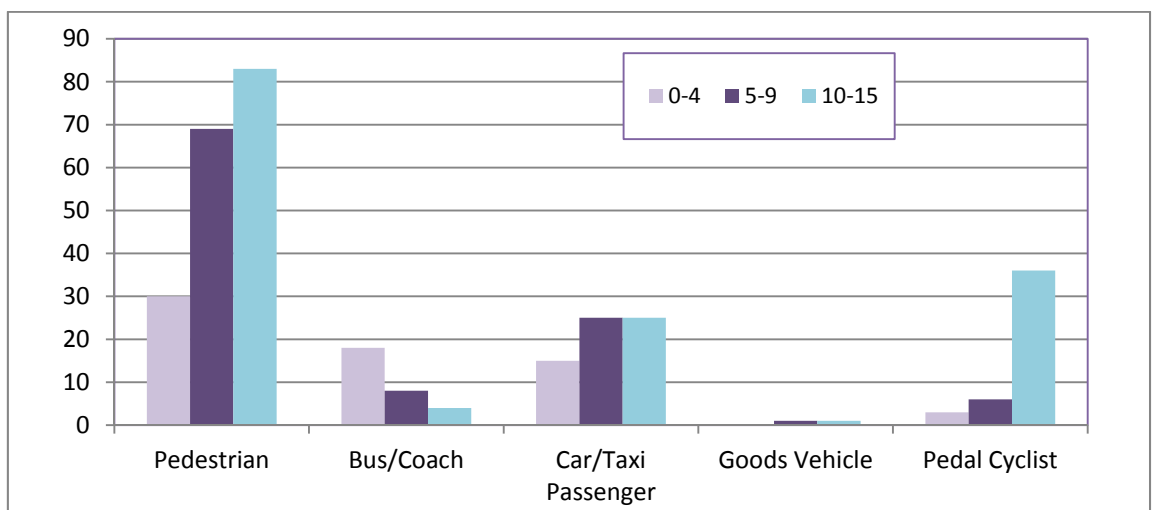




6.2.4 From the Figure above it is clear that children are most likely to be injured between 2pm and 7pm, with the highest likelihood occurring between 3pm and 5pm, when school has finished for the day. The majority of injuries in these two hours involved those aged 10-15 years. A second peak occurs in the mornings between 8am and 9am when children are most likely to be on their journeys to and from schools. Amongst children aged 5-9, the time of particular risk of being injured is in the early evening (6-7pm), which is when they may be more likely to be playing unsupervised.

6.2.5 The distribution of child casualties in Hackney by mode of travel is shown in Figure 6.3.

Figure 6.3 Child casualties by Age and Mode



6.2.6 From Figure 6.3, it is clear that children of all ages in Hackney are most at risk of injury when travelling on foot, with those aged 10-15 at most risk. The vast majority of child pedal cyclist casualties are aged 10-15 (80% of all child cyclist casualties).

6.2.7 Other key issues identified from analysis of child casualties in Hackney were:

- 7% of all casualties of road collisions between 2008 and 2012 were children aged 15 or under.
- Over half of all children injured between 2008 and 2012 (56%) were pedestrians, 20% were passengers in cars, and 14% were pedal cyclists. Although in 2012, the percentage of children injured as pedestrians had reduced slightly to 53% (36 casualties).
- In 2008 just over 20% of child casualties were described as being of 'White European' origin, but by 2012 this percentage had reduced to 14.7%. One reason for the difference may have been the change in the number of child casualties for which the ethnic group was described as 'not known'. Between 2008 and 2012, around 59% of child casualties were described as being from ethnic groups other than 'White European' (191 of 324 casualties)
- 35% of all child casualties between 2008 and 2012 were of African-Caribbean descent (115).

- 44% of under-five and 49% of 5-15 year old casualties between 2008 and 2011 (latest data available at the time of writing) were from households classified as 'Young people renting flats in high density social housing'.
- Children of 'Young people renting flats in high density social housing' and 'Lower income workers in urban terraces in often diverse areas' account for almost two thirds of all child casualties (62%).
- Almost half (46%) of all child casualties were aged 10-15, and of those aged 10-15, 86 casualties (58%), were male.
- There are wide differences in child casualty rates across the borough, with the highest rates among those aged 0-4, and 5-9 years found in Hackney Central (2.3 and 2.61 casualties per square km respectively) and the lowest in De Beauvoir and Stoke Newington Central wards (zero). Among 10-15 year olds, the highest rates were found in Chatham and Haggerston Wards (3.1 and 2.7 casualties aged 10-15 per square kilometre per year).

## 6.3 Proposed priorities for children

- 6.3.1 Although the number of children injured has reduced considerably, and previous targets for reducing the numbers of children killed or seriously injured have been met (and exceeded), continuing to provide a safe environment in which children can walk or cycle safely remains a key theme for this Road Safety Plan. The following priorities have been set:

**PRIORITY 1:** We will deliver programmes of road safety training for pre-school, junior and secondary school pupils which are tailored to their age/ casualty profiles.

**PRIORITY 2:** We will provide programmes of age and situation specific road safety education and awareness campaigns throughout the year, to raise and maintain awareness of the hazards associated with roads.

**PRIORITY 3:** We will seek to ensure that access to road safety education, resources and messages are made available to children of all ages in our borough, regardless of economic situation or geographical location. Our drive to address inequality will be a fundamental component of all aspects of our road safety programme and as such is included within all other priority areas.

- 6.3.2 The priorities for improving child safety are similar to those in the previous Road Safety Plan however the emphasis has shifted slightly from protecting children as car passengers to protecting children as pedestrians and pedal cyclists.

## 6.4 Road Safety Education Programme

### *Pre-School, Primary and Secondary*

- 6.4.1 The Council currently support a number of educational and training initiatives aimed at children of different ages as they progress through school beginning at pre-school age. For many schemes, the work is delivered locally by council road safety staff (with links into Transport for London programmes).
- 6.4.2 This includes supporting the Children's Traffic Club (CTC) which is designed to promote road safety awareness amongst pre-school children from 3 years of age. Becoming a member of the club is free to London residents and members receive free DVD's and activity packs to work through with their parents. The CTC provides support materials through pre-school groups and nursery classes and the Council will continue to promote the use of the Traffic Club and will provide resources to pre-schools for use in the promotion of road safety to parents and children with a particular emphasis on pedestrian safety.
- 6.4.3 The Council is currently working on a free Road Safety resource that will be made available to every parent and child when the child starts Reception. The resource will encourage parents to develop their child's road safety skills on their journey to and from school it will also encourage parents to adopt sustainable and healthy forms of transport for their journey to and from school. The Junior Road Safety Officers will promote the use of this resource and work with the children in early years to reinforce lessons learnt with their parents.
- 6.4.4 Four schools in the borough have received pedestrian skills training reaching out to 390 pupils. We will encourage the adoption of pedestrian skills training programmes and we will focus efforts in areas where ethnic groups or economic situation mean that children have been over-represented in casualty statistics. The delivery of this training will be at Year 3 (age 7 to 8 years) this is at the age when children are wanting to become more independent and are physically and mentally more capable of receiving road safety skills messages.
- 6.4.5 Moving from primary to secondary school is a major step for pupils both emotionally and in terms of the way in which they travel. Transition resources have been produced with a wealth of useful tips, advice and information for carers, teachers and pupils to ensure a safe, happy and sustainable transition from primary to secondary school. Additionally the Junior Road Safety Officers at their primary school will deliver transition training and education in conjunction with the Road Safety Officer.
- 6.4.6 'Theatre in Education' has proven to be an efficient method of transmitting road safety and sustainable travel message to children. In 2010, 18 schools (2160 children) viewed performances aimed at promoting road safety awareness and addressing traffic issues. We will investigate and evaluate the delivery of Theatre in Education to schools with a view to finding the right production for the delivery of road safety messages to Year 6 Primary school children before their transition to Secondary school. To address this age group we worked with a group of their peers to investigate which method would be best to convey messages that count and would be understood and lead to the modification of both behaviour and attitude. The film entitled

“Concrete Dreams” is the creative concept of this group. Concrete Dreams has been accredited with a Bronze Level by the Laser Alliance, RoSPA.

- 6.4.7 Concrete Dreams is an innovative new programme where young people wrote and produced a film to be used to educate their peers on road safety issues. This pedestrian safety film is delivered to students in year 7 & 8. Its lesson plans can be delivered as a one off programme or as a rolling programme over a number of weeks. It can also be used as a standalone resource for teachers to use in class room sessions. The pilot has been delivered in two schools so far and has reached over 287 pupils. We will continue to promote this programme and encourage all secondary schools to participate in this initiative.
- 6.4.8 Parking on the School Keep Clear Markings (SKC) at the beginning and the end of the school day is an ongoing problem in borough. In 2012 the Council consulted with all schools in the borough regarding School Keep Clear markings and timings.
- 6.4.9 Following the consultation the SKC markings were renewed and a No Stopping order was placed on them all from 8.00am to 09.30am and 02.30pm to 04.30pm. We have worked in partnership with the Council’s Parking Enforcement and schools and have identified schools that continuously have drivers ignoring these timings. In addition we have held a competition with schools to produce slogans and drawings for a banner which will be placed outside every school in Hackney as a reminder to drivers not to park on the SKC markings.
- 6.4.10 We will continue to work with schools on this campaign to change behaviour via
- The Junior Road Safety Officers scheme - to educate parents not to park on the school keep clears.
  - Leaflets highlighting highways legislation and the law
  - Enforcement via our Parking Management partnership
  - JRSO to work alongside parking management to encourage behaviour change
- 6.4.11 The Council has also been leading on the Safer Choices programme. This is a partnership programme with the Police, Drugs and Alcohol team, and NHS teams.
- 6.4.12 The Safer Choices Programme - Making Messages Count looks at Road Safety from a different perspective – linking in with Personal, Social and Health Education (PSHE); Citizenship; English, Drama, Maths and Science.
- 6.4.13 The resource can be used in different ways – as stand-alone sections or as a whole programme, which builds on the message of the importance of making decisions for oneself and the consequences of ones actions. The use of social media as a method of influencing behaviour, using and integrating visual art concepts, the unit can be integrated into other learning activities. In addition the whole unit can be used as a Road Safety- “Hackney’s Safer Choices Partnership” one day event held at school/colleges. The nature of the unit lends itself to involving partners who also need to get messages to the age group and is a conduit for additional learning. These could be from Substance Misuse, Sexual education – CYHPS, Battersea Dogs Trust, Met Police, Fire Brigade and City Year – with the linking theme of peer pressure.

- 6.4.14 The key to obtaining engagement with this group is by acting as facilitators. Adding additional appealing layers to a very difficult subject allows students to participate fully. This gives students the opportunity to analyse and understand the difficulties of influencing people's behaviour and attitudes, at the same time gain insight and knowledge of how media concepts are put together. Peer pressure becomes part of this learning encouraging individuals to change their attitudes, values, or behaviours in order to conform to group norms. This peer pressure (learnt behaviour) plays a fundamental role in shaping of young people's lives however, this resource additionally gives individuals the confidence to enable them to make their own decisions where it matters most - AT THE ROAD SIDE.

**KEY INDICATOR: The number of child casualties of all severities occurring on Hackney's roads, recorded annually.**

## 6.5 In-car safety

- 6.5.1 It is estimated that four out of five child car seats are not fitted properly. Choosing the right seat and fitting it correctly depends on the height and weight of the child. The law requires all children under the age of 3 to be seated in a car seat and all children over 3 must be in the correct child restraint system until they are either 12 or 135cm tall. Failure to comply with the law can result in a £30 fixed penalty or a fine of up to £500 if the case goes to court.
- 6.5.2 We undertake regular car seat check (in car safety) days where a road safety officer is available to check car seats for free and to answer any concerns. We will continue to hold these regular events to ensure that the number of children injured as car passengers is reduced.

## 6.6 Road Safety Education Publicity and promotion: raising awareness

- 6.6.1 The JRSO (Junior Road Safety Officer) Scheme has been designed with the aim of keeping children safe on the roads in Hackney. The JRSO scheme involves two Year 4 or Year 5 pupils per school who have been chosen to help promote road safety issues within the school and their local community. In their role as JRSOs they act as their school's road safety champions.
- 6.6.2 Hackney's Road Safety Team adopted the JRSO scheme in primary schools in response to road safety concerns. The JRSO is a flexible scheme that can be designed around the priorities of each school and is supported by Transport for London. The scheme supports School Travel Plans, PSHE and Citizenship and can also contribute towards Healthy Schools initiatives.
- 6.6.3 The role of a JRSO is to talk at school assemblies about road safety topics, maintain a central notice board, run competitions in the school and disperse prizes for the winners. Road Safety Officers from the Council support the school by meeting with the JRSOs and chosen Road Safety Champion (teacher/teacher aid) on a regular basis.

- 6.6.4 We will encourage JRSO's to base their topics on raising awareness of children's safety in the periods before and after school, when casualty figures indicate that most children are injured as a result of road collisions. We currently have 53 school taking part in the JRSO programme and will continue to roll out this peer engagement programme. We have additionally added an annual award for the school that has achieved the most engagement via project delivery within the school environment. The JRSO's will work with the Road Safety Team and Parking Enforcement to educate parents/carer regarding the importance of not parking on the School Keep Clear markings.
- 6.6.5 We provide primary school teachers with free lesson plans which are aimed at reminding children how to stay safe and been seen whilst out and about. Another initiative adopted to improve the safety of pedestrians and cyclists at primary school level is the Junior Citizen programme organised by TfL and held in Hackney Museum Annually. Year 6 pupils receive safety education based around using the underground, public transport, road safety, fire, first aid, healthy eating and personal safety. The Road Safety Section at Hackney is a regular contributor running sessions based around issues to do with transition to secondary school, distractions and cycling. 2445 children took part in the Junior Citizen programme in 2014/15. We will continue to promote the Junior Citizen programme and will continue to contribute to the training sessions over the five weeks it is held in Hackney. In addition we will carry out joint evaluation with TfL and those school children that attended the event to evaluate the retention of messages given at the event.
- 6.6.6 We have also held events in local parks for children at the time the clocks go back to raise awareness of road safety at times of the year when casualty numbers are at their highest. The 'Be Safe Be Seen' campaign has been promoted via schools and through publications to Parents. Additionally we will continue to promote this via cycle training education and the JRSO's will promote this via their programme.
- 6.6.7 The specific actions through which the Council will seek to provide a safer environment within which children can expect to travel safely by all modes, to raise awareness among others of the risks posed to these most vulnerable of road users, to equip children with the skills and knowledge required to travel confidently on foot and by bike, and to address issues of inequality and over-representation in casualty statistics, are set out in Table D.

Table D

## Road Safety Action Plan: Creating a safer environment for children

<b>D.1 Road Safety Education Programme</b>	
<b>1</b>	Continue to promote the Children's Traffic Club for 3-4 year olds
<b>2</b>	Increase awareness of the Junior Road Safety Officer role and increase the number of schools participating in this initiative
<b>3</b>	Monitor the effectiveness of the 'Concrete Dreams' programme and encourage 2 schools per year to participate
<b>4</b>	Increase the number of Schools participating in the 'Safer Choices' Programme in partnership with the Police, Fire Brigade, Health, and Drugs Action Teams
<b>5</b>	Work with schools to find champions to train and deliver Hackney's Pedestrian Training programmes to the relevant age groups highlighted in the casualty statistics (Year 3 to Year 6)
<b>6</b>	Support the Driving Standard Agency in their provision of leaflets to new drivers which promote good road safety behaviour to new drivers
<b>D.2 In-Car Safety</b>	
<b>1</b>	Promote in car safety and offer free car seat checks in public places to improve in-car safety in the borough and expand the in car safety programme
<b>2</b>	Meet with retailers to promote the uptake of training to staff employed to sell car seats so that they can provide the correct advice to customers purchasing these items

3	Provide information and advice on car seats to parents of newborns and during pregnancy, in partnership with the NHS and retailers
<b>D.3 Road Safety Publicity and Promotion</b>	
1	Continue to promote the 'Be Safe Be Seen' and other relevant campaigns throughout the calendar year
2	Build on established relationships with schools to encourage the portrayal of road safety to be a higher-profile part of school life
3	Continue to promote and support the Junior Citizen Programme and contribute to the sessions
4	Arrange competitions for students to develop road safety slogans and make use of these outputs in marketing activities and campaigns
5	Use campaign materials to raise awareness among all road users of the higher risk of children being involved in collisions on the journeys to and from school
6	Work with BAME and socio – economic communities which have been identified as being overrepresented in casualty data to ensure that road safety messages are being received, and develop innovative methods to ensure that access to road safety resources and information is available to all



## 7 Safer Streets

### 7.1 Context

- 7.1.1 The Greater London Authority Act 1999, as amended by the GLA Act 2007, established the Greater London Authority and the Office of the London Mayor, and placed responsibilities on the Mayor, Transport for London, and the London Boroughs to *'prepare and keep under review the Transport Strategy and associated delivery plans'* Responsibility for the Transport for London Road Network (TLRN) major routes (previously referred to as the Greater London Authority roads) passed to Transport for London, with boroughs retaining responsibility for the remaining local roads within their authority. A total of 22km of roads within Hackney currently form part of the TLRN this is approximately 8.4% of the Council's road network. The remaining 239km of roads are maintained by the Council and comprise a mix of Principal A classified roads (18km), Non principal B and C classified roads (28km) and unclassified borough roads (193km).
- 7.1.2 Chapter 4 of **'Safe Streets for London'**, Transport for London's Road Safety Action Plan sets out how Transport for London will make London's roads safer, both by addressing safety issues on the roads it manages and by working with boroughs to ensure that they have the funding, knowledge and information available to reduce casualties on borough roads. Key priorities included the selection of sites for road safety engineering. This is based on priority ranking and the outcome of collision studies, as well as post implementation monitoring to assess the effectiveness of implemented schemes. Other priority actions include the implementation of safety engineering schemes with a focus on reducing vulnerable road user (pedestrian, pedal cyclist and motorcyclist) casualties. The application of measures to reduce speed-related casualties and improve compliance with posted speed limits. In the five years to December 2012, almost half of all collisions in Hackney (48.4%, reported in Table 2.1 of this report) occurred on roads maintained by Transport for London and 43.2% of all pedal cyclist, 51% of pedestrian and 54.1% of motorcyclist (P2W) casualties in Hackney between January 2008 and December 2012 occurred on TLRN routes.
- 7.1.3 In line with the DfT's "Strategic Framework for Road Safety" and TfL's "Safe Streets for London", the Council aims to work in partnership to improve safety through encouraging good driver behaviour and enforcing the rules of the road to reduce poor, illegal or otherwise unsafe road user behaviour. The aim will be to target high casualty areas to enforce highway law, and to educate and encourage to change behaviours and attitudes.
- 7.1.4 By implementing engineering schemes which have been shown to be most effective in reducing casualties, and by concentrating our activities on locations where most casualties occur, we will aim to maximise the potential for reducing casualties on our streets.

## 7.2 Key issues and Trends: Safer streets

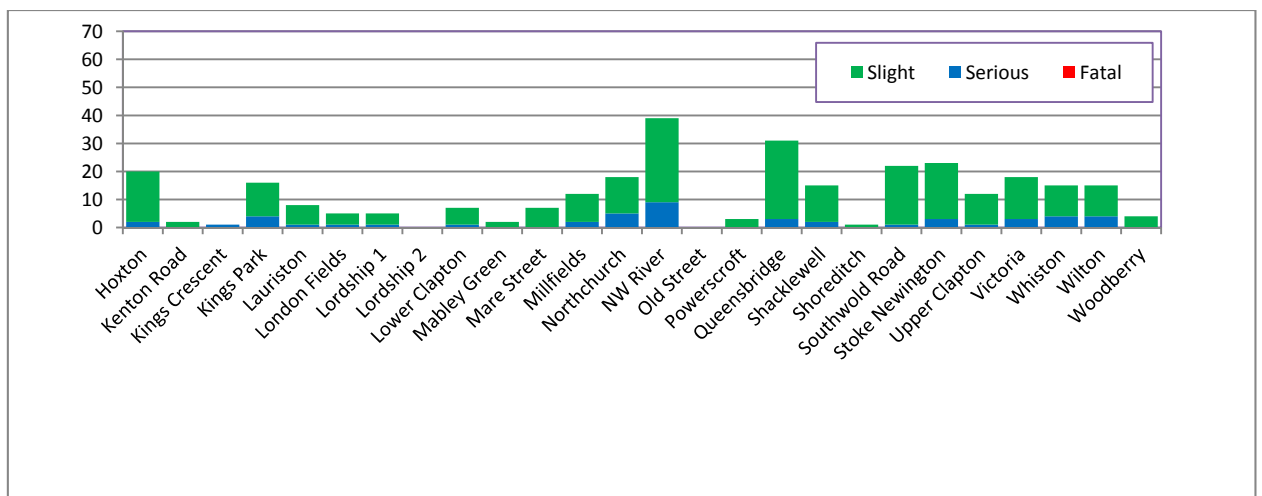
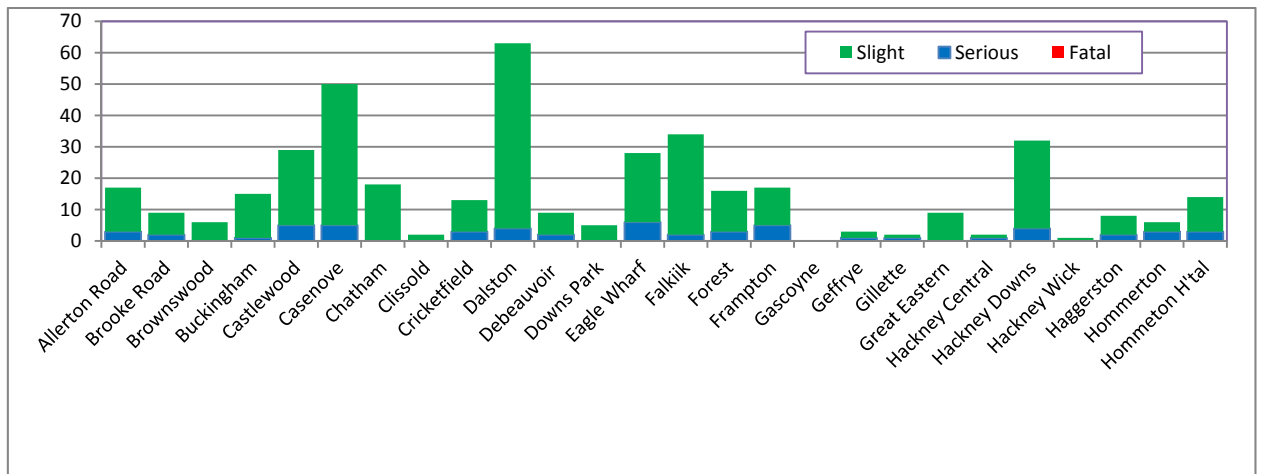
- 7.2.1 In order to identify the locations with the poorest safety record within the borough, cluster analysis was carried out for all collisions which took place on all roads except the TLRN. This analysis identified 41 separate locations on borough roads at which at least 2 collisions occurred per year within a 25m radius from January 2010 to December 2012.
- 7.2.2 Of these 41 sites, there were seven locations at which 4 or more collisions occurred each year. These were:
- Dalston Road/ Pembury Road (10 collisions per year)
  - Mare Street/ Morning Lane (5.7)
  - Green Lanes/Lordship Park (5.3)
  - Mare Street/ Amhurst Road (5.3)
  - Lea Bridge Road/ Chatsworth Road (4.7)
  - Queensbridge Road/ Dalston Lane (4.7)
  - Mare Street/ Well Street (4)
- 7.2.3 A further 17 sites were found at which at least three collisions had occurred on average per year in the three years to December 2012. With the highest collision records in the borough, these sites would be a priority for further investigation, and for possible implementation of measures to address any specific issues identified to improve safety for all road users. The full results of the cluster analysis, with all 41 sites listed in order of priority, can be found in Appendix C of this report.
- 7.2.4 A comparison of collision rates (per kilometre of road, per year) on the different classes of road within Hackney also identified differences, with some classes of road having much poorer safety records than others. These are summarised in Chapter 2 of this report, with Principal 'A' classified roads found to have the highest collision rate of all Council maintained roads, with an average of just under 10 collisions per kilometre per year occurring on these roads. However, the comparable rate on TLRN routes through the Borough is almost double that on Council maintained roads.
- 7.2.5 Cluster analysis of the TLRN routes identified six sites at which an average of more than seven collisions had occurred per year over the last three years within a 25m radius. These were:
- Green Lanes/ Seven Sisters Road (16.3 collisions per year within a 25m radius)
  - Kingsland Road/ Dalston Lane (9)
  - Shoreditch High Street/ Hackney Road (8.3)
  - Stamford Hill/ Amhurst Park (8.3)
  - Shoreditch High Street/ Great Eastern Street(7.3)
  - Lower Clapton Road/ Downs Road (7.3)

7.2.6 A table listing the twenty locations on the TLRN with the highest numbers of collisions occurring within a 25m radius is included in Appendix D for reference. Due to the layout of these locations, it may be that the total number of collisions assigned to each junction may be even higher, but the radius method is a good tool to enable comparisons between sites.

7.2.7 Therefore, the Council will aim to focus efforts on improving safety along its Principal Road Network, as well as working with Transport for London to make sure that areas on the TLRN which have safety issues are given a high priority for intervention.

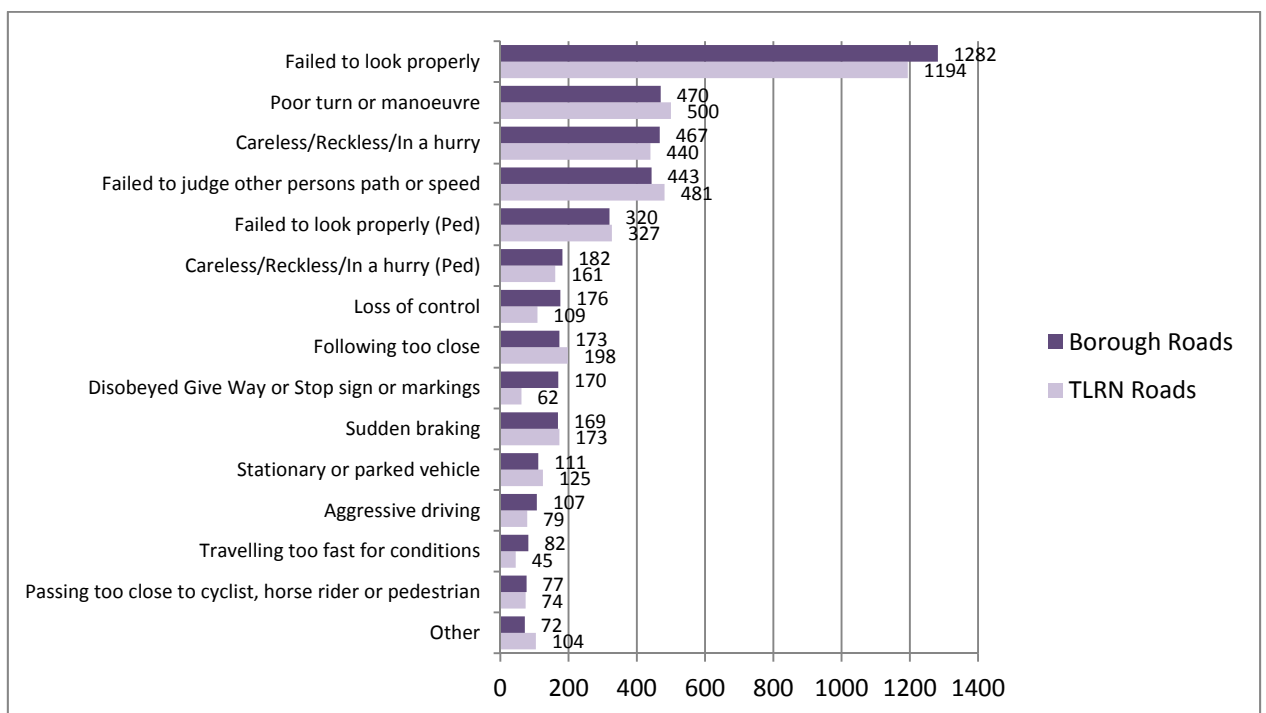
7.2.8 Following completion of a rolling programme of implementation of 20mph zones, all Council controlled residential roads in Hackney are now covered by a 20mph speed limit: a total of fifty-two 20mph zones in total were identified. It can be seen from Figure 7.1, which shows the number of collisions which occurred in each zone in the five years to 31 December 2012 by severity that the number of collisions which occurred in each zone varied. These figures took no account of the relative size of each zone, however, and so a comparison of casualty rates per square kilometre was also calculated. The results are included in Appendix E.

Figure 7.1 Casualties by severity in the 20mph zones



- 7.2.1 From Appendix E, which derives rates per area from the values shown in Figure 7.1 above, the zones with the highest collision rates per area were Dalston (28.46 collisions per square kilometre per year), Frampton (19.25), Falkirk (16.8), Northchurch (16.15) and Eagle Wharf (15.1), although a total of 21 zones had collision rates of 10 or more per Km<sup>2</sup> per year. The Road Safety Action Plan contains proposals to review safety within existing 20mph zones to see whether additional traffic calming measures may be required.
- 7.2.2 A comparison of the causation factors assigned to casualties of road collisions which occurred on borough roads and the TLRN identified some differences, as illustrated in Figure 7.2.

Figure 7.2 Causation factors attributed to casualties on Borough roads and the TLRN



- 7.2.3 From the Figure above we can see that the top two causation factors were the same on both TLRN and borough roads. However, it should be borne in mind that many of the causation factors are very subjective and so should not be given too much weight. Other factors, such as 'loss of control', 'disobeyed Give Way or stop signs', and to a lesser extent 'aggressive driving' and 'travelling too fast for conditions', however, are slightly less subjective. All of these were attributed to more events on borough roads than on the TLRN network. Incidences of 'following too close' were higher on TLRN routes than on Borough roads. Therefore, the Council has included actions within this Road Safety Plan to work in Partnership, predominantly with the Police' to reduce the incidence of poor or illegal driving behaviours and to change attitudes so that such behaviours are considered unacceptable.

### 7.2.1 Further investigation of collision and casualty data identified the following additional safety issues

- Although the number of collisions resulting in the most serious injuries (KSIs) on borough roads has suggested an increasing trend since 2010, the proportion of KSI collisions in 2012 was lower than in 2008.
- Between 2008 and 2012 analysis has shown that 63% (599 of 947 casualties) of pedestrian injuries in Hackney occurred on 'A' classified roads (Council maintained and TLRN) and 61% (578 of 947) of pedestrians in the borough were injured at locations away from formal crossing points (either at central reservations or not within 50m of a crossing)
- Pedestrians experienced the highest number of fatal or serious injuries on TLRN routes: 113 (55.4%) of all pedestrians killed or seriously injured in Hackney in the five years to December 2012 were involved in collisions on the TLRN.
- Some of the top 20 causation factors in collisions which could potentially be addressed through maintenance programmes were 'loss of control' (resurfacing works or improved skid resistance) and 'disobeyed stop or give way markings' (refreshing of markings)
- The number and percentage of collisions occurring during the hours of darkness has increased with 250 (30.1% of all) collisions occurring during the dark in 2008, but 311 (35.4% of all) occurring in 2012

## 7.3 Priorities for the 2015-2025 Road Safety Plan

**PRIORITY AREA 1:** We will continue to target sites and corridors with the highest number and proportion of the most serious injuries and along 'A' classified roads in particular in the annual road safety engineering programme.

**PRIORITY AREA 2:** We will seek to prioritise sites where the potential to improve safety for pedal cyclists and pedestrians on all roads is greatest and to include provision for pedestrians and pedal cyclists where possible.

**PRIORITY AREA 3:** We will deliver programmes for the implementation of traffic calming and other physical measures to reduce excessive and inappropriate traffic speeds, as well as carry out a targeted review of safety within existing 20mph zones, during the period covered by this Plan.

**PRIORITY AREA 4:** We will seek to develop closer working with maintenance teams to derive safety benefits through surfacing and lighting improvements, and refreshing of road markings and signing at sites with the highest numbers and percentage of collisions with these factors.

**PRIORITY AREA 5:** We will progress with the implementation of 20mph limits on our principal road network and work with TfL on implementing 20mph limits on the TLRN

- 7.3.1 In seeking to reduce casualties on our roads and to provide roads that are safe to use we also hope to encourage our residents to walk and cycle more, thereby enabling the borough to contribute to achieving the Mayor's objective of enhancing the 'liveability of the Capital'<sup>33</sup>.

## 7.4 Priorities 1 to 3, and 5: Annual Road Safety Engineering programme and 20mph limits

- 7.4.1 Actions to create safer streets and places within Hackney are set out in Table E, section E.1, and includes measures to investigate sites and areas with the highest numbers and severity of collisions, where the potential to improve safety for cyclists and pedestrians is greatest. In addition to expanding the area covered by 20mph speed limits to include the Principal Road Network, the Council will revisit existing 20mph zones to review the possibilities for reducing road danger and further improving the environment for all road users. We will also engage with TfL to implement 20mph limits on the TLRN.
- 7.4.2 The Council has resolved<sup>34</sup> to undertake the implementation of 20mph speed limits on all of Hackney's primary route network without the use of self-enforcing measures. Additionally, the Council has resolved to consider any possible impacts on residential streets. In order to maximise the potential for casualty reduction, we will undertake borough-wide analysis of collisions and casualties, and make use of data provided by Transport for London, MAST online and other appropriate databases to help prioritise locations for inclusion in our annual programme of safety schemes. We will prioritise locations which maximise the potential for improving safety for pedestrians and cyclists through the safety engineering programme actions above. Detailed engineering actions with regard to these vulnerable road users are set out in the relevant sections of the Road Safety Plan.
- 7.4.3 The Plan also includes an action to put in place a process by which the safety of potential schemes can be assessed before construction, so that any potential safety issues can be identified and addressed through Safety Audit at an early stage and, to help us choose measures which have proven benefits in reducing casualties in the borough, where necessary we will refer and contribute to Transport for London's Traffic Accident Diary System (TADS) which gathers information on schemes implemented and makes this information available to all boroughs.

## 7.5 Priority 4: Improved safety through maintenance

- 7.5.1 The borough's Highway Asset Management Plan (HAMP) provides an integrated framework through which the Council delivers highway maintenance schemes. Highway maintenance schemes can contribute greatly to improving road safety through the repair of potholes which can be hazardous to cyclists and motorcyclists, clearing blocked gullies which can lead to excess surface water on the roads and cause vehicles including cyclists and P2W to lose control and refreshing road markings which can improve the clarity of junction layouts. These are just a few interventions the Council will use to ensure safer roads for all.

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<sup>33</sup> Section 4.1, 'Safe Streets for London'

<sup>34</sup> At a meeting of the full Council on 20 November 2013

7.5.2 Through continued close working with the Highways Maintenance and Highway Infrastructure Teams, the Road Safety Team can co-ordinate works with the planned maintenance programme, to ensure cost-effective implementation of minor and major works.

**KEY INDICATOR: The number of KSI collisions occurring on A classified Borough roads recorded annually**

**KEY INDICATOR: Reduction in the number of collisions in the top ranked 20mph zones**

7.5.3 The specific actions by which we propose to achieve safer roads through engineering are set out in Table E.

Table E

Actions to provide Safer Roads through engineering

<b>E.1 Annual Road Safety Engineering Programme</b>	
<b>1</b>	Identify and Investigate the top 20 cluster sites identified each year on Borough roads, with an emphasis on sites with the highest proportion of the most serious injuries, to gain a better understanding of the issues affecting each location and to identify where road safety engineering measures may be of benefit
<b>2</b>	All engineering schemes are subject to either a road safety audit or assessment as appropriate
<b>3</b>	Assess the effectiveness of previous engineering schemes through reference to Transport for London's Traffic Accident Diary System, to inform future selection of the most effective measures for inclusion in Road Safety Engineering Programmes
<b>4</b>	Prioritise locations which maximise the potential for improving safety whilst also reducing Road Danger (by reducing the risk associated with identified sources of road danger) for pedestrians, cyclists, P2W users and less mobile road users through the safety engineering programme
<b>5</b>	Review safety in 20mph zones with the highest collision rates with a view to strengthening measures to encourage slower speeds
<b>6</b>	Identify locations where speed related collision are an issue, and implement measures to reduce or discourage inappropriate speeds which have been shown to be effective at similar sites, at those sites which have the highest number and severity of collisions involving speed related factors



7	Implement 20mph speed limits on our principal road network and work with TfL on implementing 20mph limits on the TLRN
<b>E.2 Improved Safety Through Maintenance</b>	
1	Ensure regular contact and data/ information sharing between the maintenance and road safety teams to optimise the potential for co-ordinated opportunities to renew road markings/ improve street lighting or signing as part of planned maintenance
2	Where road safety site visits have identified areas where road markings or signing is in poor condition, put in place a way of sharing this information with Highways Inspectors, so that these sites can be included in the Highways Annual Maintenance Programme
3	Identify locations with the highest proportions of wet/ skidding collisions and or collisions during the hours of darkness, and share this information with Highways Maintenance team leaders, for possible inclusion in future resurfacing or street lighting work programmes
4	Seek to co-ordinate safety improvement works with planned maintenance works to minimise disruption

## 8 Working together in Partnership

### 8.1 Overview

- 8.1.1 Partnership working is a key element of casualty reduction: it enables the sharing of ideas, knowledge and responsibility which ultimately result in a more co-ordinated approach towards achieving common goals for a safer Hackney for all. We will seek to include collision reduction as an integral part of all of our projects; not just those which are safety-led or safety specific. The Council already works with a wide range of key stakeholder organisations and existing partners at both an internal and external level. In delivering a comprehensive road safety service its partners include; Transport for London, other Council Departments, educational establishments, emergency services youth engagement and sports improvement teams, motoring organisations, cycling groups such as the London Cycling Campaign, disability and pedestrian groups such as Living Streets, road safety charities and bus companies.
- 8.1.2 Our aim is to maintain and strengthen these relationships during the coming years, whilst exploring the potential for finding new partners, particularly from the private and voluntary sectors, who may also have a valuable contribution to make towards the delivery of a more wide-reaching yet cost-effective road safety programme in the borough.

### 8.2 Our Partners

- 8.2.1 In order to successfully deliver many of the Actions contained within this Road Safety Plan, the Council will seek to support and be supported by its many partners.
- 8.2.2 At a national level, the **Department for Transport (DfT)** provides age-specific data, materials, guidance, information and lesson plans on a range of road safety topics, which can be used to support national campaigns, or supplement local campaigns.
- 8.2.3 Our strongest partner is **Transport for London**, which enables Councils to deliver their road safety engineering programmes through provision of LIP Corridor, Neighbourhood and Smarter Travel funding and provision of collision data to assist in identifying and prioritising sites for intervention. Transport for London also supports education, training and publicity programmes through the provision of funding, and access to supporting resources and materials to enable Councils to deliver annual programmes of training and road safety awareness activities. Maintaining these links will ensure the borough is working in line with other London Boroughs towards achieving common goals and Mayoral targets with regards to casualty reduction and provision of a safer, more attractive environment in which to travel by more sustainable modes such as by bicycle and on foot.
- 8.2.4 The **Emergency Services** are influential in improving road safety and also have statutory responsibilities to deliver a reduction in casualties. Hackney works closely with the emergency services and have a particularly strong relationship with the **Police** who play an important role with enforcement of traffic laws and road user behaviour to reduce traffic offences, as well as providing valuable assistance with campaigns. The Police have played a vital role in motorcycle

initiatives such as BikeSafe and the Council are keen to continue this joint working to improve P2W rider safety further and to reach out to more riders through training and campaigns.

- 8.2.5 In order to target specific road safety issues and to obtain more detailed information on those involved in road collisions we would like to work more with the **Fire Brigade, Hackney Community Safety Teams, Public Health teams and Doctors Surgeries**. Through closer working with these groups, the Council can enhance publicity campaigns to ensure they reach out to target audiences and encourage more involvement from local people.
- 8.2.6 It is important that we establish and maintain a relationship with the **Health Authority and Primary Care Trusts** as they provide treatment to the casualties of road traffic collisions and may be able to collate and supply more detailed and accurate information concerning those casualties involved in collisions which are not reported to the Police. Of particular interest to us is the underreporting of collisions involving cyclists. In some cases cyclists fail to report their collision involvement to the Police but later seek medical advice and treatment for the injuries they have received. We will work more closely with healthcare providers to understand the true extent of underreporting and to share ideas and information.
- 8.2.7 We also work closely with **schools and other educational establishments, youth engagement and sports improvement teams** to ensure road safety messages reach young road users and that road safety education forms part of the curriculum from pre-school until college and beyond rather than a one-off session supporting children into adulthood. Schools provide vital assistance to the Road Safety Team in terms of working with teachers and governors also play an important role in the School Travel Plan process.
- 8.2.8 Within the Council, working in conjunction with **Parking Services**, which ensure that traffic flow through the borough can be maintained by the enforcement of illegal and dangerous parking, already plays a vital role in improving safety within the road environment and ensuring co-ordination with the Road Safety Team (such as enforcement of School Keep Clear markings).
- 8.2.9 We will continue to work together to achieve the common goal of casualty reduction and will use this close working to our advantage to tackle the more challenging issues facing us such as the increased need to create a safer environment in which to support our aim of achieving a 15% cycling mode share for all trips made in Hackney over a period of seven days.
- 8.2.10 The key stakeholders with which the Council is actively involved with and are keen to maintain dialogue and encourage involvement in the shaping of future road safety objectives and the delivery of road safety actions contained within this Road Safety Plan include:
- **Living Streets:** campaigns for action to reduce traffic on local streets, reduce road deaths and rebalance the priority given to motorists on streets in favour of people on foot.
  - **London Cycling Campaign:** provides valuable input and advice relating to the design of cycling schemes in the borough.
  - **Hackney Homes:** helped to install cycle parking and cycle lockers on housing estates to encourage cycling.

- **Disability Backup (Hackney):** Council funded organisation provides a forum for disabled people living in the borough to have their say on a range of key issues in the borough, including safety, to encourage participation and increase access to services

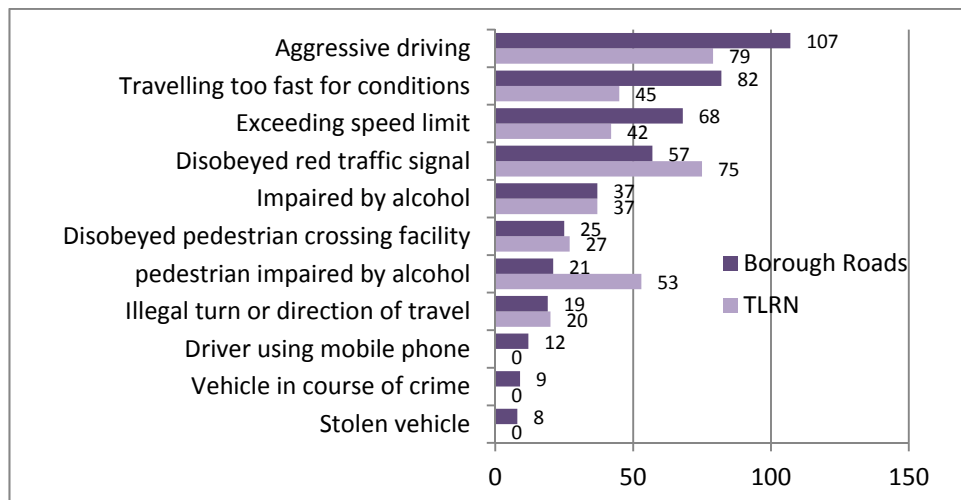
8.2.11 These partner organisations have played a vital role in past road safety achievements and the Council is keen to maintain and strengthen these relationships in the future to provide the best possible road safety service to all residents.

8.2.12 It is hoped that the development of new partnerships will bring further benefits in achieving road safety objectives, and the Council will actively seek to increase participation from private sector organisations such as developers, and to explore the potential for achieving efficiency savings through higher levels of cross-borough working: particularly with Islington, Haringey, Waltham Forest, and Tower Hamlets, with whom we have the largest shared boundaries.

### 8.3 Key Issues: Collisions and Casualties

8.3.1 A summary of the number of incidences of common road user behavioural causation factors (that is to say the factors which could potentially be addressed through enforcement activities) in collisions in the five years to December 2012 is provided in Figure 8.1. This graph reports on the number of times these specific factors were assigned to collisions.

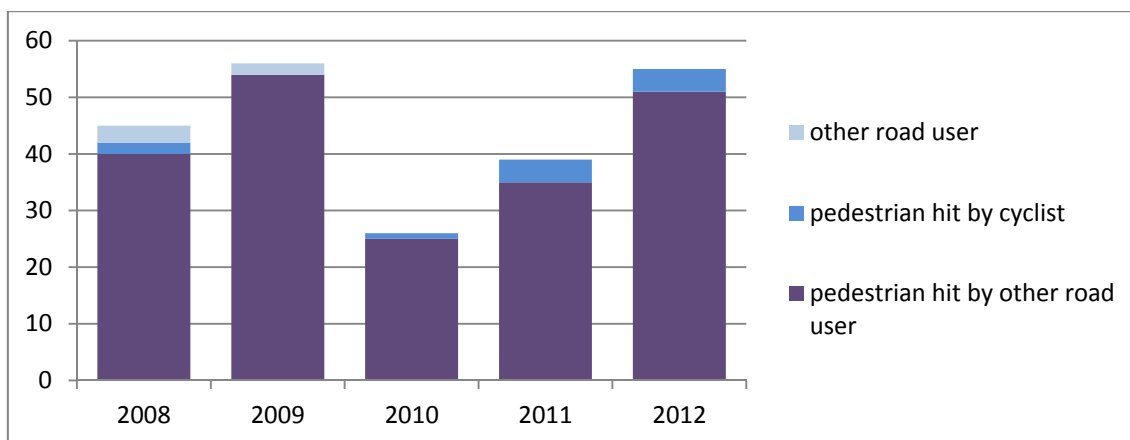
Figure 8.1 Counts of the number of times behavioural causation was attributed to collisions



NOTE: Some factors with a zero count may simply indicate that they did not appear in the top 50 causation factors reported on. Data from Jan 2008 – Dec 2012 was used in analysis

8.3.2 From the figure, higher incidences of aggressive driving, travelling too fast for conditions and exceeding the speed limit were attributed to collisions on borough roads than on the TRLN. The number of pedestrian casualties resulting from collisions in which the driver failed to stop ('hit and run' incidents) has fluctuated in recent years, but numbers have increased steadily over the three years to December 2012. In the five years to December 2012, 213 pedestrians were injured in such incidents. This is shown in Figure 8.2.

Figure 8.2 Casualties in Hackney where the driver failed to stop?



Vehicle factor 'Hit and Run'

8.3.3 Working with other agencies, such as the Police in particular, to target these and other criminal and antisocial behaviours will be a priority for the Council.

8.3.4 A review of collision and casualty data identified the following issues which the Council hoped to work with its key stakeholders and partners to address through the actions contained in this Road Safety Plan:

- Pedal cyclists and pedestrians accounted for 50% of all casualties on borough (non-TLRN) roads and 48% of all casualties on Hackney's TLRN network in 2012
- In the 5 years to December 2012, 36 pedestrians were injured as a result of collisions with pedal cyclists, 6 of them seriously
- Fewer people are driving under the influence of drink and drugs: In 2012 just 5 collisions were attributed to drink/drugs on Borough roads compared to the 2005-2009 baseline average of 8
- The number of collisions occurring as a result of mobile phone use in Hackney is low<sup>35</sup>

<sup>35</sup> See Appendix A of the Stage 1 Report. Average of just over 2 collisions per annum on borough roads where CF 508 was assigned (driver using mobile phone). Of these, 3 were pedal cyclists.

## 8.4 Proposed priorities for increased Partnership Working

- 8.4.1 Our priorities for delivering the actions within this Road Safety Plan through increased and more effective Partnership Working extend across all aspects of this Road Safety Plan, but can be broadly grouped into three main areas, as follows:

**PRIORITY AREA 1:** Working together to create a safer environment in which to walk, cycle or ride a motorcycle

**PRIORITY AREA 2:** Working together to improve cost-effectiveness and efficiency in the delivery of a road safety service

## 8.5 Creating a safer environment in which to walk, cycle and ride a motorcycle

- 8.5.1 This section of the Action Plan comprises eight specific actions by which we will seek to achieve a more co-ordinated approach towards improving safety in the borough, and for more vulnerable road users in particular. These include more detailed investigation of the most serious collisions involving pedestrians and cyclists so that lessons can be learnt, alongside actions both to encourage road users to act responsibly and to raise awareness of the legal obligations and responsibilities of road users when involved in collisions.

## 8.6 Creating safer roads, drivers and vehicles

- 8.6.1 London's Road Safety Plan is committed to cracking down on unsafe and illegal driving behaviours with support from the Metropolitan Police to help build public confidence in the safety of London's roads. Uninsured driving, drink and drugs and mobile phone usage are key priorities for TfL which are, and will continue to be, tackled through enforcement methods.
- 8.6.2 Thirteen actions are set out in this section of the Plan, which set out how the Council proposes to work with Transport for London to improve safety on TLRN routes through the borough, and to work with and share information with the police to assist with the active targeting of and enforcement against those who behave dangerously or illegally on the public highway.
- 8.6.3 It is estimated that up to one in three crashes in the UK involves a vehicle being driven for work (source: RoadSafe website), and the Council is committed to improving safety among those who drive for work for, and within the borough through managing occupational road risk. Central to this is the 'Driving for Better Business' campaign, championed by RoadSafe. The aim of this campaign is to:

*'Raise awareness of the importance of work-related road safety in the business community and public sector by using advocates drawn from these communities to promote the business benefits of managing it effectively.'*

8.6.4 Hackney Council is a current Champion of this initiative, and has an existing Health and Safety Policy covering employees, contractors and visitors to the Council. The Health and Safety Management System focusses on managing the risks associated with workplace transport: both in terms of compliance with the Health and Safety and Work Act 1974, and in maintaining safe practices and a workplace environment. The Road Safety Action Plan includes a number of specific actions we will undertake to extend our current activities and to work with local businesses to help us deliver our message to encourage safer driving for work practices for the benefit of all road users.

## 8.7 Improving cost-effectiveness and efficiency through co-operation

8.7.1 Transport for London are responsible for casualty reduction initiatives on the TLRN routes which pass through Hackney, and initiate London-wide campaigns and publicity as well as provide funding to Councils at a local level so that they can participate in the campaigns and develop and implement their own initiatives. One action set out within 'Safe Streets for London' is for TfL to enable boroughs to implement safety cameras at new sites through LIP funding. Our existing LIP already acknowledges the need to work with TfL in partnership to tackle (amongst other things) issues caused by the volumes of traffic entering and travelling through the borough via these routes, but this Road Safety Action Plan includes a specific action by which safety issues relating to the selection of potential safety camera sites on borough roads can be communicated to TfL.

8.7.2 Other actions include increased use of external data sources, and the collection of our own traffic count data to inform our casualty monitoring activities, as well as setting out actions to increase cross borough working and the use of sponsorship to deliver publicity campaigns.

8.7.3 The Action Plan relating to Partnership working is set out in Table F.

Table F

## Actions to increase Partnership Working

<b>F.1 Safer cycling, walking and riding</b>	
<b>1</b>	Establish a higher profile and promote the Hackney Casualty Reduction Working Group with its key stakeholders the Met Police, Fire brigade and cycle and pedestrian groups to ensure that there is a coordinated approach towards improving road safety in the borough.
<b>2</b>	Continue to work closely with cycle groups to identify how cyclist and pedestrian casualties can be reduced
<b>3</b>	Work with the Police to address the high number of cyclist collisions in the summer and winter months through seasonal campaigns
<b>4</b>	Work with the Police to investigate causation at all fatalities and life-changing collisions involving cyclists and pedestrians
<b>5</b>	Work in partnership with the Police and others to encourage drivers to act responsibly, and to raise awareness of the legal obligations of drivers involved in collisions resulting in injury
<b>6</b>	Work together with TfL and Partners to promote cycle, pedestrian and P2W safety campaigns to drivers
<b>7</b>	Aim to promote cross borough links to target safety and enforcement issues associated with commuter P2W riders and their passengers
<b>8</b>	Continue to hold 'Exchanging Places' and Pit Stop events in Partnership with the Police, Fire Service and the London Cycling Campaign.



## F.2 Safer Roads and vehicles

<b>1</b>	Work with Parking Services to ensure that School Keep Clear markings outside schools are enforced
<b>2</b>	Actively engage with TfL to address safety issues on TLRN routes through the borough, and along the A10 specifically
<b>3</b>	Work with the Police to ensure that the school environment at the beginning and end of the school day promotes good road safety behaviour
<b>4</b>	Share data with the Police to assist with targeted enforcement
<b>5</b>	Work with the Police and other key stakeholders to tackle poor and risky road user behaviours such as drink-drive, speeding or careless driving behaviour through targeted enforcement
<b>6</b>	Support the Police with Operation Cubo to tackle uninsured driving in the borough, and to give this action top priority in the five years to 2020
<b>7</b>	Work with the Police to address poor driver and rider behaviour and the promotion of compliance with road laws through increased numbers of spotchecks and targeted enforcement activities
<b>8</b>	Continue to work with Fleet Managers to ensure Hackney work towards achieving FORS gold level standard for commercial vehicles. To explore the adoption of the CLOCS scheme
<b>9</b>	Continue to work towards LCC's Safer Lorries Pledge

10	Ensure that all Hackney Council's commercial vehicles, and those of its contractors and sub-contractors are fitted with appropriate safety equipment to alert drivers to the presence of cyclists and pedestrians in their vicinity
11	Work with businesses to promote Hackney's "Driving for Better Business" Policy with the aim of managing Work Related Road Risk WRRR and to encourage the adoption of the CLOCS scheme where relevant.
12	Continue to offer the HGV driver training programmes free of charge to businesses within, or driving through, the borough
13	Investigate the potential for partnership working with motorcycle courier companies to improve the safety of their professional riders through access to training
<b>F.3 Improving cost effectiveness and efficiency</b>	
1	Make use of new data sources to inform campaign design and implementation (such as crime mapping, MOSAIC data, and put in place a programme of counts to collect and make use of local cycle and pedestrian count data
2	Liaise with TfL regarding the provision of additional safety camera sites on borough roads where these are justified and support TfL's programme to upgrade existing camera sites to new digital technology
3	Investigate the potential for attracting sponsorship funding to produce local road safety campaigns
4	Maximise opportunities for cost-savings through cross-boundary partnership working with neighbouring boroughs in delivering London-wide, national or seasonal publicity campaigns

# APPENDIX A

## High Risk Sites for cyclists

TRAFFMAP

AccsMap - Accident Analysis System

ACCIDENT CLUSTERS REPORT

Run on: 31/07/2013

Accidents between date: 01/01/2010 and 31/12/2012 (36 months)

Selection:

Min 3 collisions within a radius of 25 metres Ranked by Total Accidents Selected using Pre-defined Query : Cyclists

Cluster ID	Rank	Location	Grid Reference		Severity Ratio	Accidents						Casualties									
			Easting	Northing		Fatal	Serious	Slight	Total	per annum	KSI	Fatal	Serious	Slight	Total	per annum	KSI	Peds	Cycs	Child	OAPs
1	1	Downs Park Road/Cecilia Road	534010	185360	0.00	0	0	10	10	3.33	0	0	0	10	10	3	0	0	10	0	0
2	2	Dalston Lane/Amhurst Road	534610	185190	0.22	0	2	7	9	3.00	2	0	2	8	10	3	2	1	10	0	0
3	2	Hackney Road/Columbia Road	533560	182790	0.00	0	0	9	9	3.00	0	0	0	10	10	3	0	0	10	0	0
4	4	Leabridge Road/Chatsworth Road	535340	186430	0.00	0	0	6	6	2.00	0	0	0	6	6	2	0	0	6	0	0
5	4	Hoxton Street/Whitmore Road	533110	183590	0.17	0	1	5	6	2.00	1	0	1	5	6	2	1	0	6	0	0
6	6	Paul Street/Scrutton Street	532990	182240	0.60	0	3	2	5	1.67	3	0	3	2	5	2	3	0	5	0	0
7	6	Graham Road/Mare Street	534940	184880	0.00	0	0	5	5	1.67	0	0	0	5	5	2	0	0	5	0	0
8	8	Cricketfield Road/Powell Road	534800	185900	0.00	0	0	4	4	1.33	0	0	0	4	4	1	0	0	4	0	0
9	8	Westgate Street/Sheep Lane	534690	183860	0.00	0	0	4	4	1.33	0	0	0	4	4	1	0	0	4	0	0
10	8	Queensbridge Road/Dalston Lane	533950	184820	0.50	0	2	2	4	1.33	2	0	2	2	4	1	2	0	4	0	0
11	8	Dalston Lane/Ridley Road	534010	185000	0.25	0	1	3	4	1.33	1	0	1	3	4	1	1	0	4	0	0
12	8	Broadway Market/Andrew's Road	534480	183650	0.00	0	0	4	4	1.33	0	0	0	4	4	1	0	0	4	0	0
13	8	Mare Street/Bayford Street	534900	184090	0.00	0	0	4	4	1.33	0	0	0	4	4	1	0	0	4	0	0
14	8	Tudor Road/Mare Street	534870	184000	0.25	0	1	3	4	1.33	1	0	1	3	4	1	1	0	4	0	0
15	8	Stoke Newington Church Street/Albion Road	532950	186450	0.00	0	0	4	4	1.33	0	0	0	4	4	1	0	0	4	0	0
16	8	Green Lanes/Brownwood Road	532330	186710	0.00	0	0	4	4	1.33	0	0	0	4	4	1	0	0	4	1	0
17	8	New North Road/Baring Street	532570	183630	0.25	0	1	3	4	1.33	1	0	1	3	4	1	1	0	4	0	0
18	8	Amhurst Road/Mare Street	534970	184940	0.00	0	0	4	4	1.33	0	0	0	4	4	1	0	0	4	0	0
19	19	Baring Street/Southgate Road	532780	183780	0.00	0	0	3	3	1.00	0	0	0	3	3	1	0	0	3	0	0
20	19	Shacklewell Lane/Alvington Crescent	533580	185290	0.00	0	0	3	3	1.00	0	0	0	3	3	1	0	0	3	0	0
21	19	Shepherdess Walk/Nile Street	532450	182860	0.33	0	1	2	3	1.00	1	0	1	2	3	1	1	0	3	0	0
22	19	Englefield Road/De Beauvoir Road	533220	184400	0.33	0	1	2	3	1.00	1	0	1	2	3	1	1	0	3	0	0
23	19	Sandringham Road/Cecilia Road	534020	185210	0.33	0	1	2	3	1.00	1	0	1	2	3	1	1	0	3	0	0
24	19	Provost Street/Vestry Street	532680	182810	0.00	0	0	3	3	1.00	0	0	0	3	3	1	0	0	3	0	0
25	19	Stoke Newington Church Street/Wilmer Place	533520	186560	0.33	0	1	2	3	1.00	1	0	1	2	3	1	1	0	3	0	0
26	19	Ball's Pond Road/Culford Road	533180	184810	0.00	0	0	3	3	1.00	0	0	0	3	3	1	0	0	3	0	0
27	19	Mare Street/Morning Lane	534960	184810	0.00	0	0	3	3	1.00	0	0	0	3	3	1	0	0	3	0	0
28	19	Graham Road/Navarino Road	534440	184790	0.33	1	0	2	3	1.00	1	1	0	2	3	1	1	0	3	0	0
29	19	Amhurst Road/Rectory Road	534010	185750	0.00	0	0	3	3	1.00	0	0	0	3	3	1	0	0	3	0	0
30	19	Rectory Road/Downs Road	534020	185850	0.00	0	0	3	3	1.00	0	0	0	3	3	1	0	0	3	0	0
31	19	Green Lanes/Stoke Newington Church Street	532480	186050	0.33	0	1	2	3	1.00	1	0	1	2	3	1	1	0	3	0	0
32	19	Mare Street/Well Street	534930	184160	0.00	0	0	3	3	1.00	0	0	0	3	3	1	0	0	3	0	0
33	19	Culford Road/Englefield Road	533130	184420	0.33	0	1	2	3	1.00	1	0	1	2	3	1	1	0	3	0	0
34	19	Clarence Road/Rowhill Road	534860	185660	0.33	0	1	2	3	1.00	1	0	1	2	3	1	1	0	3	0	0
35	19	Hackney Road/Austin Street	533480	182690	0.00	0	0	3	3	1.00	0	0	0	3	3	1	0	0	3	0	1
36	19	Green Lanes/Albion Road	532850	185430	0.33	0	1	2	3	1.00	1	0	1	2	3	1	1	0	3	0	0

## APPENDIX B High Risk Sites for pedestrians

### PEDESTRIAN CLUSTER SITES: BOROUGH ROADS

TRAFFMAP

03/07/2013

AccsMap - Accident Analysis System

ACCIDENT CLUSTERS REPORT

Accidents between dates 01/01/2010 and 21/12/2012 36 months

Selection:

Min 3 collisions within a radius of 25 metres Ranked by Total Accidents Selected using Pre-defined Query : Pedestrian casualty

Cluster ID	Rank	Location	Grid Reference		Severity Ratio	Accidents						Casualties									
			Easting	Northing		Fatal	Serious	Slight	Total	per annum	KSI	Fatal	Serious	Slight	Total	per annum	KSI	Peds	Cycs	Child	OAPs
1	1	Amhurst Road/Mare Street	534970	184940	0.38	0	3	5	8	2.67	3	0	3	5	8	3	3	8	0	0	0
2	2	Hackney Road/Austin Street	533480	182690	0.14	0	1	6	7	2.33	1	0	1	6	7	2	1	7	0	0	0
3	3	Queensbridge Road/Dalston Lane	533950	184820	0.25	0	1	3	4	1.33	1	0	1	3	4	1	1	4	0	0	0
4	3	Hoxton St/Crondall St/Falkirk St	533260	183110	0.00	0	0	4	4	1.33	0	0	0	5	5	2	0	4	0	0	0
5	3	Green Lanes/Albion Road	532850	185430	0.00	0	0	4	4	1.33	0	0	0	4	4	1	0	4	0	0	0
6	3	Green Lanes 45m north of Seven Sisters Road	532030	187500	0.50	0	2	2	4	1.33	2	0	2	2	4	1	2	4	0	0	1
7	7	Woodberry Grove/Woodberry Down	532480	187590	0.00	0	0	3	3	1.00	0	0	0	3	3	1	0	3	0	1	0
8	7	Morning Lane/Ponsford Street	535460	184910	0.33	0	1	2	3	1.00	1	0	1	2	3	1	1	3	0	2	0
9	7	Albion Road/Albion Gro	532980	186010	0.00	0	0	3	3	1.00	0	0	0	3	3	1	0	3	1	2	0
10	7	Mare Street/Morning Lane	534950	184780	0.33	0	1	2	3	1.00	1	0	1	2	3	1	1	3	1	0	1
11	7	Mare Street/St Thomas's Square	534950	184390	0.33	0	1	2	3	1.00	1	0	1	2	3	1	1	3	0	1	1
12	7	Mare Street/Beck Road/Bush Road	534850	183770	0.33	0	1	2	3	1.00	1	0	1	2	3	1	1	3	0	0	0
13	7	Dalston Lane/Ridley Road	534010	185000	0.67	0	2	1	3	1.00	2	0	2	1	3	1	2	3	0	0	0
14	7	Chatsworth Road/Glenarm Road	535660	185630	0.00	0	0	3	3	1.00	0	0	0	3	3	1	0	3	0	0	2

# APPENDIX C High Risk Sites on Council-maintained Roads

## BOROUGH ROAD RANKED CLUSTER SITES

TRAFFMAP  
AccsMap - Accident Analysis System

ACCIDENT CLUSTERS REPORT

Run on: 06/06/2013

Accidents between dates 01/01/2010 and 31/12/2012 (36) months

Selection:  
Min 6 collisions within a radius of 25 metres Ranked by Total Accidents

Cluster ID	Rank	Location	Grid Reference		Severity Ratio	Accidents						Casualties									
			Easting	Northing		Fatal	Serious	Slight	Total	per annum	KSI	Fatal	Serious	Slight	Total	per annum	KSI	Peds	Cycs	Child	OAPs
1	1	Dalston Lane/Pembury Road	534620	185200	0.067	0	2	28	30	10.0	2	0	2	33	35	12	2	3	10	1	3
2	2	Mare Street/Morning Lane	534960	184810	0.059	0	1	16	17	5.7	1	0	1	20	21	7	1	2	4	0	2
3	3	Green Lanes/Lordship Park	532320	186720	0.063	0	1	15	16	5.3	1	0	1	21	22	7	1	1	4	1	3
4	3	Mare Street/Anhurst Road	534960	184930	0.188	0	3	13	16	5.3	3	0	3	16	19	6	3	8	4	1	2
5	5	Lea Bridge Road/Chatsworth Road	535360	186460	0.214	1	2	11	14	4.7	3	1	2	11	14	5	3	2	6	1	2
6	5	Queensbridge Road/Dalston Lane	533950	184790	0.286	0	4	10	14	4.7	4	0	6	14	20	7	6	4	3	0	1
7	7	Mare Street/Well Street	534940	184130	0.083	0	1	11	12	4.0	1	0	1	17	18	6	1	1	2	1	1
8	8	Morning Lane/Ponsford Street	535450	184920	0.182	0	2	9	11	3.7	2	0	2	11	13	4	2	3	1	3	0
9	8	Downs Park Road/Cecilia Road	534010	185370	0.000	0	0	11	11	3.7	0	0	0	11	11	4	0	0	10	0	0
10	8	Hackney Road/Columbia Road	533540	182800	0.000	0	0	11	11	3.7	0	0	0	12	12	4	0	0	10	0	0
11	11	Dalston Lane/Ridley Road	534020	185000	0.300	0	3	7	10	3.3	3	0	3	7	10	3	3	3	4	0	0
12	11	Sandringham Road/St Mark's Rise	533850	185200	0.100	0	1	9	10	3.3	1	0	1	12	13	4	1	0	1	0	0
13	13	Hackney Road/Austin Street	533460	182690	0.111	0	1	8	9	3.0	1	0	1	8	9	3	1	7	2	0	0
14	13	Manor Road/Lordship Road	532840	186980	0.000	0	0	9	9	3.0	0	0	0	12	12	4	0	0	2	2	1
15	13	Northwold Road/Stoke Newington Common	534020	186600	0.111	0	1	8	9	3.0	1	0	1	8	9	3	1	2	2	0	0
16	13	Mare Street/Bayford Street	534900	184090	0.000	0	0	9	9	3.0	0	0	0	9	9	3	0	2	4	0	1
17	13	Green Lanes/Albion Road	532850	185440	0.111	0	1	8	9	3.0	1	0	1	9	10	3	1	4	3	0	0
18	18	Pitfield Street/Hyde Road	533100	183610	0.125	0	1	7	8	2.7	1	0	1	7	8	3	1	0	6	0	0
19	18	Mare Street in vicinity of Besk Road and Bush Road	534860	183760	0.125	0	1	7	8	2.7	1	0	1	9	10	3	1	3	1	0	1
20	20	New North Road/Baring Street	532570	183650	0.143	0	1	6	7	2.3	1	0	1	7	8	3	1	1	4	1	0
21	20	Crickfield Road/Downs Park Road	534750	185540	0.143	0	1	6	7	2.3	1	0	1	6	7	2	1	1	1	2	0
22	20	Green Lanes/Woodberry Grove	531990	187610	0.000	0	0	7	7	2.3	0	0	0	15	15	5	0	0	0	2	3
23	20	Mare Street/Richmond Road and Mare Street/Damley	534930	184570	0.000	0	0	7	7	2.3	0	0	0	8	8	3	0	0	2	0	0
24	20	Mount Pleasant Hill/Theydon Road	535110	186820	0.000	0	0	7	7	2.3	0	0	0	8	8	3	0	1	1	2	0
25	20	Stoke Newington Church Street/Albion Road	532940	186450	0.000	0	0	7	7	2.3	0	0	0	7	7	2	0	0	4	1	1
26	20	New North Road/Eagle Wharf Road	532610	183560	0.286	0	2	5	7	2.3	2	0	2	8	10	3	2	1	3	0	1
27	20	Pitfield Street/Murray Grove	532820	183110	0.286	0	2	5	7	2.3	2	0	2	5	7	2	2	0	1	0	0
28	20	Dalston Lane/Ramsgate Street	533830	184820	0.000	0	0	7	7	2.3	0	0	0	7	7	2	0	2	2	0	1
29	29	Southgate Road/Downham Road	532850	184040	0.333	0	2	4	6	2.0	2	0	3	5	8	3	3	1	2	0	0
30	29	Westgate Street/Sheep Lane	534670	183870	0.167	0	1	5	6	2.0	1	0	1	5	6	2	1	2	4	2	0
31	29	Englefield Road/De Beauvoir Road	533220	184400	0.167	0	1	5	6	2.0	1	0	1	5	6	2	1	0	3	0	0
32	29	Queenbridge Road/Whiston Road	533940	183570	0.167	0	1	5	6	2.0	1	0	1	6	7	2	1	0	2	0	0
33	29	Stoke Newington Church Street/Lordship Road	533150	186530	0.167	0	1	5	6	2.0	1	0	1	5	6	2	1	2	0	1	0
34	29	Mare Street/Westgate Street	534870	184000	0.167	0	1	5	6	2.0	1	0	1	6	7	2	1	1	4	0	0
35	29	Mare Street/King Edward's Road	534840	183920	0.167	0	1	5	6	2.0	1	0	1	5	6	2	1	1	2	0	0
36	29	Crickfield Road/Powell Road	534830	185870	0.000	0	0	6	6	2.0	0	0	0	6	6	2	0	1	4	0	0
37	29	Mare Street/ St Thomas's Square and Mare Street/Lo	534940	184400	0.167	0	1	5	6	2.0	1	0	1	5	6	2	1	3	0	1	1
38	29	Anhurst Road/Marcon Place	534710	185120	0.167	0	1	5	6	2.0	1	0	1	5	6	2	1	1	1	1	0
39	29	Mare Street/Graham Road	534950	184890	0.000	0	0	6	6	2.0	0	0	0	6	6	2	0	1	4	1	0
40	29	Green Lanes/Springpark Drive	532160	187240	0.333	0	2	4	6	2.0	2	0	2	4	6	2	2	1	1	0	0
41	29	Queensbridge Road/Middleton Road	533940	184160	0.000	0	0	6	6	2.0	0	0	0	11	11	4	0	0	1	3	0

# APPENDIX D High Risk Sites on TLRN Routes

## CLUSTER SITES (ALL COLLISIONS): TLRN ROUTES

TRAFFMAP  
AccsMap - Accident Analysis System

### ACCIDENT CLUSTERS REPORT

Run on: 06/06/2013

Accidents between dates 01/01/2010 and 31/12/2012 (36) months

Selection: Min 6 collisions within a radius of 25 metres Ranked by Total Accidents ; Refined using accidents within Clusters  
Notes:

Accidents involving

Cluster ID	Rank	Location	Grid Reference		Severity Ratio	Accidents						Casualties									
			Easting	Northing		Fatal	Serious	Slight	Total	per annum	KSI	Fatal	Serious	Slight	Total	per annum	KSI	Peds	Cvcs	Child	OAPs
1	1	Green Lanes/Seven Sisters Road	532060	187480	0.163	0	8	41	49	16.3	8	0	8	52	60	20	8	7	12	2	1
2	2	Kingsland Road/Dalston Lane	533530	184790	0.148	1	3	23	27	9.0	4	1	3	25	29	10	4	9	6	2	4
3	3	Shoreditch High Street/Hackney Road	533420	182660	0.240	0	6	19	25	8.3	6	0	6	22	28	9	6	3	7	1	1
4	3	Stamford Hill/Amhurst Park	533670	187830	0.120	0	3	22	25	8.3	3	0	3	25	28	9	3	8	6	3	1
5	5	Shoreditch High Street/Great Eastern Street	533450	182190	0.136	0	3	19	22	7.3	3	0	3	22	25	8	3	4	11	1	2
6	5	Lower Clapton Road/Downs Road	534920	185930	0.045	0	1	21	22	7.3	1	0	1	24	25	8	1	2	4	0	2
7	7	Seven Sisters Road/Woodberry Grove	532400	187700	0.316	1	5	13	19	6.3	6	1	5	20	26	9	6	2	0	0	3
8	7	Shoreditch High Street/Bethnal Green Lane	533480	182280	0.158	0	3	16	19	6.3	3	0	3	18	21	7	3	5	11	0	1
9	9	Kingsland Road/Falkirk Street	533470	183070	0.353	0	6	11	17	5.7	6	0	6	13	19	6	6	2	5	1	3
10	9	In vicinity of Stamford Hill/Belfast Road	533650	186920	0.176	0	3	14	17	5.7	3	0	3	16	19	6	3	4	8	2	0
11	9	Kingsland Road/Nuttall Street	533470	183490	0.353	0	6	11	17	5.7	6	0	7	12	19	6	7	3	4	1	1
12	12	Old Street in the vicinity of Vince Street	532900	182550	0.133	0	2	13	15	5.0	2	0	2	13	15	5	2	5	3	1	0
13	13	Kingsland High Street in the vicinity of Colveston	533540	185020	0.071	0	1	13	14	4.7	1	0	1	14	15	5	1	8	3	1	1
14	13	Kingsland High Street/Sandringham Road	533560	185200	0.286	0	4	10	14	4.7	4	0	4	11	15	5	4	3	8	1	1
15	15	Lower Clapton Road/Urswick Road	535190	185370	0.385	1	4	8	13	4.3	5	1	4	12	17	6	5	3	4	0	6
16	15	Shoreditch High St/Calvert Ave	533430	182600	0.000	0	0	13	13	4.3	0	0	0	13	13	4	0	2	5	0	0
17	17	Seven Sisters Rd/Wilberforce Rd	531610	186900	0.000	0	0	12	12	4.0	0	0	0	12	12	4	0	1	5	0	1
18	17	Seven Sisters Road in the vicinity of Finsbury Par	531520	186850	0.167	0	2	10	12	4.0	2	0	2	10	12	4	2	3	2	0	0
19	19	Homerton High St/Kenworthy Rd	536130	185200	0.000	0	0	11	11	3.7	0	0	0	11	11	4	0	2	3	0	0
20	19	Eastway/Homerton Road	537330	185510	0.091	0	1	10	11	3.7	1	0	1	17	18	6	1	0	1	0	1



## APPENDIX E Casualty Numbers and Rates in 20mph Zones

### Appendix E 20mph ZONE COLLISION RATES

Zone No.	NAME	ROAD LENGTH	Sq_m	Sq_km	Collisions	Collisions per annum	Collisions per sq km per annum
1	Dalston	6.84	442,803	0.4428	63	12.6	28.46
2	Frampton	3.829	176,655	0.1767	17	3.4	19.25
3	Falkirk	7.177	404,832	0.4048	34	6.8	16.80
4	Northchurch	3.67	222,857	0.2229	18	3.6	16.15
5	Eagle Wharf	6.657	370,877	0.3709	28	5.6	15.10
6	Chatham	4.312	239,289	0.2393	18	3.6	15.04
7	Buckingham	3.279	205,969	0.2060	15	3	14.57
8	Homerton Hospital	1.937	209,603	0.2096	14	2.8	13.36
9	Southwold Road	5.238	339,844	0.3398	22	4.4	12.95
10	Castlewood	5.933	448,511	0.4485	29	5.8	12.93
11	Cricketfield	2.34	206,243	0.2062	13	2.6	12.61
12	Shacklewell	3.763	242,744	0.2427	15	3	12.36
13	Cazenove	11.574	820,122	0.8201	50	10	12.19
14	Queensbridge	8.317	522,330	0.5223	31	6.2	11.87
15	Debeauvoir	2.015	153,229	0.1532	9	1.8	11.75
16	Brooke Road	3.018	158,697	0.1587	9	1.8	11.34
17	Geffrye	1.079	56,578	0.0566	3	0.6	10.60
18	Kings Park	5.597	305,613	0.3056	16	3.2	10.47
19	Great Eastern	3.877	173,286	0.1733	9	1.8	10.39
20	Whiston	4.373	289,129	0.2891	15	3	10.38
21	Hoxton	6.459	390,891	0.3909	20	4	10.23
22	Wilton	5.042	301,386	0.3014	15	3	9.95
23	Upper Clapton	4.463	253,284	0.2533	12	2.4	9.48
24	Hackney Downs	10.075	703,546	0.7035	32	6.4	9.10
25	Nw River	9.344	900,762	0.9008	39	7.8	8.66
26	Haggerston	1.895	194,718	0.1947	8	1.6	8.22
27	Mare Street	1.733	191,380	0.1914	7	1.4	7.32
28	Victoria	6.94	502,453	0.5025	18	3.6	7.16
29	Allerton Road	3.152	479,348	0.4793	17	3.4	7.09
30	Lauriston	2.842	226,822	0.2268	8	1.6	7.05
31	Forest	7.254	458,305	0.4583	16	3.2	6.98
32	Stoke Newington	12.873	686,972	0.6870	23	4.6	6.70
33	Millfields	6.579	386,939	0.3869	12	2.4	6.20
34	Woodberry	1.543	137,144	0.1371	4	0.8	5.83
35	Hommerton	2.659	251,999	0.2520	6	1.2	4.76
36	Gillette	1.12	84,242	0.0842	2	0.4	4.75
37	Kenton Road	0.89	84,402	0.0844	2	0.4	4.74
38	Lower Clapton	4.705	351,518	0.3515	7	1.4	3.98
39	Powerscroft	3.54	172,603	0.1726	3	0.6	3.48
40	London Fields	3.192	305,978	0.3060	5	1	3.27
41	Shoreditch	1.088	66,855	0.0669	1	0.2	2.99
42	Lordship 1	4.818	334,834	0.3348	5	1	2.99
43	Brownswood	5.836	404,162	0.4042	6	1.2	2.97
44	Downs Park	1.82	355,699	0.3557	5	1	2.81
45	King's Crescent	0.923	100,837	0.1008	1	0.2	1.98
46	Hackney Central	2.348	225,042	0.2250	2	0.4	1.78
47	Mabley Green	2.144	241,230	0.2412	2	0.4	1.66
48	Clissold	3.781	305,618	0.3056	2	0.4	1.31
49	Hackney Wick	2.245	223,144	0.2231	1	0.2	0.90
50	Gascoyne	1.617	110,115	0.1101	0	0	-
51	Lordship 2	1.939	356,369	0.3564	0	0	-
52	Old Street	0.659	31,169	0.0312	0	0	-

# **Hackney Transport Strategy- 2015-2025**

## **Liveable Neighbourhoods Plan**

**October 2015**



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# 1 Introduction

- 1.1 The Liveable Neighbourhoods Plan outlines Hackney Council's commitment towards improving quality of life for our residents. It sets out a programme of actions for the period 2015 to 2025 to ensure Hackney remains the most liveable and sustainable borough in London.
- 1.2 The Plan aims to build upon the borough's success in creating liveable and sustainable neighbourhoods, demonstrated by Hackney having both the third lowest levels of car ownership<sup>1</sup> in England and the highest levels of cycling and bus usage in London.
- 1.3 The Plan sets out how the Council will adapt our public realm and streets in preparation for the impacts of climate change and to reflect the advances in technology that are transforming the way we live our lives and travel.
- 1.4 The Plan presents a vision for neighbourhoods in Hackney in 2025 encompassing health, carbon reduction and improved air quality, cohesive communities, economic prosperity, quality of life and equality of opportunity. It supports the objectives set out by the Mayor of London's Transport Strategy as well as local priorities set out by the Hackney's Sustainable Community Strategy, its emerging Local Plan, Hackney's 2015 Corporate Plan and the Mayor of Hackney's 2014 Manifesto transport pledges.
- 1.5 As with all other supporting Plans in the Transport Strategy, the Liveable Neighbourhoods Plan is a 'live' document and is subject to revision over the plan period as circumstances and available funding streams dictate. The Council's Corporate Plan to 2018 'Hackney; a place for Everyone; for example, commits to investing in our streets but also acknowledges the severe financial restraints that the Council have been operating under since the first Comprehensive Spending Review (CSR) with over £130 million saved since 2010. The Corporate Plan estimates that the next CSR due later this year may result in an indicative gap of

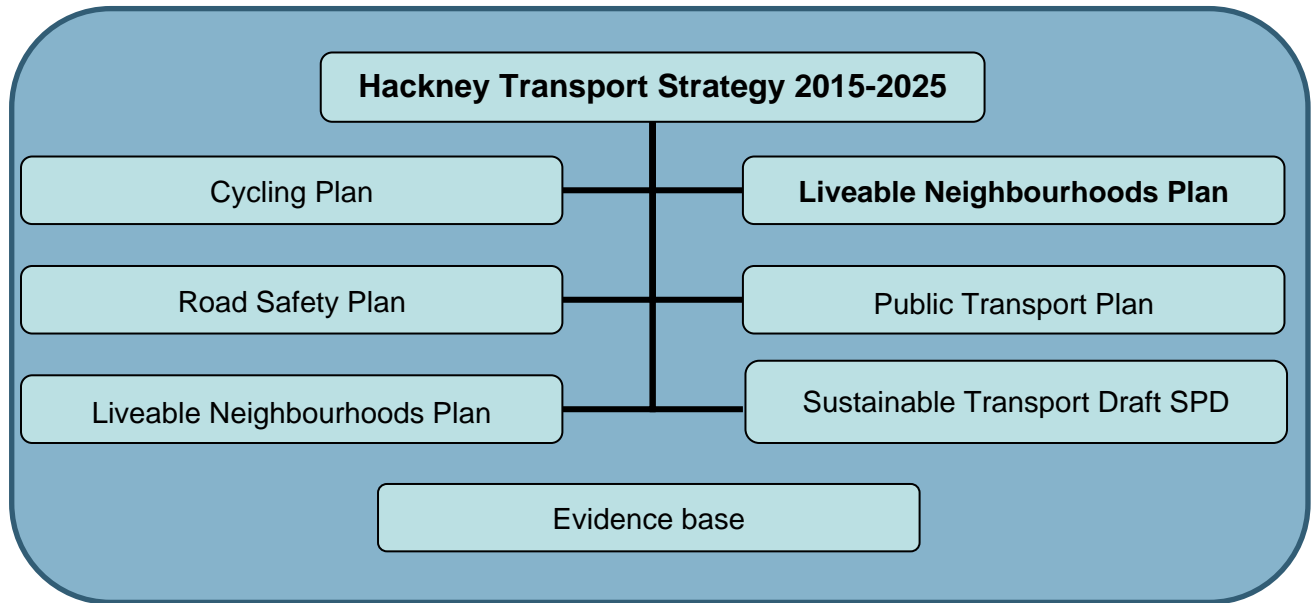
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<sup>1</sup> Islington and the City of London have lower levels of car ownership

over £70 million over the period 2016/17 to 2018/19. Any further unforeseen reductions to these funding streams will adversely impact on the Council's ability to deliver proposed transport improvements over the ten year plan period and necessitate revision of the existing Strategy.

- 1.6 Despite the extremely challenging fiscal climate for local authorities, there is a recognition at all levels of government that improved transport infrastructure is critical to delivering regeneration and housing and employment growth in London. The majority of the projects outlined in the first phase of Liveable Neighbourhoods Plan are funded, through existing committed investment including for example, the Zero Emissions Network is funded through the Mayor of London's Air Quality Fund (MAQF) and Department for Environment, Food and Rural Affairs (DEFRA). As constraints on our Capital funding grow tighter, we will continue to be innovative in terms of looking at revenue including advertising and sponsorship and further partnership working with neighbouring boroughs if a further than expected deterioration in local government finances takes place- particularly in the latter part of the Plan.
- 1.7 This document is one of six supporting documents that form part of Hackney's Transport Strategy 2015-2025. In addition, there is an over-arching document which provides relevant context to the Strategy and two evidence base papers outlining relevant Census 2011 background information and policy context. The structure of the Transport Strategy 2015-2025 is outlined in Figure 1 below.

**Figure 1: Structure of Hackney Transport Strategy**



## Hackney Transport Strategy Vision

1.8 The over-arching vision for the Hackney Transport Strategy is:

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*“By 2025, Hackney’s transport system will be an exemplar for sustainable urban living in London. It will be fair, safe, accessible, equitable, sustainable and responsive to the needs of its resident, visitors and businesses, facilitating the highest quality of life standards for a borough in the Capital and leading London in its approach to tackling its urban transport challenges of the 21st Century.”*

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1.9 The Liveable Neighbourhoods Plan plays a key role in Hackney Council working towards this vision and will bring about a higher quality of life for residents in the borough.

## **What will Hackney's Neighbourhoods be like in 2025?**

1.10 The objectives of the Liveable Neighbourhoods Plan are to ensure that by 2025:

- Hackney has the most liveable and sustainable neighbourhoods and streets in London.
- Hackney's neighbourhoods and streets are healthy, safe and attractive places to spend time for residents from every age and background.
- Hackney's neighbourhoods and streets foster and support community cohesion.
- Hackney's neighbourhoods and streets will be prepared for the implications of climate change.
- Hackney's neighbourhoods and streets will be equipped to facilitate the transition to electric vehicle technology, and traffic based air pollution is no longer affecting the health of residents.
- Hackney residents will not need to own a private car because of the ease of using alternative modes of transport including walking, cycling, public transport and using car clubs.

## **A Place for Everyone; Hackney Council's Corporate Plan to 2018**

1.11 The Corporate Plan and Mayor of Hackney's priorities have been discussed in more detail in the Transport Strategy document. Tackling inequality is a cornerstone of the Mayor of Hackney's priorities. Creating an environment where people actively choose to walk and cycle as part of everyday life can have a significant impact on public health and may reduce inequalities in health (LGA, 2013). The Liveable Neighbourhoods Plan is expected to contribute to the second Mayoral priority in particular;

'Making Hackney a place where everyone can enjoy, with clean, safe streets, excellent parks and public services, and a great quality of life for all who live here'

## 2 Why do we need a Liveable Neighbourhoods Plan?

- 2.1 The roads and streets in our neighbourhoods are not just places to park vehicles or drive, walk and cycle on; they make up the largest element of the public realm of the city and are the places where we socialise and live our lives. An aspiration of the Transport Strategy is to reclaim Hackney's neighbourhoods from parked vehicles and motor traffic congestion and transform them into the most attractive and liveable neighbourhoods in London.
- 2.2 This aspiration can only be achieved by reducing the dominance of the private vehicle primarily through the management of on street parking and facilitating a reduction in traffic flows, more people using sustainable transport and using our streets to build social cohesion. The reality is that until parking is properly managed there is very little the Council can do to improve the public realm of neighbourhood streets. Once parking demand is managed and road space is freed up, only then can we look at improving the look and feel of the street.
- 2.3 Reducing the amount of parking and reducing traffic flows will also help to improve air quality, reduce traffic casualties and make our neighbourhoods more pleasant places to walk, play and cycle in. Poor air quality resulting from vehicle emissions is finally being recognised for the damage it inflicts upon the health of the city with up to 4,300 Londoners dying early every year as a result (GLA, 2008). Even more disturbing is the direct impact it is having on our children's health with evidence proving it is directly responsible for alarming rates of asthma and other respiratory illnesses in our schools (GLA, 2008).
- 2.4 In addition to reclaiming our neighbourhoods from private motor vehicles we also urgently need to start considering how our neighbourhoods will cope with the changes to the climate. We have to begin to adapt and prepare for these changes in a number of ways, such as retrofitting the public realm to accommodate wetter weather and heavier downpours or creating greater tree cover to provide shade during hotter summers.



## 3 Policy Background

3.1 There are a number of relevant policy documents and independent initiatives related to improving the liveability of our neighbourhoods. Many of these documents are detailed in the supporting document of Hackney's Transport Strategy. The following list contains some of those that have proved most useful in the preparation of this document.

### International influences and useful websites

- Complete Streets – a resource providing information on liveable streets fit for all user groups [www.completestreets.org](http://www.completestreets.org)
- De-pave – an organisation promoting urban green spaces [www.depave.org](http://www.depave.org)
- Edible Bus Stops in London – an initiative promoting creative urban growing spaces <http://www.theediblebusstop.org>
- Jan Gehl, 2004, *Towards a fine city for people* (Gehl Architects)
- Neighbourhoods Green – an initiative that works to with improve open spaces with social landlords and residents of social housing <http://www.neighbourhoodsgreen.org.uk/home>
- Susdrain – information on sustainable drainage including case studies in LB Lambeth, Islington and the Olympic Park <http://www.susdrain.org/case-studies/>

### National guidance

- Department for Communities and Local Government (DCLG), 2012, *National Planning Policy Framework*
- Department for Transport (DfT), 2011, *Making the connection, the Plug-In Vehicle Infrastructure Strategy*
- DfT, 2011, *Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen*
- DfT, 2010, *Manual for Streets 2*

- DfT, 2009, *Low Carbon Transport: A Greener Future*
- DfT, 2007, *Manual for Streets*

## **Regional guidance and policy**

- Transport for London (TfL) 2015, *A Car Club Strategy for London*
- Greater London Authority (GLA), 2011, *Securing London's Water Future*
- GLA, 2009, *Turning London Electric – London's Electric Vehicle Infrastructure Strategy*
- GLA, 2010, *Mayor's Transport Strategy*

## **Local influences**

- Disability BackUp in Hackney, 2012, *Getting there*
- London Borough of Hackney (LBH), 2012, *Hackney's Sustainable Community Strategy 2008-2018*
- LBH, 2011, *Second Local Implementation Plan 2011-14 (LIP2)*
- LBH, 2012, *Public Realm Supplementary Planning Document*
- LBH, 2013, *Draft Air Quality Strategy 2014-2018*
- LBH, 2015, *A Place for Everyone*, Hackney's Corporate Plan to 2018

## 4 A Strategy for Liveable Neighbourhoods

- 4.1 This section sets out a ten-year strategy to work towards more liveable, sustainable neighbourhoods in Hackney. The Action Plan is outlined in table format for easy reference in Chapter 7. The Action Plan will include elements of the work that TfL and the Mayor are proposing to undertake in partnership with Hackney and/or neighbouring boroughs on a sub-regional basis in addition to work that the Council will undertake independently within the borough.
- 4.2 This strategy is split into three broad sections:
- **Greening our neighbourhoods: creating a cleaner, healthier environment.** This section includes proposals to increase planting, manage flood risk and improve air quality.
  - **Humanising our neighbourhoods: managing and reducing traffic.** This section includes proposals for car clubs and electric vehicle provision, to calm and reduce traffic and to better accommodate car and cycle parking.
  - **Smarter cities and streets: the digital and technological revolution in how we live and travel.** This section sets out how advances in vehicle technology and the uptake of digital and smartphone technology is changing the way we travel. It looks at what the Council may need to do in the future to accommodate these changes and how we can utilise new technology for the benefit of all residents in the borough.
- 4.3 The proposals contained in each section are not mutually exclusive, and there will be a degree of overlap. For example, a proposal may improve local air quality by reducing traffic levels in that area. The aim is for this Plan to move Hackney towards more liveable, sustainable neighbourhoods in a holistic way.

## 5 Greening our neighbourhoods: creating a cleaner, greener and healthier environment

- 5.1 The neighbourhood street is a shared resource and space that should be enjoyed and used by all residents: to do this it needs to be attractive, clean, green, inviting and safe. It is also important that the environment of the street and the air that residents breathe is healthy and the infrastructure underpinning the street is resilient to future changes in the climate.
- 5.2 The following proposals set out ways that Hackney will work to improve the environment of our neighbourhoods.

### **Green infrastructure and biodiversity**

- 5.3 Hackney is fortunate to have a large number of green spaces and parks but there are still areas of the borough that are lacking in green space and tree cover, particularly in the south of the borough. The Council has introduced thousands of new street trees and green infrastructure to our streets and public realm over the past ten years (with over 1,000 alone in the past four years) but the Council still want to do more, particularly in the context of air quality problems and the implications of climate change.
- 5.4 Trees are an integral part of the urban environment. They improve local communities ecologically, socially, economically and physically and most importantly they benefit human health. Trees reduce pollution, improve urban biodiversity and create shade on hot days. It is important, however, to choose the right species of tree; the following have the greatest capacity to improve air quality:
- Ash;
  - Common Alder;
  - Field Maple;
  - Larch;

- Norway Maple;
- Scots Pine;
- Silver Birch.

**Figure 2: Trees planted in new public space**



- 5.5 Given these benefits, Hackney Council aspires to increase tree canopy coverage of the Council owned public realm in the borough (public highway, parks, other green spaces and Hackney Homes estates) from its current level of 18.5% to 25% by 2025. This will bring Hackney in line with the Mayor of London's commitment on trees in London and expect to be funded from a variety of sources but particularly crowdsourcing, developer contributions and sponsorship.

#### **LN1: Increasing tree canopy coverage**

Hackney Council aims to increase tree canopy coverage in the borough from 18.5% at present to the Mayor of London's target of 25% by 2025.

### **Edible and plantable streets**

- 5.6 Streets make up the majority of the public realm in London. Rather than just being a means of getting from A to B there are many other ways of using a street. One alternative use that has been tried elsewhere in London and the UK is to grow food and vegetables, coining the phrase 'Edible Streets'.
- 5.7 The majority of Hackney residents do not have their own private garden or access to an allotment. As such, we want to work with residents and local communities to provide for communal food growing opportunities in the public realm and neighbourhood streets.

**Figure 3: Apple trees planted as part of a public realm scheme in N16**



- 5.8 Hackney Council recognises that fresh fruit and vegetables can be more expensive than unhealthy convenience food, meaning that financially pressed families have limited access to healthier food options. By being part of a local food growing movement there is the opportunity for all families on a street to have better access to fresh fruit and vegetables.
- 5.9 Growing food locally also mitigates the environmental impact of buying food grown by industrial agriculture, both in terms of the greenhouse gases produced from agriculture itself and from food miles.
- 5.10 Hackney Council will be responsive to residents who request community food growing opportunities as part of larger public realm schemes and are willing to contribute funding towards installation costs and ongoing maintenance. We will look to learn lessons from edible streets initiatives elsewhere in Todmorton, Devon or the Lambeth Edible Bus Stop scheme.

**Figure 4: An Edible Bus Stop in Lambeth****LN2: Supporting community food growing**

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

## Improving air quality

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

**LN3: Improving air quality**

Hackney will continue to tackle poor air quality, seeking to reduce NO<sup>2</sup> emissions to achieve the National Air Quality objective of 40mg/m<sup>3</sup> and maintain compliance with the national air quality objective for PM10.

- 5.12 The Greater London Authority has identified strategic nitrogen dioxide focus areas across London where further action is needed to reduce air pollution levels. Eight areas identified in Hackney are set out in Table 1.

**Table 1: Nitrogen dioxide action areas identified by the GLA**

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

**Mayor of London's Ultra Low Emission Zone (ULEZ)**

- 5.13 In March 2015, the Mayor of London and TfL confirmed they would proceed with the introduction of the world's first Ultra Low Emission Zone in central London. The Mayor has charged Transport for London with preparing plans to implement a scheme that would aim to ensure all vehicles driving in the centre of the capital during working hours would be zero or low emission by 2020.
- 5.14 Hackney strongly supports the ULEZ scheme but would like to see its introduction brought forward much earlier than 2020 and extend the ULEZ boundary from the current congestion charge zone to cover the whole of Inner



London in order to deter high-polluting vehicles from using routes within Hackney.

### **TfL Low Emission Neighbourhoods**

- 5.15 TfL published a Transport Emissions Roadmap in 2014 that proposes the development of 'Low Emission Neighbourhoods' (LEN) that would target local hotspots with poor air quality. LEN measures would vary according to local circumstances and the source apportionment of emissions. Measures could include full or timed closures for high polluting vehicles, geo-fencing and preferential parking for ultra low emission vehicles. The Council will work in partnership with the Greater London Authority, TfL and local residents and businesses to investigate options for introducing localised Low Emission Neighbourhoods in the vicinity of poor air quality areas.
- 5.16 Hackney Council envisage these neighbourhoods to potentially include:
- Restricted access to human powered, electric or hydrogen powered vehicles only. Parts of the zone may be transformed into areas where parking becomes play areas, roads become pedestrian zones and cyclists have priority.
  - Residents and businesses being introduced to e-mobility, shared electric cars and electric bikes. 'Last mile' deliveries as far as possible will use cargo bikes and electric vans through the operation of a micro-logistics consolidation hub.
  - In Hackney we will also be looking to take the concept further and consider the concept of Zero Emission Neighbourhoods (ZEN) to complement our existing Zero Emissions Network project that works with businesses in the Shoreditch Area.

#### **LN4: Supporting TfL initiatives on poor air quality**

LB Hackney will continue to support TfL's ULEZ and Low Emission Neighbourhoods initiatives and examine options for the development of Zero Emission Neighbourhoods (ZEN) in Hackney.

5.17 In addition to the pan London schemes mentioned above, LB Hackney proposes to implement the following schemes over the life of the Transport Strategy.

### **City Fringe Zero Emissions Network (ZEN)**

5.18 The Zero Emissions Network is a Mayor's Air Quality Fund (MAQF) and Department for Environment, Food and Rural Affairs (DEFRA) funded business liaison initiative with the aim of raising awareness, transferring knowledge, pooling resources and supporting the implementation of initiatives to improve air quality and encourage the shift to zero emission vehicles and sustainable transport modes in the Shoreditch area. It has now expanded into the neighbouring boroughs of Islington and Tower Hamlets to be called the 'City Fringe ZEN'.

5.19 The key features of the network include:

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

### **Figure 5: Cargo bike in use as part of the ZEN**



5.20 Through the project we are aiming to contribute towards a 3-10% reduction in nitrogen dioxide levels in the Shoreditch area by 2016 through a 10% modal shift by local businesses. If successful this scheme will be rolled out to other parts of the borough.

### **LN5: City Fringe Zero Emissions Network**

Work with businesses, stakeholders and neighbouring boroughs in the City Fringe area to continue the success of the Zero Emissions Network (ZEN) and reduce NO<sub>2</sub> levels in the area.

**Increasing the sustainability of 'last mile' deliveries**

- 5.21 Vehicles involved in freight are typically some of the most polluting vehicles on our roads. Light Goods Vehicles (LGVs) and Heavy Goods Vehicles (HGVs) contribute up to 35% of emissions of oxides of nitrogen in the southern part of the borough (London Borough of Hackney, 2013). As a result, achieving 'last mile' deliveries using zero emissions vehicles could significantly curb local air pollution levels.
- 5.22 The 'last mile' of many deliveries to business and residential premises tend to originate from distribution centres in industrial locations in outer London or the wider South East. Trial schemes are underway by a range of organisations in a number of locations in London to understand how the last stages of goods delivery and servicing activity can be made more efficient, safe and environmentally sustainable. This includes work to understand how London's rail termini can play a greater role in urban deliveries.
- 5.23 The Council already works with businesses through the development management process and has a number of small-scale initiatives to promote zero emissions deliveries. However, more needs to be done to link up with London-wide initiatives to ensure that we make the most of developing opportunities. The Council will work with Transport for London, the Cross River Partnership, other organisations and businesses to ensure that last minute deliveries are fully developed in Hackney. In the first instance a review of zero emission 'last mile' deliveries will be completed for the borough identifying the:
- Current situation in London and Hackney;
  - Potential for 'last mile' deliveries in the borough;
  - Actions to ensure implementation and uptake.
- 5.24 We will also promote trials of green freight, e.g. the use of cargo bikes, within the borough through the Zero Emissions Network and other schemes.

**LN6: Increasing the sustainability of 'last mile' deliveries**

Hackney will work with partners to facilitate and promote ultra low or zero emission last mile deliveries in the borough starting with a review of the current situation and development of an action plan.

**Reducing emissions from taxis and private hire vehicles**

5.25 Emissions from taxis and private hire contribute to poor local air quality in several ways:

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

5.26 The Council has yet to make a concerted effort to engage with private hire taxi firms in the borough to reduce idling and to improve driving standards and reduce vehicle emissions. Further work is also needed to reduce idling at busy pick-up points and particularly those associated with high levels of congestion and the night-time economy.

5.27 The Council will therefore look to:

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

**LN7: Reducing taxi and private hire emissions**

Hackney will work to reduce emissions caused by taxis and private hire vehicles and promote their use of electric vehicles.

**Improving sustainability of Hackney Council fleet vehicles**

5.28 When the Council replaces vehicles it aims to hire or purchase the most cost-effective, least polluting vehicle possible. The fleet also includes private vehicles

where officers are issued with all-zone parking permits and essential car usership.

- 5.29 We need to do more to introduce low emission vehicles in to the fleet and, where possible, to replace car/commercial vehicle journeys with bike trips, motorcycle trips or walking. Increasingly low emission vehicles are becoming competitive and discounts/grants are often available to public authorities to trial or take up low emissions technologies. We also need to reduce the number of staff using their own vehicles for their work.
- 5.30 EURO standard diesel vehicles have been shown to fall short of emissions performance criteria, during day-to-day use and so are far more polluting than indicated. This is significant for the Council as currently 90% of Council vehicles are diesel-powered. As over 50% of the fleet is scheduled to be renewed during the next few years, it is essential that the Council fully considers air quality when selecting new vehicles to reduce impact on local air quality as much as possible.
- 5.31 The Council will aim to:
- Undertake a review of the potential and cost-effectiveness of equipping Hackney with one of the lowest emission Council fleets in London;
  - Identify realistic targets to reduce the size of the Council's fleet and increase the proportion of cycle freight, electric vehicles and hybrid vehicles for the vehicles with highest utilisation;
  - Review the use of parking permits for private vehicles and essential car usage across the Council;
  - Ensure there is sufficient provision to charge electric vehicles at all Council buildings and key destinations;
  - Explore opportunities to pilot and introduce hydrogen-powered vehicles in to the fleet;
  - Continue the progress of the Council's Workplace Travel Plan and increase sustainable travel options for staff e.g. through a bike hire scheme.
- 5.32 The Council will also need to prepare for the introduction of the Mayor's ULEZ in central London in 2020 that would mean only zero or very low emission vehicles

can enter the central London during working hours. The South Shoreditch area of Hackney is within this zone and therefore only operational fleet vehicles that are zero or ultra low emission would be able to operate in this area.

**LN8: Greening Hackney Council's vehicle fleet**

Hackney will reduce emissions caused by the Council's own fleet and work towards transforming our fleet into one of the greenest in London.

**Emissions-based parking charges**

5.33 The Council can influence residents' and visitors' choice of vehicle by promoting less polluting vehicles through variations in parking charges. Presently, the Council offers reduced or waived parking charges to those who choose to drive low and zero emission vehicles, such as electric vehicles; vehicles that use alternative fuels (not petrol or diesel); and vehicles with smaller engines. The Council is introducing further changes to the parking charging scheme through the Council's Parking and Enforcement Plan based on encouraging:

- The use of smaller, more fuel efficient vehicles;
- Less polluting vehicles i.e. based on the latest Euro standard or NO<sup>2</sup> emissions;
- Charging according to CO<sup>2</sup> emissions but with a supplementary charge for more NO<sup>2</sup> polluting diesel vehicles.

5.34 Any changes will be discussed in future iterations of the Council's adopted Parking and Enforcement Plan and kept under review.

**LN9: Emissions-based parking charges**

Hackney will link parking charges to emissions standards of the vehicles so that more polluting vehicles are charged higher than low emission

**School clean air zones**

5.35 Children in schools that are situated on, or near to, busy roads may be exposed to higher levels of air pollution and congestion. Car engines idling around schools, during drop-off and pick-up periods also contribute to poorer local air quality. The Council works closely with schools across the borough to develop

green travel plans, to help children and teachers to travel to and from school more sustainably and to deliver bicycle awareness training. We will investigate and where appropriate and funding has been secured implement the following projects to tackle air pollution issues associated with schools:

- Air quality promotion and an anti-idling campaign;
- Air quality mitigation measures such as green walls;
- School Streets – temporary closure of roads outside schools during certain hours;
- Air quality impact assessments.

#### **LN10: School Clean Air Zones**

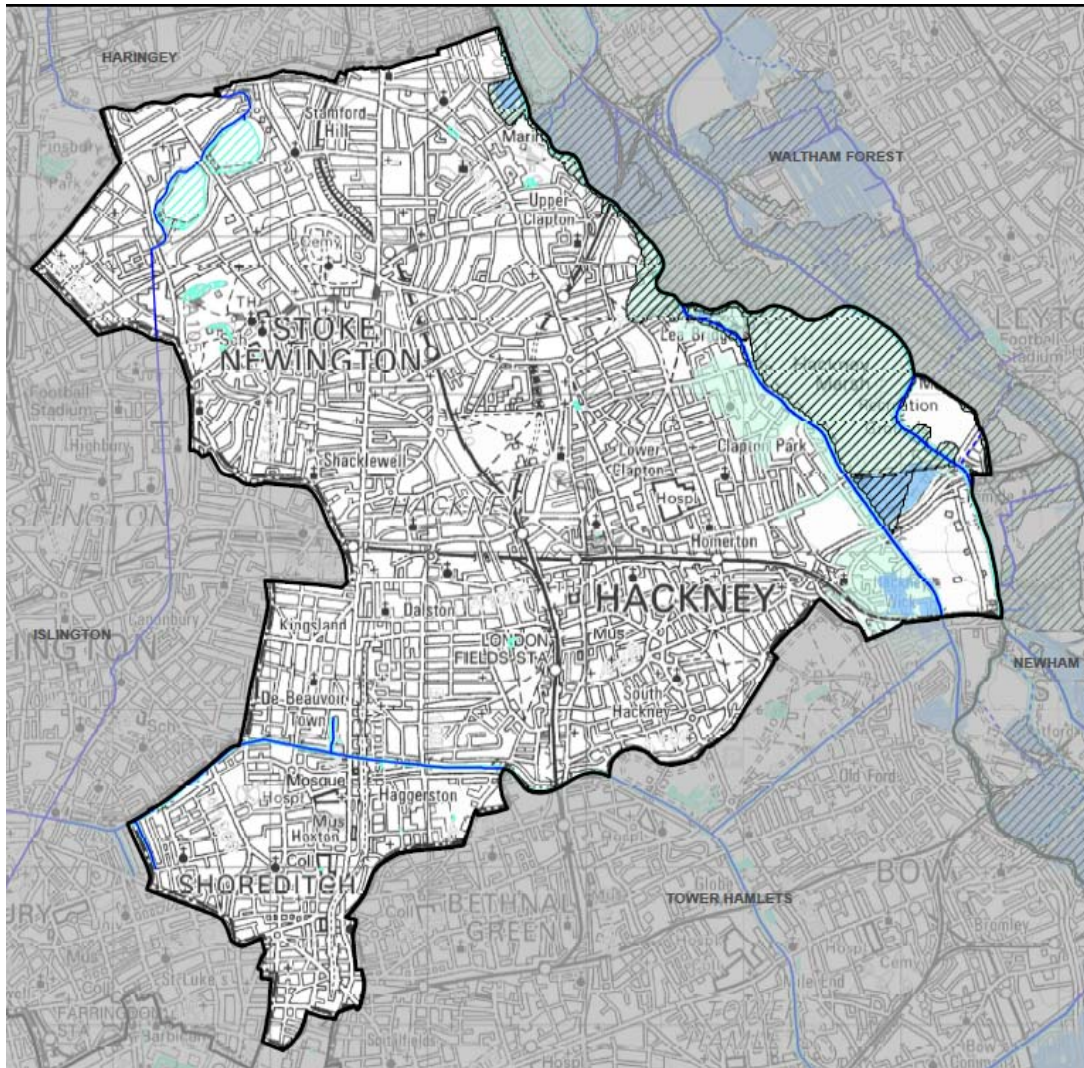
Hackney Council will aim to develop and secure funding for projects to improve air quality in and around the borough's schools.

## **Flood management and drainage**

- 5.36 Global climate change will have local impacts in Hackney. London and Hackney will experience progressively warmer, wetter winters, and hotter, drier summers (The UK Climate Impacts Programme, 2013). On top of these changes to our climate will be an increase in the frequency and intensity of extreme weather events, such as heatwaves, tidal surges, storms and heavy rainfall.
- 5.37 Being partially located on a floodplain Hackney needs to be resilient to climate change – approximately 10% of the borough is within the flood zone of the River Lee, see Figure 6. Most of this area is uninhabited, and hence not a direct threat to people, however, the mitigation of flood risk is also important because flooding is a direct risk to human health through water-borne diseases and contamination.



Figure 6: Environment Agency flood zones in LB Hackney



**Legend**

- Borough Administrative Boundary
- Main River
- Ordinary Watercourse
- Culverted Watercourse (Main River)
- Permanent Water Bodies
- Fluvial Flooding Incidents
- Historic Fluvial Flood Outline
- Environment Agency Flood Zone 3
- Environment Agency Flood Zone 2

**Notes**

1. Environment Agency Flood Zone 3: Land assessed, ignoring the presence of flood defences, as having a 1% or greater annual probability of fluvial flooding or a 0.5% or greater annual probability of tidal flooding.
2. Environment Agency Flood Zone 2: Land assessed, ignoring the presence of flood defences, as having between a 1% and 0.1% annual probability of fluvial flooding or between a 0.5% and 0.1% annual probability of tidal flooding in any year.

**London Borough of Hackney**

**Surface Water Management Plan**

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Scale at A3 1:26,000	Date 07/04/2011	Drawn by S.TURNBULL	Approved by S.I.P
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**Environment Agency Flood Map and Fluvial Flooding Incidents**

**Consultants**

**CAPITA SYMONDS** Capita Symonds, Level Seven, St Christopher's Garden, Baginbata, London SW1W 0AU

**Flood Risk Management**

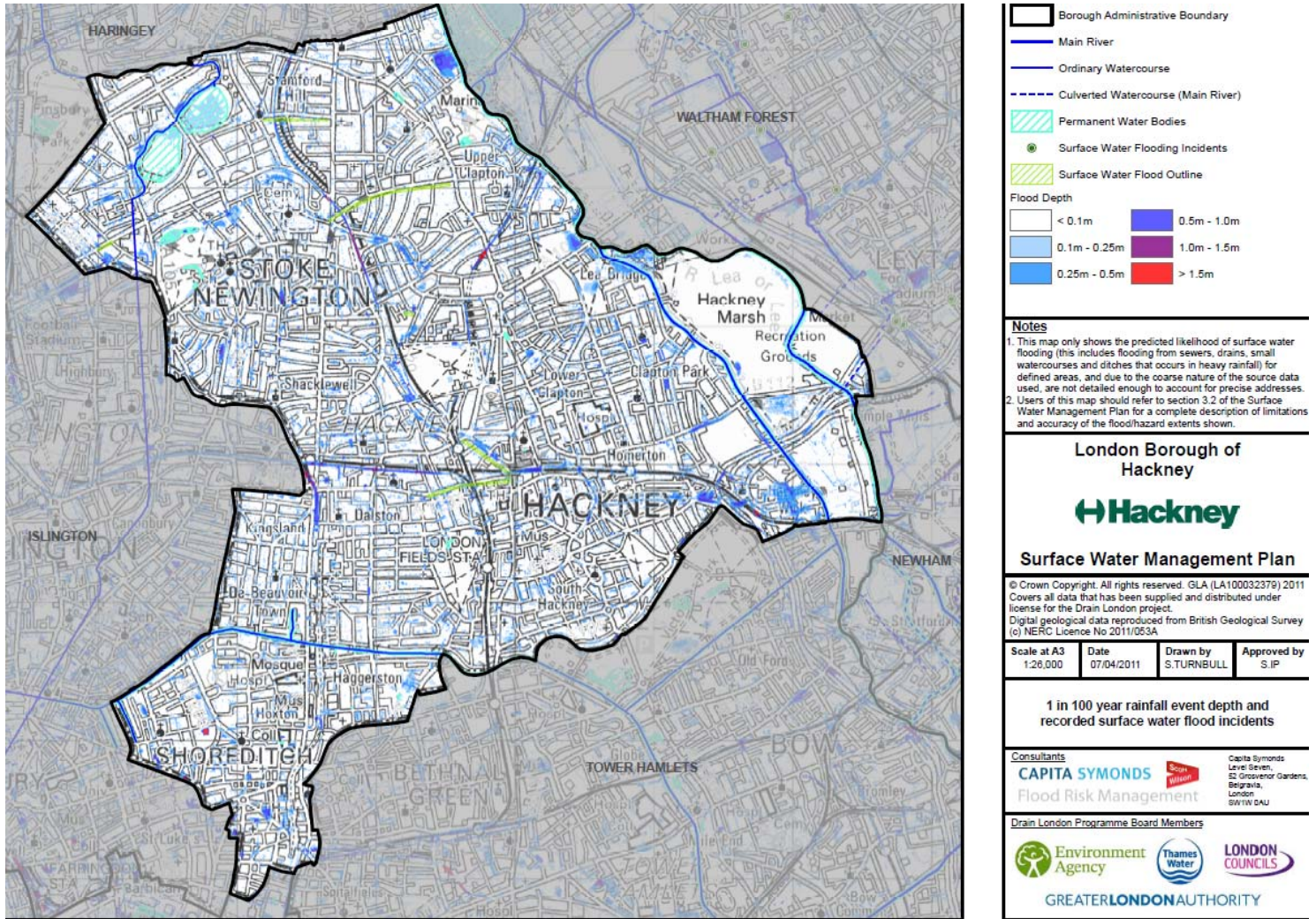
**Drain London Programme Board Members**

**GREATERLONDONAUTHORITY**

5.38 While Figure 6 shows the Environment Agency’s defined flood zones, Figure 7 shows the extent of flooding in a 1 in 100 year rainfall event in Hackney.



Figure 7: Flooding from 1 in 100 year rainfall event



5.39 It is therefore important that Hackney improves its ability to cope with flooding events and improves urban drainage. We therefore need to start adapting our streets and public realm and ensure that new developments in the borough do not put additional strain on the water and drainage network in the borough.

5.40 LB Hackney will approach this adaptation process through the following interventions:

- Take a proactive role as the Flood Management Authority, mapping all areas at risk of surface water flooding and producing a flooding mitigation programme of works.

- Identify options for including Sustainable Drainage (SuDS) and bio retention as part of every public realm improvement scheme we undertake in the borough.
- Ensure all new developments incorporate SuDS and do not add to pressure on the drainage network.
- Encourage and assist landowners and residents to retrofit their property to reduce the risk of flooding and take action to prepare for the consequences of climate change.

**LN11: Flooding mitigation programme**

Hackney will map areas at risk of flooding and produce a flooding mitigation programme.

**LN12: Sustainable Drainage (SuDS)**

Hackney will work to include SuDS in public realm schemes and as part of new developments in the borough.

## 6 Humanising our streets: managing and reducing traffic

- 6.1 The aspiration of this Liveable Neighbourhoods Plan is to transform Hackney's places and streets into the most attractive and liveable neighbourhoods in London. However this can only be achieved by reducing the dominance of the private motor vehicles both in terms of traffic and congestion on our roads and managing excessive parking on our streets.
- 6.2 Excessive motor traffic on our streets discourages residents from spending time there and using active travel modes such as walking and cycling. High motor traffic flows and congestion also contribute to an unsafe environment and poor air quality, with its negative health impacts on residents. Creating a better balance between pedestrians, cyclists and motor vehicles is therefore critical if we are to make our neighbourhoods more attractive and liveable for everyone.
- 6.3 Hackney already has some of the lowest car ownership levels in the country but we want to go further and provide residents with enough alternative and sustainable forms of transport that there is no need to own a private car in the borough.
- 6.4 This chapter sets out Hackney Council's proposals to manage and reduce motor traffic in the borough's neighbourhoods.

### **A systematic approach to managing traffic in Hackney**

- 6.5 Managing motor traffic levels on our street network and its associated negative impacts will require close co-ordination between Council departments such as planning policy, development management, air quality and parking as well as with external partners including TfL and neighbouring boroughs. In the first instance, the Council's approach is to reduce the need to travel through the judicious of land use planning and co-locating residential development, employment and essential services with public transport and high quality walking

and cycling networks. This approach is summarised in the Sustainable Transport SPD and more fully articulated in the Council's suite of planning documents known collectively as the Local Plan.

- 6.6 As the highway authorities in the borough, both TfL and Hackney Council share responsibility for managing the street network in Hackney. Both organisations share an interest in ensuring that our highway network operates as efficiently as possible and facilitates employment and population growth in a sustainable manner. As a result, it is important to understand TfL's approach and priorities.

### **The Mayor's Roads Task Force**

- 6.7 The Roads Task Force (RTF) was set up by the Mayor of London in 2012 to tackle the challenges facing London's streets and roads. The RTF's final report was published a year later in July 2013. The RTF's vision focuses on three core aims:
1. To enable people and vehicles to move more efficiently on London's streets and roads;
  2. To transform the environment for cycling, walking and public transport; and
  3. To improve the public realm and provide better and safer places for all the activities that take place on the city's streets, and provide an enhanced quality of life.
- 6.8 The Council broadly welcomes these aspirations and is working with TfL as part of the RTF process to evaluate how the borough's highway network currently functions and more importantly, how we can improve those areas where traffic congestion and vehicle dominance, urban blight and poor air quality are an issue. Whilst this process is on-going the Council expects that the study will make a significant contribution to continuing attempts to improve the liveability and place function of Hackney's town centres, public places and streets.

#### **LN13: Working with TfL on the Roads Task Force**

Hackney will continue to work with TfL as part of the RTF process to systematically analyse our highway network and identify measures that will make our streets and public places safer and more liveable.

## Reversing the negative impacts of gyratories

- 6.9 In common with other urban areas in the UK, a number of streets within Hackney were converted to gyratories (one-way systems) in the 1960s and 1970s in order to prioritise motor traffic flow. The creation of these gyratories however, was a significant contributor to a wide range of problems including urban blight, community severance, loss of vitality and viability of our town centres and an unsafe environment for residents, children, pedestrians and cyclists. Gyratories are a significant contributor to higher motor traffic speeds as the threat of head-on collisions for motorists is removed and vehicles are free to accelerate from one set of traffic lights to the next. They also contribute to higher noise and air pollution levels. Pedestrians, cyclists and public transport users are greatly inconvenienced and severed from destinations as journeys became longer and more hostile with more infrequent and poor quality crossing facilities to bus stops and town centres. The street environment also became cluttered and over-engineered with features such as guard railing, signage and sheep pen crossings ostensibly introduced for the safety of pedestrians.
- 6.10 Many case studies across the US and Europe indicate that the conversion of gyratories to two-way streets significantly reduces motor speeds and contributes to calmer streets and more prosperous and liveable neighbourhoods. Slower traffic helps to increase activity on and around the street, and enables pedestrians, cyclists, public transport users and motorists to safely interact with the streetscape and activity around them. The recent conversion of Shoreditch High Street to a full two way operation, for example, has facilitated a significant increase in footfall, cycling and bus usage and can be considered to be a major factor in the area's attractiveness as a location for start-up businesses and a thriving creative and night-time economy.
- 6.11 The majority of the remaining gyratories in Hackney are found in the East of the Borough (as part of a network of feeder routes to the A12) but there are also a number of problematic gyratory systems at Stoke Newington, and around the Shoreditch area. Gyratories are located in the following areas:



- Stoke Newington town centre;
- Wick Road;
- Cassland Road;
- South Hackney / Victoria Park Road;
- East Road;
- Curtain Road;
- One-way systems within the wider Shoreditch area including Vestry Street and Murray Grove.

6.12 Looking to reverse the negative impacts of the gyratories in these areas, slowing motor traffic and reducing community severance are priorities for the Council. The Council is actively working with TfL as part of the Roads Task Force process to reduce the impacts of gyratory systems in these locations.

**LN14: Reducing the impacts of gyratories**

Hackney Council will work with TfL to progress changes to the most problematic gyratories in the borough and improve the liveability and 'place function' of these areas over the lifetime of the Strategy.

## **Filtered Streets - reducing through traffic on residential streets**

6.13 Reducing the negative impacts of through motor traffic on our residential streets is a key priority for the Council. Hackney Council has already had a lot of success implementing 'filtered streets' or 'filtered permeability' to improve the liveability of our neighbourhoods and to encourage more walking and cycling. 'Filtered streets' allows through access for pedestrians and cyclists, while preventing vehicular traffic. Figure 8 shows a typical example that only permits pedestrians and cyclists through access.

**Figure 8: Filtered street in Hackney**

6.14 Filtering access like this has the impact of eliminating rat-running through residential roads creating safer walking and cycling conditions. It has been introduced with notable success in the western areas of the borough such as Goldsmiths Row and De Beauvoir Town. Respondents to the public consultation process of the draft Transport Strategy published in summer 2014 requested more filtered streets in the following wards:

- Hackney Central
- De Beauvoir
- Hoxton East and Shoreditch; and
- Hoxton West.

6.15 The Council will continue to investigate feasible locations for filtered streets as part of wider area motor traffic reduction reviews, resident and stakeholder requests and as part of on-going improvements to the cycle network. Where there is strong resident support the Council will consider fast tracking the implementation process by trialling filtered streets and road closures on a temporary basis similar to what was done in Walthamstow Village as part of the Mini-Holland scheme. This will allow us to determine the impacts of any closure

and gauge the level of support for a scheme in a relatively short period of time before deciding on whether to implement the filtered street on a permanent basis.

**LN15: Filtered Streets - Reducing motor traffic on residential streets**

Hackney Council will continue to work with local residents and key stakeholders to identify, trial and rollout additional filtered streets schemes across the borough to reduce rat-running and through motor traffic.

## **20 mph boroughwide speed limit**

- 6.16 Hackney Council has long championed 20 mph speed limits to reduce traffic collisions, to encourage greater levels of walking and cycling, and to improve the perception of safety, attractiveness and ambience on our streets. In 2012, all residential roads in the borough were covered by a 20mph limit in common with LB Islington and LB Camden. This Plan aims for a default speed limit of 20mph on all borough-controlled roads by the end of 2015 and to extend this to include TfL-controlled roads by 2018. The Council has already written to TfL signalling its intention to introduce the lowered speed limit on all Hackney controlled roads in 2015.
- 6.17 In March 2015, TfL announced a number of pilot 20 mph speed limits on the TLRN network in London that will include Commercial Street in neighbouring Tower Hamlets and the possibility of extending this to cover the wider Shoreditch Triangle and sections of the A10 in line with the Council's 20mph borough wide ambitions. The Council will continue to work with TfL and neighbouring boroughs to extend this borough-wide by 2018.

**LN16: 20 mph Boroughwide speed limit**

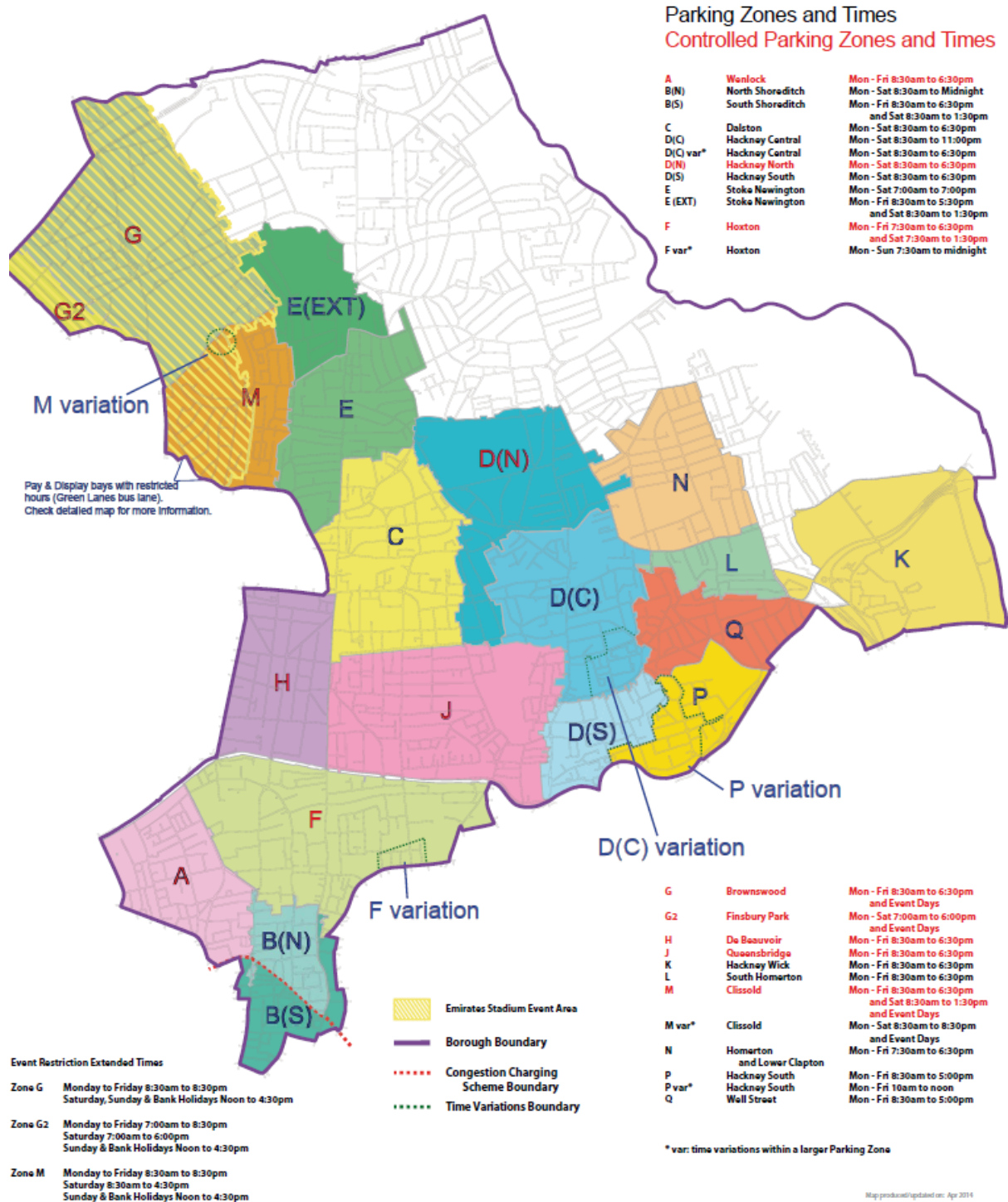
Hackney will work with TfL to extend 20mph to all borough-controlled roads by 2016 and to lobby for the inclusion of TfL controlled roads by 2018 (excluding the A12).



## **Improving car parking management**

- 6.18 The effective management of on-street car parking is an important tool for Local Authorities to improve public space and reduce the dominance of parked cars on our streets. Parked cars also present issues to pedestrians and children at play through obstructed sight lines and blocked views to moving cars. Once motor vehicle parking demand is managed and road space is freed up, only then can the Council look at improving the environment of the street.
- 6.19 Controlled Parking Zones (CPZs) control the supply and demand of parking in an area. They help prevent commuter parking, discourage unnecessary car use and can help contribute to road safety objectives by preventing unsafe parking. The introduction of CPZs in Hackney has enabled the Council to improve the public realm and landscaping on our neighbourhood streets. Figure 9 shows parking zones in force as of March 2015.

Figure 9: Controlled Parking Zones (CPZs) in Hackney, March 2015



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Note – an updated version of the Controlled Parking Zones will be made available in the forthcoming Parking Enforcement Plan 2015-2020

6.20 Hackney Council will continue to work with local residents and stakeholders to facilitate the expansion of CPZs where there is an identified need and benefit, in accordance with the conditions set out in the Parking and Enforcement Plan. We are also proposing to investigate new and innovative ways of managing parking, starting with the introduction of an emissions-based parking permit process (as outlined in Chapter 5) and the rollout of dynamic parking sensors (Section 7 Smart Cities) across the borough, as installed in the City of Westminster and San Francisco.

**LN17: Improve car parking management**

Hackney Council will continue to facilitate the expansion of CPZs where there is a need, as well as exploring new, innovative ways of managing parking, such as emissions-based permits or dynamic parking sensors.

## **Expanding on-street residential cycle parking**

6.21 Hackney has some of the lowest levels of car ownership in the UK, the highest levels of cycling in London and the fourth highest number of residents cycling to work in the country after Cambridge, Oxford and the Isles of Scilly. The 2011 Census showed that more commuters now cycle to work (15.4%) than drive (12.8%). A direct consequence of the rise in popularity of cycling has been the demand from our residents for secure cycle parking particularly in estates or in terraced housing where internal storage space is limited and on-street spaces have traditionally been reserved for motor vehicles. The Council will seek to address this issue by responding to resident requests for secure on-street cycle parking where funding is available, giving priority to residents who:

- Live in terraced housing with no suitable alternative cycle parking area;
- Live in high density housing with no suitable on-site cycle parking locations;
- Have to navigate stairs in order to store their bicycles;
- Are willing to participate in the management of units, if necessary;
- Cycle frequently; and where necessary,
- Are willing to give up an on-street car parking permit.

6.22 Since 2013, the Council has been introducing on-street cycle hangars as a way of meeting this demand. This provides residents who have limited space indoors to store their bikes safely on-street without fear of them being stolen. As of June 2015, there are approximately 1,500 residents on the waiting list for spaces for on-street hangars; this is more than the Council can currently provide for with present levels of funding. In order to meet future demand, the Council will look at alternative / supplementary sources of funding including advertising, crowdsourcing and sponsorship where appropriate.

**Figure 10: On street cycle hangar in a parking bay**



#### **LN18: Expanding on-street residential cycle parking**

Hackney Council will seek to expand the installation of secure on-street cycle parking provision to cater for cycle parking demand in residential streets where funding is available.

## **Play Streets**

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

- 6.24 Play Streets offer multiple benefits to a neighbourhood. They foster healthier lifestyles for children, allow children to cycle safely close to their home, reduce vehicle emissions for a limited time and promote community cohesion.

**Figure 11: Play Street in Hackney**



Source:

Playing Out

- 6.25 Play Streets have become a regular event in many Hackney streets and in some cases roads are closed for a couple of hours once a week or once a month normally on a Saturday or Sunday. This allows children to play on scooters, skateboards, bicycles and enjoy such games as chalking up hopscotch on the road. As of June 2015 there are 40 streets that have applied for Play Street status and hold regular events in Hackney.

### **LN19: Supporting Play Streets**

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

## **School Streets**

- 6.26 School Streets have been pioneered in Scotland where at school opening and closing times the road outside a school is temporarily closed to traffic. This is done both as a safety measure to reduce accidents outside the school and also as a way of reducing the use of the private car on the school run and encourage parents and students to walk, cycle or take public transport.

- 6.27 Hackney wishes to trial these School Street schemes in the borough and will work with residents, schools and other partners to facilitate the rollout of them on a trial basis. Dependent upon the outcomes of the trials 'School Streets' could be implemented on a permanent basis.

**LN20: School Streets**

Hackney will look to develop and trial School Streets proposals where roads upon which schools are situated are closed during certain times of the day.

**Powered two wheelers (PTWs)**

- 6.28 Motorcycles and mopeds are collectively described as powered two wheelers (PTWs) and their numbers have increased significantly in London over the past decade. Their increase was particularly pronounced following the introduction of the Congestion Charge (CC) in 2003 as PTWs are exempt from the charge. As a result, many PTW commuters drive into the South Shoreditch area (within the CC zone) and park there all day. The areas of greatest demand are those closest to the boundary with the City of London (where they have intentionally limited the availability of parking for PTWs on-street for environmental reasons). The Council believes that a large number of those parking their PTWs in South Shoreditch do not actually work in the borough and are walking the remainder of their journey into City of London. As a result, Hackney Council will consider charging for PTW parking in this area of the borough.
- 6.29 Powered two wheelers can be beneficial for reducing congestion if drivers are switching from a car to PTW, however PTWs still generate air pollution unless the vehicle is electric and therefore emits zero tailpipe emissions.
- 6.30 A further concern with PTWs is the high rates of collisions and the number of serious casualties involving riders. According to TfL's Road Safety Plan (2012), motorcycles represent only one per cent of daily journeys in London, however, in

2011, 15% of slight casualties on the Capital's roads, 21% of serious, and 19% of fatalities were motorcyclists. Hackney Council will work with the Met Police and other stakeholders to run safety and awareness campaigns aimed at reducing PTW casualty rates.

- 6.31 Theft of motorcycles and mopeds in inner London is becoming a problem particularly where they are parked on street and there are many reports of PTWs being lifted onto a pickup truck and driven off in the middle of the night or even during the day. To address this problem, LB Hackney will undertake a study assessing the success of ground anchors and parking stands to reduce motorcycle theft, with a view to their implementation if deemed successful.
- 6.32 The Council opposed the Mayor of London's decision to permit PTWs use of bus lanes on TfL-controlled roads on safety grounds and will seek to work with TfL to reverse this position.

**LN21: Review of PTW parking and reducing thefts**

Hackney Council will review charges for PTW parking for commuters in the borough over the lifetime of this Plan. The Council will look at improving security and reducing theft of PTWs at dedicated solo motorcycle bays in Controlled Parking Zones.

**LN22: Reducing PTW casualties**

The Council will work with the Met Police and other stakeholders to reduce the level of PTW casualties on Hackney's roads.



## 7 Smarter Cities and Streets

- 7.1 The advances that have occurred in the past decade involving digital technology, satellite navigation and now smartphones have transformed the way people live and travel especially in cities and urban centres like London.
- 7.2 As the local authority and the main highway authority for the roads in Hackney the Council needs to consider how it will need to adapt our streets and public realm to accommodate the technological change that is underway.

### Using New Technology to Manage Traffic Demand

- 7.3 As the economy and population of London continues to grow there will be increased pressure on our already congested road network. The Roads Task Force (2013) report predicts that traffic congestion in Inner London will increase by 30% over the next decade. This additional level of congestion will only result in worse air pollution, delays to bus journey times and increased costs to businesses through delayed deliveries.
- 7.4 Hackney needs to work with TfL and other local authorities to use new technology in order to develop effective and fair ways of managing traffic demand on our road network. This will be through a combination of improved information and awareness of congestion, delays and incidents (such as google traffic maps) and more restrictive measures such as dynamic road user charging.
- 7.5 Using Hackney's links to the digital technology industry Hackney hopes to be at the forefront of this technology and will proactively work with stakeholders to progress the development of this technology for the benefit of the borough.



**LN23: Using new technology to manage demand for space on the borough's road network**

Hackney will work with partners and stakeholders to proactively investigate options for developing new technology to manage demand on the road network such as road user charging.

## **New Vehicle Technology and Intelligent Streets**

7.6 New technology is rapidly being integrated into the development of motor vehicles, which are becoming more intelligent and less reliant on human decision-making. This means that the road network and urban public realm need to be designed in a way that makes them easy for a computer to navigate and read. This is very likely to require our roads and streets to be retrofitted with devices that allow communication with individual motor vehicles.

### ***Speed Adaptation***

7.7 Motor vehicles can now be easily fitted with speed adaptation technology that has the potential to greatly improve road safety and reduce traffic collisions and casualties. Speed adaptation technology enables the vehicle to know what the legal speed limit is in a particular street and restrict the vehicle from driving over that speed. Hackney is keen to ensure its own vehicle fleet is fitted with this technology and will work with stakeholders and the motor industry to encourage and facilitate wider adoption of the technology.

### ***Autonomous Vehicles (AVs)***

7.8 Autonomous vehicles are also known as driverless cars and they are vehicles that can drive themselves without human supervision. Companies such as Google are already road testing these vehicles in the United States and it is highly likely that during the lifetime of this Plan these types of vehicles will become more commonplace on our roads and streets. This may require the development and further rollout of intelligent street furniture and roads that enable these autonomous vehicles to navigate the road safely. Hackney will continue to monitor the situation and work with partners such as TfL, Central

Government and the vehicle manufacturers to consider whether additional legislation or infrastructure is required to accommodate these vehicles.

### ***Dynamic or Smart Parking Systems***

- 7.9 Dynamic or Smart Parking Systems are those that are able to tell drivers and the navigation systems in motor vehicles what parking bays are available and can guide the vehicle where to park. The system also allows the parking bay price to vary according to different factors such as demand or air pollution at different times of the day. This can be used as a tool for reducing congestion and the need to cruise round looking for parking. It can also be used as an effective parking demand management tool by diverting vehicles to more streets with less parking stress by making these bays less expensive than those in areas of higher parking stress. The systems normally works through a network of physical parking sensors in each parking bay or attached to street lighting columns that monitor the presence of vehicles parked in individual bays.
- 7.10 Streetscene will work with Parking to investigate options for implementing the rollout of dynamic and smart parking technology on streets across the borough in order to reduce congestion, improve air quality and make parking easier for residents and visitors.

#### **LN24: New vehicle technology and intelligent streets**

Hackney will continue to monitor advances in motor vehicle technology and work with partners to look at how to adapt our public realm and streets in order to facilitate this change for the benefit of our residents.

## **Electric vehicles**

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

7.12 To foster EVs' continued growth in Hackney, the Council propose the following:

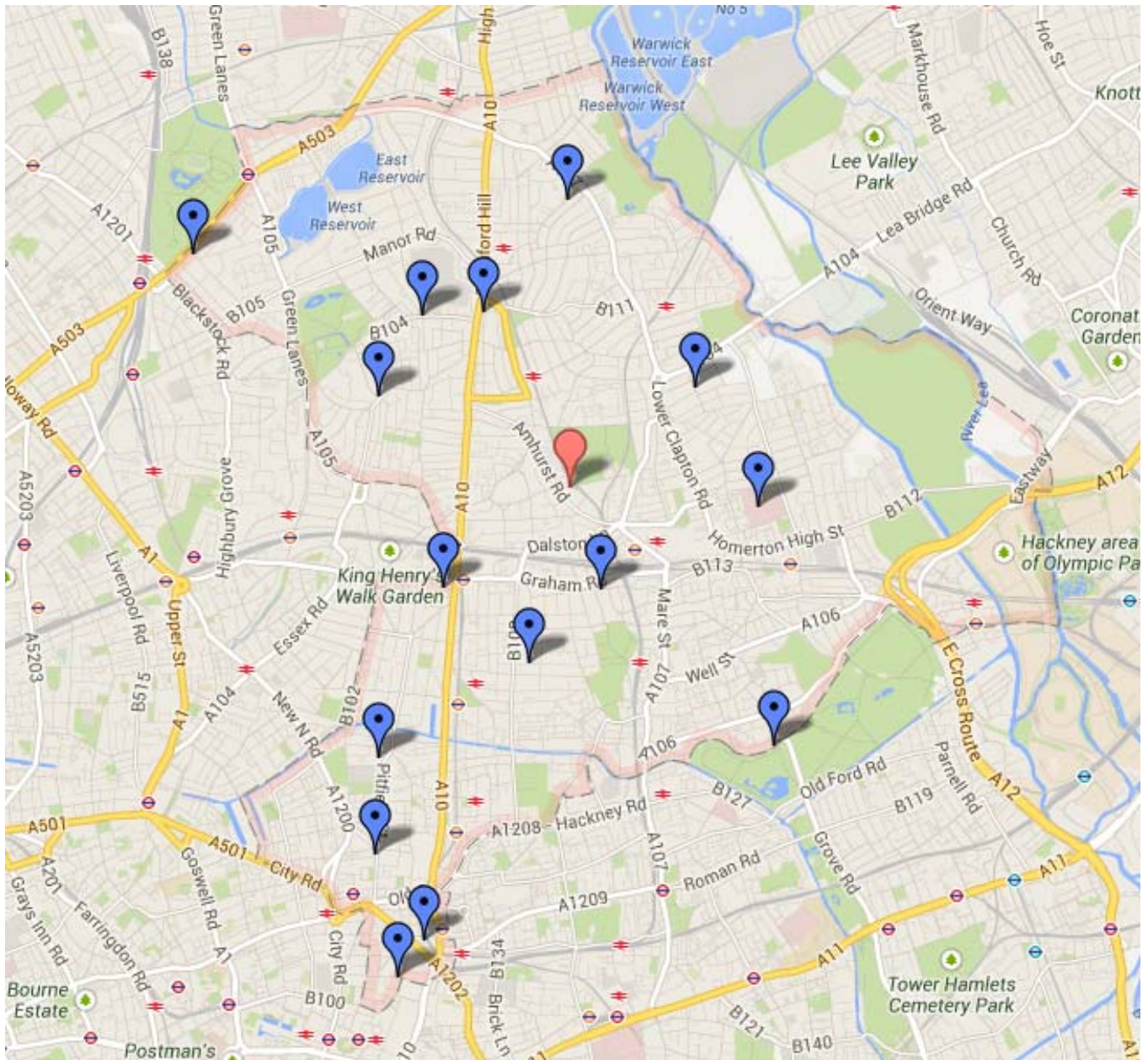
1. Hackney Council will work with partners to provide on-street charging infrastructure for residents and businesses.
2. Hackney Council will look to identify clusters of EV owners in residential areas and locate charging points in communal locations easily accessible to all. In line with LN25, the overall aspiration is for all households to be no further than 500 metres from the nearest fast charging point by 2025.
3. The Council will work with partners such as TfL to install rapid charging points at taxi ranks in the borough to encourage transition of taxis to electric vehicles.
4. Hackney Council will work with partners to install publicly accessible rapid charging points at key locations in the borough and all Council-owned car parks.
5. Hackney Council will investigate the options of retrofitting EV charging into existing street furniture and residential streets.
6. The Council will consider facilitating a local scrappage scheme for diesel vehicles with grants for EVs or non-diesel modes of transport if it can be achieved in a cost-effective fashion.

**Figure 12: Electric vehicle charging point in Hackney car park**





**Figure 13: Public Source London electric vehicle charging points, May 2015**



**LN25: Supporting electric vehicle use**

Hackney Council will continue to support EV use by working with a wide range of partners to provide publicly accessible EV charging points at suitable locations within 500m of all households in the borough and examining the feasibility of facilitating a local scrappage scheme for diesel powered vehicles.

## Freight and Deliveries

- 7.13 The growth of internet shopping and online next day deliveries means that commercial freight and delivery vehicles now make up a significant proportion of the motor traffic on our roads. The continued growth of London is expected to result in a 15% increase in demand for freight and servicing by 2025 (TfL 2013).
- 7.14 Commercial freight and delivery vehicles will often have a disproportionate impact on our road network because of the need for them to service, load and unload on our main road network. In order to improve safety and improve the environment of our road network then it is essential that we focus upon the vehicles that undertake deliveries to service our economy.
- 7.15 Hackney will work with key partners and stakeholders such as TfL, the GLA and the freight industry representative bodies to develop a borough Freight Action Plan. The Freight Action Plan will consider the following proposals to improve freight operations and deliveries and reduce their impact on the borough:
- 7.16 Develop working relationships with TfL's Freight Team and freight operators.
- Look at joining the North London Borough's Freight Consolidation Project to reduce the number of deliveries made to the Council's own offices.
  - Work with the Canal and River Trust to maximise usage of the Blue Ribbon Network (canal and waterways in the borough) to transport goods and freight, for example transporting waste from Millfields Depot to Enfield EcoPark.
  - Work with operators to retime deliveries to reduce the number of deliveries and servicing activities during peak hours in the working week.
  - Working with neighbouring local authorities and land owners to try and establish Local Consolidation Centres to reduce the number of last mile deliveries.
  - Work with freight operators to improve safety of vehicles and reduce casualties amongst vulnerable road users such as cyclists and pedestrians.

- Work with Parking, freight operators, shops and supermarkets to improve servicing provision and kerbside access on our high streets and roads for the benefit of all users.

### **LN26: Freight and Deliveries Action Plan**

Hackney will work with partners and stakeholders to develop a Freight Action Plan for the borough to reduce the impacts of deliveries and servicing on our road network.

## **Shared Mobility**

- 7.17 The term 'shared economy' is now commonplace amongst urban dwellers around the world with information technology and smartphones enabling the shared use of human and physical resources such as accommodation, office space and transport. Shared mobility is the term given to the sharing of transportation modes such as bicycles or private vehicles.
- 7.18 The most commonly available shared transport schemes currently available in London and the UK are car club schemes operated by companies such as Zipcar, City Car Club and DriveNow, all of whom are present in Hackney. In urban centres like London people have good access to car clubs or car sharing vehicles that enable them to use a motor vehicle when necessary without the need to own their own vehicle.

### **Car clubs**

- 7.19 Despite aiming for lower levels of car ownership, Hackney Council still recognises how important it can be to have access to a vehicle. The Council want to ensure that the provision of car sharing services and car clubs in Hackney matches the best cities in Europe and everyone is easily able to access a vehicle for a trip to the supermarket, for instance, or to pick up a relative from the airport.
- 7.20 Car clubs are a form of neighbourhood car rental and offer an alternative to private car ownership. Cars sit in bays around the borough, and can be booked in advance. According to Carplus, the charity promoting car clubs and car sharing,

car clubs reduce car ownership, and car club users own make fewer car trips and cover fewer miles in a year compared to the London average household with at least one full licence holder.

**Figure 14: Car club bay**



- 7.21 As of June 2015 there are approximately 160 traditional back to base car club vehicles in Hackney. These vehicles are provided in on-street parking bays across the borough with the intention that every household is within a three-minute walk of a car club bay.
- 7.22 Research undertaken for Hackney by Carplus and Steer Davies Gleave (2012) suggests that the maximum number of residential car club members could be as high as 63,000. This suggests that there could potentially be demand for over 1,000 car club vehicles in the borough.
- 7.23 Despite the significant improvements in car club bay coverage across the borough there are still a number of areas of the borough where coverage could be improved. These tend to be in the north and east of the borough and particularly areas with higher levels of deprivation and larger housing estates.
- 7.24 Hackney Council will encourage business use of car clubs in place of corporate fleets, as well as facilitating their increased use by Hackney Council workers themselves.

#### **One way floating and point-to-point car sharing**

- 7.25 One-way car sharing or point-to-point car sharing has now been launched in dozens of cities across the world. In Autumn 2014, one operator launched their service in Hackney. There are likely to be further benefits to residents of this one-way car sharing scheme - DriveNow.



**Figure 15: Floating car club electric vehicle****LN27: Developing car clubs**

Hackney Council will ensure that all residents are within close proximity of a car club bay or car sharing vehicle. Hackney will open up the borough to multiple operators ensuring businesses and residents have a good choice of service. The Council will also aim to ensure that 50% of car club vehicles in the borough will be zero tailpipe emission by 2025.



## 8 Action Plan

8.1 The previous chapters described the Council's strategy for creating more liveable, sustainable neighbourhoods in Hackney over the life of the Transport Strategy. This chapter summarises the proposals and initiatives to deliver the strategy including estimated costs, lead partners and anticipated delivery dates. The Action Plan will be reviewed annually and fully revised every three years in line with the LIP funding programme.

### Implementation phasing

8.2 The projects and initiatives listed below have been phased to roughly align with TfL's Local Implementation Plan timelines that requires London boroughs to outline their broad transport spending programme over a three year programme. The implementation periods are as follows;

- Short term (LIP3): 2015/16 - 2016/2017
- Medium term (LIP4): 2017/18 - 2019/2020
- Long term (LIP5): 2020 +

8.3 The Liveable Neighbourhoods Plan is projected to run until 2025 however, the LIP5 period has been included here as long term due to an overlap in the implementation period. It should be noted that the phasing periods are indicative only and may shift in line with Council changes in funding levels and re-prioritisation of projects in line with safety concerns etc.

### Funding sources and prioritisation of projects

8.4 The principal sources of funding are as follows:

- LIP allocation funding from TfL (reviewed every three years);
- Council Capital/Revenue Funding;
- S106 Developer Contributions;
- Community Infrastructure Levy (CIL);

- Government Capital Grants

- 8.5 Other sources of funding tend to come from match funding opportunities, e.g. the Mayor's Air Quality Fund, lottery funding, DEFRA grants, Mayor's Regeneration Fund, Mayor's Cycling Vision (MCV), EU grants. This funding is difficult to predict since it often depends on a competitive bidding process.
- 8.6 As stated previously, the Transport Strategy is a 'live' document written in a point in time where the Council is facing several years of austerity at least to 2018 and an uncertain future outlook after that period. Like all other aspects of the Council's expenditure, the proposals and targets outlined in the following pages will be subject to review in line with changing Council priorities and available funding. Any further reductions to these funding streams will adversely impact on the Council's ability to deliver proposed transport improvements over the ten year plan period and necessitate revision of the existing Strategy however the Council will continue to identify new sources of funding from external sources (i.e. advertising, crowdsourcing, sponsorship, etc).
- 8.7 It should be noted that the phasing periods are indicative only and may shift in line with Council priorities, changes in funding levels, re-prioritisation of projects in line with safety concerns etc.

**Table 2: Liveable Neighbourhoods Action Plan**

Project ID	Project	Implementation phasing			Lead Partner (s)	Proposed funding sources
		Short term -2017	Med term -2020	Long term +2020		
<b>LN1</b>	<p><b>Increasing tree canopy</b></p> <p>To increase tree canopy coverage on Council land from 18.5% now to 25% by 2025.</p>	*	*	*	Hackney Council  GLA	S106, LIP, External Grants, crowdsourcing, sponsorship
<b>LN2</b>	<p><b>Supporting community food growing and planting</b></p> <p>Assess and facilitate options for providing communal food growing opportunities in our streets</p>	*	*	*	Hackney Council	LIP, External Grants, crowdsourcing, sponsorship
<b>LN3</b>	<p><b>Improving air quality</b></p> <p>Continue to tackle poor air quality, reducing NO2 and PM10 emissions</p>	*	*		Hackney Council	LIP, Council capital, MAQF, DEFRA & EU grants & revenue
<b>LN4</b>	<p><b>Supporting TfL air quality initiatives</b></p> <p>Work with TfL on the successful implementation of the ULEZ and Low Emission Neighbourhoods</p>	*	*		Hackney Council	TfL, MAQF, S106
<b>LN5</b>	<p><b>City Fringe Zero Emissions Network</b></p> <p>Work with businesses, stakeholders and neighbouring boroughs in the City Fringe area to continue the success of the Zero Emissions Network (ZEN) and reduce NO2 levels in the area</p>	*	*		Hackney Council	LIP, DEFRA grants, MAQF

<p><b>LN6</b></p>	<p><b>Low emission last mile deliveries</b> Hackney will work with partners to facilitate and promote ultra low or zero emission last mile deliveries in the borough starting with a review of the current situation and development of an action plan</p>	<p>*</p>	<p>*</p>	<p>*</p>	<p>Hackney Council, TfL</p>	<p>TfL, EU grants, LIP</p>
<p><b>LN7</b></p>	<p><b>Reducing emissions from taxi and private hire vehicles</b> Work with TfL and other partners to facilitate transition of taxis and PHVs to ultra low emission vehicles particularly electric</p>	<p>*</p>	<p>*</p>		<p>Hackney Council, TfL</p>	<p>OLEV, Central Gov, TfL, Capital, Revenue</p>
<p><b>LN8</b></p>	<p><b>Greening the Council's own vehicle fleet</b> Continue to reduce emissions from the Council's own fleet by making the transition to ultra-low and electric vehicles where possible and reduce overall vehicle usage amongst staff</p>	<p>*</p>	<p>*</p>		<p>Hackney Council</p>	<p>LIP, external grants, OLEV, EU</p>
<p><b>LN9</b></p>	<p><b>Emissions linked parking charges and policies</b> Link parking charges to emissions standards of the vehicles so that more polluting vehicles are charged higher than low emission</p>	<p>*</p>	<p>*</p>		<p>Hackney Council</p>	<p>Revenue, Capital, external grants, CIL</p>

<p><b>LN10</b></p>	<p><b>School Clean Air Zones</b> Work with schools to develop and implement projects to improve air quality in and around the borough's schools</p>	<p>*</p>	<p>*</p>		<p>Hackney Council</p>	<p>DEFRA, Mayor's Air Quality Fund, sponsorship, external grants</p>
<p><b>LN11</b></p>	<p><b>Flood Mitigation</b> Hackney will continue to map areas at risk of flooding and develop a flood mitigation programme</p>	<p>*</p>			<p>Hackney Council</p>	<p>DEFRA, CIL, external grants, Capital</p>
<p><b>LN12</b></p>	<p><b>Sustainable Urban Drainage (SUDs)</b> Hackney will look to include SUDs in public realm schemes and as part of any new development in the borough</p>	<p>*</p>	<p>*</p>	<p>*</p>	<p>Hackney Council</p>	<p>CIL, S106, DEFRA, grants, LIP</p>
<p><b>LN13</b></p>	<p><b>Mayor of London Roads Task Force</b> Hackney will work with the GLA and TfL to implement the Roads Task Force recommendations, including systematically analysing our road network to identify measures that make our streets and public spaces safer and more liveable</p>	<p>*</p>	<p>*</p>	<p>*</p>	<p>Hackney Council</p>	<p>TfL, CIL, grants, LIP, CIL</p>
<p><b>LN14</b></p>	<p><b>Reversing the negative impacts of gyratories</b> Hackney will work with TfL to progress changes to reverse or at least reduce the negative impacts of gyratories and improve the place function and</p>	<p>*</p>	<p>*</p>	<p>*</p>	<p>Hackney Council, TfL</p>	<p>LIP, TfL, external grants, EU, Capital</p>

	liveability of these areas					
<b>LN15</b>	<p><b>Filtered Streets – Reducing Residential Through Traffic</b></p> <p>Hackney will work with local residents and key stakeholders to systematically identify and implemented filtered streets on an area wide basis across the borough to reduce rat running and through motor traffic on residential roads</p>	*	*	*	Hackney Council	LIP, Capital, EU grants
<b>LN16</b>	<p><b>20mph Boroughwide Speed Limit</b></p> <p>Extend 20mph to all borough controlled roads by the end of 2015 and lobby to extend 20mph to all TfL roads by 2018 (excluding the A12)</p>	*	*		Hackney Council	LIP, Capital, TfL, external grants
<b>LN17</b>	<p><b>Improving Parking Management</b></p> <p>Hackney will continue to facilitate the expansion of parking zones where there is need, as well as exploring new, innovative ways of managing parking, such as emissions-based permits or dynamic parking bays</p>	*	*	*	Hackney Council	Revenue, Capital
<b>LN18</b>	<p><b>Expanding on street cycle parking provision</b></p> <p>Hackney will look to continue to expand the installation of secure on street residential cycle parking to cater for demand in residential</p>	*	*		Hackney Council	TfL, LIP, Sponsorship, advertising, public-private partnership

	areas without access to off street space					
<b>LN19</b>	<p><b>Supporting Play Streets</b></p> <p>Hackney will continue to enable residents to hold regular Play Streets in neighbourhood streets and encourage adoption in areas of higher deprivation and childhood obesity. We will also investigate other options for incorporating active play into the street environment and public realm</p>	*			Hackney Council	LIP, Revenue, sponsorship
<b>LN20</b>	<p><b>School Streets</b></p> <p>Hackney will look to develop and progress School Streets proposals where roads upon which schools are situated are closed during certain times of the day</p>	*	*	*	Hackney Council	LIP, Capital, sponsorship
<b>LN22</b>	<p><b>Powered Two Wheelers (PTWs)</b></p> <p>Hackney will review charges for PTW vehicles parking for commuters in the borough as well as looking to reduce thefts of PTWs from the street</p>	*	*	*	Hackney Council	LIP, TfL, Capital, external grants
<b>LN23</b>	<p><b>Reducing PTW casualties</b></p> <p>Hackney will work with the Met Police and TfL to reduce the level of PTW casualties on Hackney's roads</p>	*	*	*	Hackney Council, TfL	TfL, LIP, external grants

<p><b>LN24</b></p>	<p><b>New Vehicle Technology &amp; Intelligent Streets</b> Hackney will monitor advances in motor vehicle technology and work with partners to look at how to adapt our public realm and streets</p>	<p>*</p>	<p>*</p>	<p>*</p>	<p>Hackney Council</p>	<p>TfL, Capital, public/private partnership, sponsorship</p>
<p><b>LN25</b></p>	<p><b>Supporting the Transition to Electric Vehicles</b> Hackney will continue to support EV use by working with partners to install different types of publicly accessible EV charging points throughout the borough.</p>	<p>*</p>	<p>*</p>	<p>*</p>	<p>Hackney Council</p>	<p>TfL, OLEV, public-private partnership, sponsorship</p>
<p><b>LN26</b></p>	<p><b>Freight and Deliveries</b> Hackney will with partners and TfL to develop a borough Freight Action Plan</p>	<p>*</p>	<p>*</p>	<p>*</p>	<p>Hackney Council, TfL, Freight Operators</p>	<p>TfL, External grants, Capital</p>
<p><b>LN27</b></p>	<p><b>Developing car clubs and car sharing</b> Hackney will ensure that all residents are within close proximity of a car club bay or a car sharing vehicle with multiple operators ensuring that residents have a good choice of service. We will work to ensure that 50% of car club/sharing vehicles in the borough are zero tailpipe emissions capable by 2025.</p>	<p>*</p>	<p>*</p>		<p>Hackney Council, TfL, Car Club Operators</p>	<p>S106, CIL</p>





## 9 Monitoring and evaluation

This section outlines how the impact of Liveable Neighbourhoods Plan will be monitored between 2015 and 2025 to ensure the Plan is achieving its aims set out in Chapter 1 relating to improved health, air quality, carbon reduction and improved economic prosperity, quality of life and equality of opportunity. For each of the categories outlined below, the Council will produce an annual 'dashboard' that will contain tree planting, walking, cycling and other relevant targets which will enable us to gauge as to whether we are reaching our targets and to outline the circumstances in areas where we have not.

### Greening our neighbourhoods

The Liveable Neighbourhoods Plan aims to increase the tree canopy coverage in Hackney from the current 18.5% coverage to 25% by 2025. This is monitored by the Hackney Biodiversity Action Plan which provides an annual update report.

This Plan outlined various measures to tackle poor air quality. LB Hackney seeks to reduce NO<sup>2</sup> emissions to achieve the National Air Quality objective of 40mg/m<sup>3</sup> and maintain compliance with the national air quality objective for PM<sub>10</sub>. The Plan also aims to investigate an emissions-based parking permit policy by 2016. The progress of these schemes will be monitored.

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

## Humanising our neighbourhoods

The Plan aims that by 2025 that motor traffic volumes on Hackney controlled roads are lower than 2014 levels. Traffic volume is monitored annually through the following:

- DfT link counts: Number of vehicles using specific links;
- TfL cordon counts – number of motor vehicle passing over certain cordon points;
- TfL London Travel Demand Survey: journey to work data, trip lengths and number of trips between boroughs.
- On street cycle parking will be monitored by the number of secure on street spaces and their annual usage.
- The number of Play Streets will be monitored, with particular attention to the number being adopted in high deprivation areas with higher levels of childhood obesity.
- The targets and monitoring are summarised in Table 3 on the next page.

## Smart Cities and Streets

- Hackney's car club target is that all residents should be within a three-minute walk of a car club bay by 2015. The Plan aims that car club and car sharing provision are on par with the leading cities in Europe and 50% of the fleet are electric by 2025. This is reviewed annually.
- The Plan aims to increase usage of electric vehicles and investigate rapid charging facilities, with the aim that households to be no further than 500 metres from the nearest charging point by 2018 and that all Hackney owned car parks will be fitted with rapid charging facilities by 2018. Progress against these targets will be reviewed annually.

**Table 3: Summary of monitoring measures**

<b>Measure</b>	<b>Target</b>	<b>Timescale</b>	<b>Monitoring</b>
Tree coverage	Increase the tree canopy coverage from the current 18.5% coverage to 25%	By 2025	Annual Biodiversity Action Plan update
Air Quality	Contribute to reductions in NO <sup>2</sup> to meet the national air quality objective 40mg/m <sup>3</sup> (National Air Quality Objective for 2012 not met). Currently meeting national PM10 targets – aim to maintain compliance with the National Air Quality Objective and reduce where possible to deliver health benefits.	No date specified	Annually through the Air Quality Action Plan
Public realm flood resilience	Number of schemes developed. Environment Agency Water Framework Directive – aiming to reduce surface run off.	No timescale	Ongoing
Flood mitigation Programme	Mapped all areas of flooding and prepared a flood mitigation programme	By 2015	Work complete
Traffic volumes	Traffic volumes on Hackney roads will be lower than 2014 levels	2025	LTDS, DfT link counts, TfL cordon counts
On street cycle parking	Increase the provision of on-street cycle parking	By 2025	Annual reporting to TfL
Play Streets/Active Streets	Facilitate residents requests for more Play Streets	By 2025	Annual Transport Strategy monitoring report
Car Clubs	Car club and car sharing provision are on par with the leading cities in Europe. 50% electric.	By 2025	Annual reporting
Electric Vehicles	All Hackney households to be no further than 500 metres from their nearest electric vehicle charging point	By 2025	Annual reporting
	All Hackney owned public car parks and fleet depots to be fitted with rapid charging points.	By 2018	Annual reporting
	An air quality emissions based parking permit policy	By 2016	Scheme investigated



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# **Hackney Transport Strategy**

**2015-2025**

**Sustainable Transport  
Supplementary Planning  
Document (SPD)**

**October 2015**



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# 1 Introduction

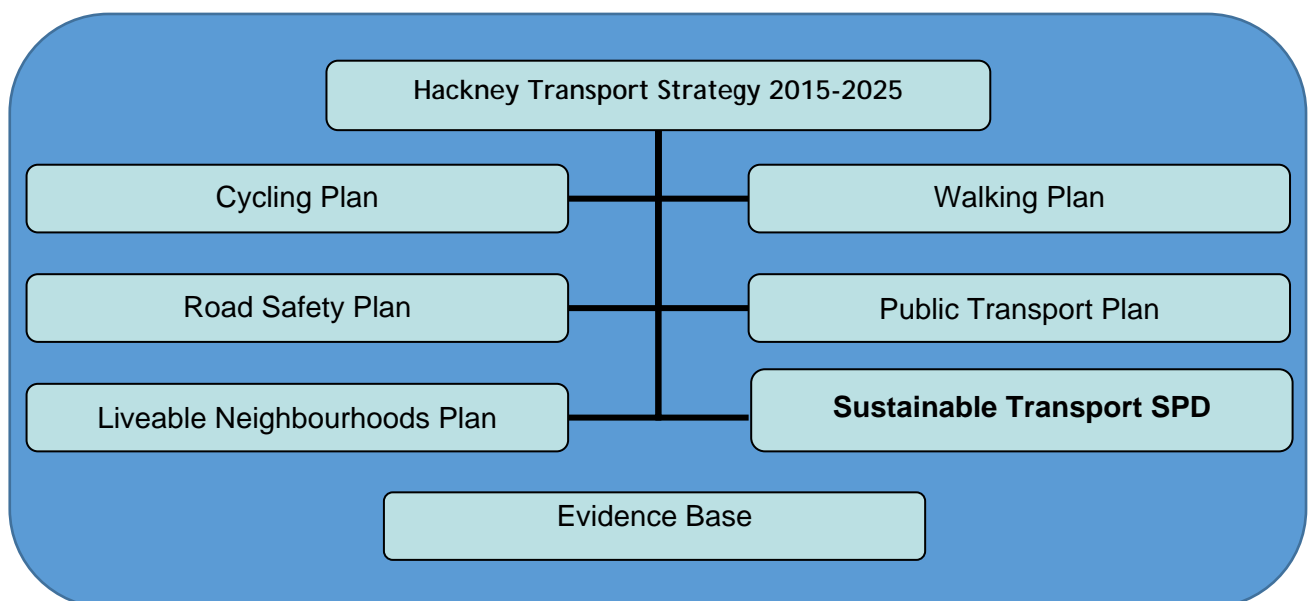
- 1.1 The general purpose of Hackney's Transport Strategy 2015-2025 is to encourage more walking, cycling and use of public transport for those who live, work and visit the borough and to continue to reduce the need for private car use. The Sustainable Transport Supplementary Planning Document (SPD) sets out how new development will be expected to contribute to achieving this objective.
- 1.2 The principal purpose of this document is to set out the transport expectations that the Council has for new development in Hackney, and to provide guidance on the preparation and content of proposals. This document brings together into one place, all policies relevant to delivering sustainable transport through new developments in the borough and provides greater clarity on requirements outlined by Hackney's adopted Core Strategy, adopted Area Action Plans and emerging Development Management Local Plan Policies document. The intention of this SPD is that it will be ultimately be incorporated into the Council's emerging Local Plan. Whilst the guidance will be useful to anyone seeking to understand how planning for sustainable travel fits into the overall development management process, it is particularly relevant for developers and agents and those involved in the assessment of planning applications.
- 1.3 As with all other supporting Plans in the Transport Strategy, the Liveable Neighbourhoods Plan is a 'live' document and is subject to revision over the plan period as circumstances and available funding streams dictate. The Council's Corporate Plan to 2018 'Hackney; a place for Everyone; for example, commits to investing in our streets but also acknowledges the severe financial restraints that the Council have been operating under since the first Comprehensive Spending Review (CSR) with over £130 million saved since 2010. The Corporate Plan estimates that the next CSR due later this year may result in an indicative gap of over £70 million over the period 2016/17 to 2018/19.

- 1.4 Given the severely restricted financial climate that the Council is operating under and will continue to for the foreseeable future, ensuring that new development contributes positively to our streets and local transport network and that financial development contributions are applied where appropriate, is critical. This document sets out how new development in the borough can contribute to achieving this aim and facilitate greater levels of active travel in the borough.

## 2 Structure of the Transport Strategy

- 2.1 This Sustainable Transport SPD is part of a portfolio of transport plan documents which will eventually form Hackney's Transport Strategy 2015-2025. This suite of documents will include strategies or plans covering a range of transport themes and also detailed geographic strategies and plans for the Borough's main growth areas and important transport corridors. The structure of the Transport Strategy and how this document is aligned with it is depicted below.
- 2.2 This document looks at the role that new development can contribute to enhancing the Borough's sustainable transport network. Given that the document is primarily concerned with the planning application process, the intention is that the document will form the basis for a Sustainable Transport Supplementary Planning Document (SPD) as part of the Council's Local Plan. The SPD will be subject to the usual statutory consultation process and key stakeholder engagement required for a Local Plan document.

**Figure 1: Structure of Hackney Transport Strategy**



## Hackney Transport Strategy Vision

- 2.3 The over-arching vision for the Hackney Transport Strategy is:

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*“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.”*

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### **A Place for Everyone; Hackney Council’s Corporate Plan to 2018**

- 2.4 The Corporate Plan and Mayor of Hackney’s priorities have been discussed in more detail in the Transport Strategy document. Tackling inequality is a cornerstone of the Mayor of Hackney’s priorities. Creating an environment where people actively choose to walk and cycle as part of everyday life can have a significant impact on public health and may reduce inequalities in health (LGA, 2013). The Sustainable Transport SPD is expected to contribute to the second Mayoral priority in particular;

*‘Making Hackney a place where everyone can enjoy, with clean, safe streets, excellent parks and public services, and a great quality of life for all who live here’*

- 2.4.1 The intention of the SPD is to ensure that walking, cycling and public transport is prioritised in the layout, design and accessibility of new development. This will include, but is not limited to, ensuring that new development is easily accessible to public transport, contributes positively to the immediate public realm and local walking and cycling networks and that the development contributes financially where appropriate, to improvements in our transport network.

### 3 Relationship to Local Plan Documents

3.1 Hackney's Local Development Framework (LDF) comprises a suite of planning documents, including Local Plans and Supplementary Planning Documents that need to be considered when preparing a planning application. Where applicable, this document identifies relevant policies in these documents that should be consulted as part of the application process. The most relevant include;

- The Council's adopted **Core Strategy** (November 2010). This policy document is the primary and strategic document in the LDF that sets out a long term spatial vision and broad strategic policy framework and objectives for future development of the Borough. The broad policy framework includes locations for economic and or housing growth in the Borough and encouragement of high-trip generating developments to where they can be served by high walking, cycling and public transport levels.
- The Council's emerging **Development Management Local Plan Policies (DMLP)** document. This document contains the development policies that elaborate on the Core Strategy. It will be used by Hackney Council to determine planning applications, together with other national, regional and local policy and guidance documents.
- The Council's emerging **Site Allocations Local Plan (SALP)**. This document sets out policies for key strategic sites for developments across the Borough.
- The Council's adopted **Area Action Plans**. These documents allocate sites and provide specific planning policy and guidance for areas in the Borough where significant regeneration or investment needs to be managed. The Area Action Plans address the specific challenges of the

identified areas by setting out the Council's plans and proposals for land use, physical development and environmental improvements in the areas. The Council has four Area Action Plans for Dalston, Hackney Central, Manor House and Hackney Wick.<sup>1</sup>

- 3.2 The Council has also adopted Supplementary Planning Documents which support relevant existing policies of the local plans by providing guidance on specific issues or sites in more detail. Two of the more relevant SPD documents include the **Public Realm Strategy SPD** which was adopted in 2012 and the **Residential Extensions and Alterations SPD**. Both of these SPDs contain valuable guidance to the Council's expectations in relation to the impact of design of new development on the borough's transport network and public realm. The Council is in the process of drafting its **Community Infrastructure Levy Charging Schedule** and revising its guidance on **Planning Contributions and Affordable Housing SPDs**, which was adopted in April 2015. The Planning Contributions SPD will provide more specific guidance on the level of financial contributions expected, while the Affordable Housing SPD will spell out the Council's standards and requirements with regard to seeking affordable housing provision from eligible developments.

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<sup>1</sup> On 1 October 2012, the London Legacy Development Corporation became the Local Planning Authority for an area in East London which includes Hackney Wick. Until the LLDC has adopted its own local plan, the Hackney Wick AAP will continue to form part of the planning policy for that area.

## 4 Location of Development

### Relevant Core Strategy Policies

- **CS Policy 1 Main Town Centres**
- **CS Policy 2 Improved Railway Corridors**
- **CS Policy 3 City Fringe South Shoreditch**
- **CS Policy 4 Woodberry Down New Community**
- **CS Policy 5 Hackney Wick New Community**
- **CS Policy 6 Transport and Land Use**
- **CS Policy 13 Town Centres**

### Relevant Area Action Plans (AAPs)

- **Hackney Central AAP**
- **Dalston Town Centre AAP**
- **Hackney Wick AAP**
- **Manor House AAP**

### Introduction

- 4.1 These policies in the Hackney's adopted Core Strategy require large developments where a significant amount of people will live, work or visit, to be in locations that are easily accessible by public transport. These strategic policies have the effect of directing larger scale development to areas where there are good-to-excellent levels of access by public transport, and lower scale development to areas with poorer access to public transport.
- 4.2 The Mayor has set targets for jobs and homes for the Borough in the London Plan and the Council's Local Plan seeks to ensure that these are met. The Core Strategy's Key Diagram (reproduced overleaf) shows the areas where the majority of the Borough's development is projected to take place to provide more housing, jobs, schools and services along with improved public transport. In general, these growth areas comprise the Borough's key town centres of Dalston and Hackney Central, the New Communities of Woodberry Down in the north west of the borough, and Hackney Wick, the City Fringe South Shoreditch which includes Hackney's part of London's Central Activity



Zone and extends to include the southerly parts of Hoxton and Kingsland Road, and the Improved Railway Corridors of the new East London Line and the North London Line Overground corridors.

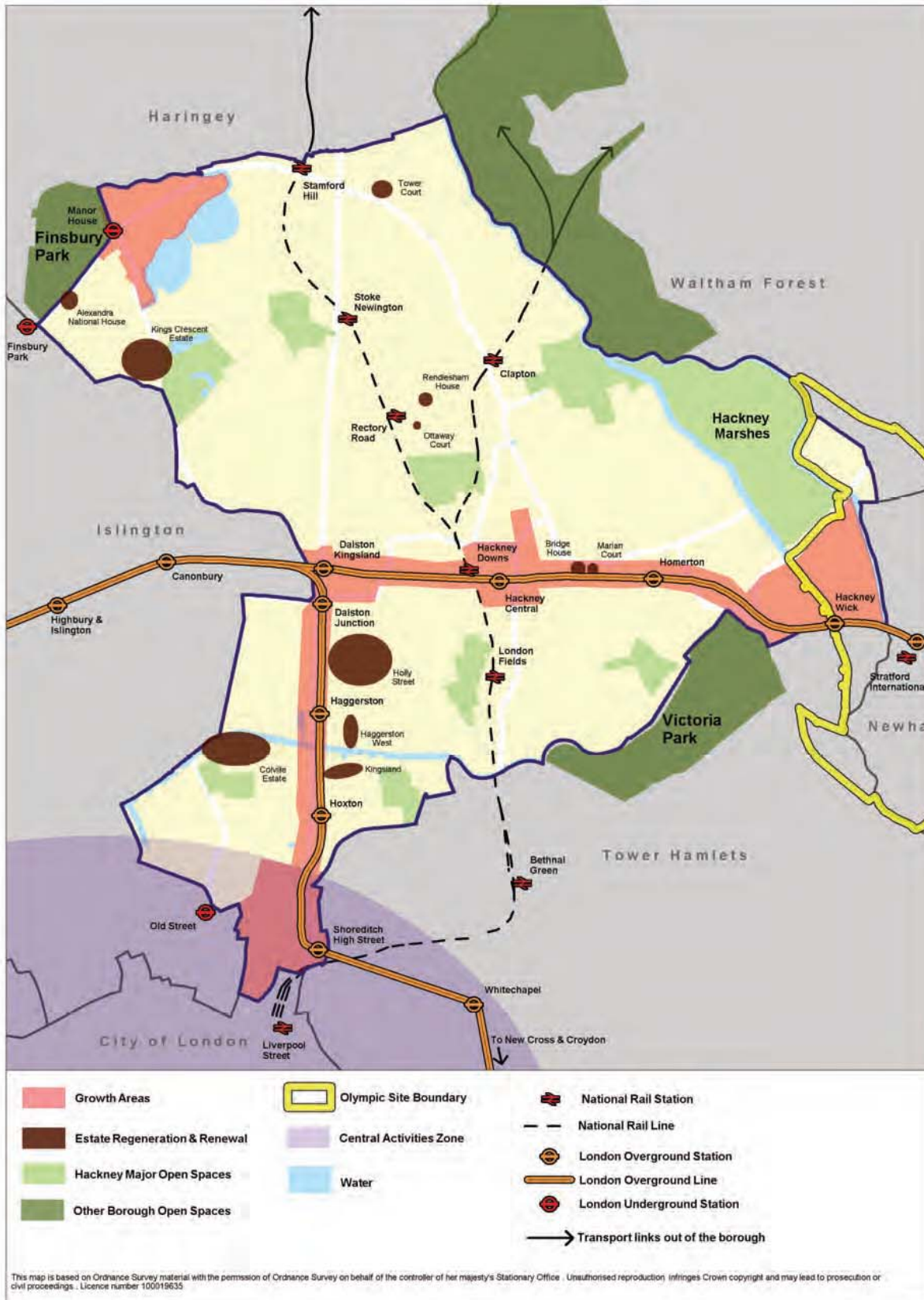
### **Dalston and Hackney Central**

- 4.3 The areas where most of the Borough's significant economic and residential growth will happen are at Dalston and Hackney Central. Dalston has been identified by the London Plan and the Council's Local Plan as an Intensification Area that will contribute an estimated 1,770 new homes, 6,000 sq.m of new employment space and 3,000 sq.m of convenience shopping. Hackney Central is similarly earmarked for approximately 1,200 new homes and improved retail, as well as civic and cultural growth. The Council will also seek to ensure that delivery and service requirements of new development here are done as safely and efficiently as possible.

### **Improved Railway Corridors**

- 4.4 Approximately 630 new homes and further intensification of mixed use development are expected to be provided in areas that have easy access to stations along the London Overground network such as Shoreditch High Street, Hoxton and Haggerston. Within these areas, the Council will look to support public realm improvements and support residential and mixed use development design and layout that prioritises quicker and safer walking and cycling routes to stations.

Figure 2: Hackney's Key Growth areas



Source: Hackney Council, (2010) Core Strategy

## **City Fringe South Shoreditch**

- 4.5 The Council is seeking to support the established cultural, office, leisure and creative character of this area with mixed use development that comprises approximately 530 new homes and approximately 175,000 sq.m of new employment space. Transport considerations for development in this area will primarily be concerned with providing contributions to the walking and cycling environment as outlined in the Walking and Public Realm Plan and Cycling Plan.

## **Woodberry Down New Community**

- 4.6 Woodberry Down is one of the largest regeneration programmes in Europe with an estimated 5,000 new homes expected to be built over a 20 year period. The renewal programme is expected to lead to the construction of new schools, a health centre and community facilities. Transport considerations here include; the improvement of walking and cycling routes as part of the Woodberry Wetlands project, the reallocation of carriageway space along Seven Sisters Road to the benefit of pedestrians and cyclists, public realm improvements in and around Manor House, and the mitigation of school traffic and other smarter travel initiatives.

## **Hackney Wick**

- 4.7 Hackney Wick's regeneration priorities revolve around its strategic position within the Lower Lea Valley Opportunity Area and in maximising Olympic Legacy benefits. An Area Action Plan has been adopted by the Council which proposes employment-led mixed use growth with the creation of approximately 87,000 sq m of additional employment space and 620 new homes. Transport considerations at Hackney Wick are predominantly concerned with upgrades to the Wick station, promoting better walking, cycling and bus connections to the Olympic Park, HereEast development and Stratford Town Centre and reducing issues of severance caused by the A12.

## **Directing high trip generating uses to Hackney's Growth Areas**

- 4.8 The Council will in the first instance, direct proposals of high density residential, intensive employment use, and other high-trip generating uses to the above areas in accordance with Core Strategy Policies 1-5 and will seek their integration with transport infrastructure so as to favour safe and sustainable modes of travel in accordance with CS Policy 6. Proposals for large office accommodation will generally be directed to the City Fringe South Shoreditch area while proposals for arts, tourism and leisure uses will generally be encouraged in town centres or in the designated areas that have very good access to public transport.
- 4.9 Proposals for the development of shops, employment, leisure uses and other potentially high trip-generating uses on sites outside town centres must demonstrate that they have followed a sequential approach and also that the site can be accessed by public transport, walking and cycling. To ensure that high intensity use development in these areas do not put undue strain on the transport network and maximises walking and cycling trips, development proposals are likely to be accompanied by a Transport Assessment and a Travel Plan.

## 5 Transport Assessments and Statements

### Relevant Development Management Local Plan Policy

- **Policy DM46 - Development and Transport**

### What is a Transport Assessment?

- 5.1 A Transport Assessment (TA) is a statutory document which accompanies a planning application for developments that are expected to have significant transport implications. A TA demonstrates how the development proposals are likely to impact on the local environment in transport terms and considers issues before, during and after construction including what measures should be introduced to accommodate and mitigate the effects of trip generation from the site.
- 5.1.1 The TA should demonstrate to the Council's satisfaction that the development will not have a negative impact on safety, cause congestion or lead to illegal or additional parking near the site of the proposed development. It must also show how it is likely to improve, provide and prioritise travel by walking; cycling and public transport and restrict travel by car.

### Why is a Transport Assessment required?

- 5.2 The Council will use the Transport Assessment to determine whether the proposal;
- Is consistent with its Local Plans and policies outlined in the Council's Transport Strategy
  - Prioritises walking, cycling and public transport use in accordance with Hackney's movement hierarchy outlined in Policy DM 45
  - Includes appropriate provision for car parking, disabled parking and cycle parking, access

- Includes appropriate provision for deliveries and loading/ unloading, emergency access and refuse collection
- Requires changes to reduce its impact including making the development smaller in scale, or to be built in phases
- Requires financial contributions for sustainable transport initiatives
- Is safe and the layout is operationally acceptable.

### **When is a Transport Assessment required?**

- 5.3 Policy DM 46 states that 'Transport Assessments will be required in accordance with the thresholds, requirements and guidance set out in the Department for Transport's *'Guidance on Transport Assessments'* (2007) and Transport for London's *'Transport Assessment Best Practice Guidance Document'*.
- 5.3.1 The Council may still require that a Transport Assessment (TA) and a Full Travel Plan accompany applications for new developments that do not meet these thresholds, where a significant transport impact is expected from the development, or a cumulative impact is expected from different uses within a development or from a number of developments in the vicinity. Other factors influencing the decision to request a TA include the scale and nature of the proposed development (including floor area, number of employees and operational aspects); whether the proposal is located within a Controlled Parking Area; and new travel demand generated by the development. The sensitivity of land uses adjacent to the site and any existing transport strategies or policies close to the site may also influence the Council's decision to request a TA.
- 5.3.2 Where the Council considers that a full TA is not required, a less detailed assessment in the form of a Transport Statement will suffice in accordance with Table 5.1. In most cases that involve residential development in an area not covered by a Controlled Parking Zone (CPZ) the Council is likely to request that the applicant submits a Parking Stress survey.

## Referrals to the Mayor of London

5.3.3 A full TA is generally required for all development proposals that are deemed to be strategically important (including those fronting or likely to impact upon TfL-controlled roads) and which are referred to the Mayor under the Town & Country Planning (Mayor of London) Order 2000. The criteria used to determine which applications will be referred to the Mayor of London are detailed in Transport for London's *Transport Assessment Best Practice Guidance Document*. A Construction Logistics Plan and Delivery and Servicing Plan are likely to be also to be required for most referred applications and should be submitted alongside the TA with the planning application.

**Table 1 Requirements for Transport Assessments/Statements and Travel plans**

	Transport Assessment	Transport Statement	Travel Plan	Travel Welcome Pack
All development above DfT/TfL (TS) thresholds	✓		✓	✓
Development below these thresholds but generates significant trips	✓		✓*	✓
Smaller development outside CPZ		✓		✓
All D1 schools	✓		✓	
All D2 use class - Assembly and leisure	✓		✓	✓

\* Only where significant transport impacts exist

These thresholds should be used as guidelines and the requirement for either a Transport Assessment or Statement shall be assessed by the Council on a case-by-case basis.

## **What should a Transport Assessment include?**

5.4 The content of the TA will vary depending on the size and nature of development and the location of the site. The TfL Transport Assessment Best Practice Guidance Document (2010) provides templates as to what the TA should contain. However TA should include at a minimum;

- Introduction & Background
- Baseline conditions
- Trip generation information
- Impacts
- Mitigation

5.4.1 Much of the information provided in the TA will directly inform the travel plan and given the inter-dependence of these two documents, it is essential that they are consistent with each other. It should be noted that the travel plan will also include some information not included in the TA. For larger developments, it may be appropriate to contact the Council's Planning and Regulatory Service regarding the form and content of the Transport Assessment and for advice on any issues that should be included prior to the submission of a planning application.



## 6 Travel Plans

### Relevant Development Management Local Plan Policy

- Policy DM46 - Development and Transport

#### Introduction

- 6.1 The Travel Plan is the sister document to the Transport Assessment and both documents are required to be developed together. Travel Plans are the key management tool for implementing any transport solutions highlighted by the Transport Assessment / Statement, and are one of the primary tools for mitigating the negative transport impacts of development proposals. Travel Plans are required to detail the developer's response to the Transport Assessment / Statement and deliver sustainable transport objectives with a package of measures to promote sustainable transport, including measures to achieve a shift from private car use to the most sustainable forms of transport: walking and cycling.
- 6.1.1 The Travel Plan is required to set out the on-going management arrangements for the development, which shall include the appointment of a Travel Plan coordinator and identification of the organisation with overall responsibility (e.g. a developer, a management company or community trust etc). A monitoring schedule and outline of the approach to monitoring is required within a Travel Plan; a monitoring period of at least 5 years will apply. Enforcement actions are required to be agreed prior to any grant of planning permission, in the event of non-compliance or failure to implement measures.

#### Benefits of Travel Plans

- 6.2 The London Plan and Mayor's Transport Strategy endorse the use of Travel Plans as a means of promoting sustainable transport objectives including those related to freight. Within Hackney, Travel Plans are seen as a key tool in achieving a range of Council priorities including; promoting healthier

lifestyles and tackling obesity levels, reducing congestion and air pollution and helping to create sustainable neighbourhoods.

6.2.1 Other wide ranging benefits of Travel Plans include;

- Less congestion and pollution on local roads
- A reduction in car parking levels which may reduce the cost of development and increase the site size for other uses e.g. provision of affordable housing
- Potential reduction in the amount of financial contributions that a developer has to pay as negative impacts of the development are minimised
- Fewer goods vehicle journeys lowers the risk of collisions
- Increased opportunities for active travel for residents by encouraging them to walk and cycle.

### **When is a travel plan required?**

6.3 In general, any development application that requires a Transport Assessment should also include a Travel Plan. Some smaller developments may also require a Travel Plan if they are expected to have significant transport impacts. Some developments in Hackney, for example, the construction of or extension to a school or place of worship will automatically trigger the requirement for a Travel Plan. Where concerns about incremental cumulative impacts of developments and/or particular air quality concerns may warrant it, the Council may require Travel Plans for smaller developments.

### **Process for securing travel plan**

6.4 Where the Council decides that a full Travel Plan is required, the following documents should be submitted in the planning application process;

**Table 2** *Travel Plan Requirements*

<b>Stage in application process</b>	<b>Document required</b>
Submission of planning application	Travel Plan Framework
3 months prior to occupation	Draft Travel Plan
6 months after or at 75% first occupation	Full Travel Plan

- 6.4. The Council will secure a Travel Plan monitoring fee as part of the financial obligations agreement to cover the costs of assessing whether the Travel Plan is successful in meeting its agreed modal shift targets. Further details of the requirement for this monitoring fee will be set out in the Council's forthcoming revised Planning Obligations SPD.

### **What should be included in a Travel Plan?**

- 6.5 Travel Plans should be prepared in accordance with Transport for London's '*Travel Planning Guidance* (2013). The format and length of the document will vary in line with the size of the development but the following outline is generally relevant;

- **Context** of development e.g. use, size, location and general timescales for development);
- **Policy outline** with specific focus on identifying Hackney's adopted LIP2 transport targets and car free and car capped housing policies
- **Site Assessments** (general overview as to what facilities are present);
- **Travel Survey / Trip Generation** (mode split based on trip generation software, latest census information or other relevant and robust prediction methods);
- **Objectives** (based on comparisons between policy and trip generation, development of objectives and targets);
- **Targets for** the proportion of people that will walk, cycle, use public transport, drive etc;

- **Travel Plan Management** details of a main point of contact with a clear line of responsibility, organisation with management responsibility and handover procedures;
- **Measures** to reduce the need to travel and particularly the number of single occupancy car use;
- **Travel information, marketing and support**, including draft travel welcome packs;
- **Monitoring and review**; Clear monitoring programme detailing what and how frequently surveys will be undertaken, by whom, and how they will be reported;
- **Action Plan**, including short/medium/long-term actions and should be Concise and focused on delivery and implementation of the travel plan; and
- **Travel plan funding**, including a budget for each element of the delivery programme and how travel plan co-ordinator will be funded.

6.5.1 This list is not exhaustive and the Council may require further information depending on the circumstances of the development.

### **Travel Plan measures**

6.6 For a Travel Plan to be successful, it must be clear what the plan is aiming to achieve with indicators and targets to measure this. It may be difficult to set targets when the future occupant of a development is not known but assumptions should be made and these should be clearly stated in the travel plan in line with Council targets.

6.6.1 Measures in a Travel Plan need to support each other, in making sure more people walk, cycle, and use public transport and ensure that negative impacts on the environment are reduced. If there is not enough thought given to what the Travel Plan is going to achieve and how it is achieved, measures in the Travel Plan could be unsuccessful and targets not met.

## Indicative Measures

6.7 Measures outlined in the Travel Plan to deliver high mode share by sustainable modes are likely to vary in terms of the size, complexity and accessibility of the proposal. Many of these proposed measures will be discussed in more detail elsewhere in the Transport Strategy. Some examples frequently used in Hackney include;

- Site specific welcome pack
- Car free and car capped developments.
- Provision of or contributions towards high quality walking routes
- Contributions towards Legible London or other wayfinding measures
- Money being paid towards new cycling routes and other facilities
- Contributions towards the provision and membership of car clubs
- Car pools and car sharing schemes
- Cycle parking for residents, employees and residents
- Contributions to cycle hire schemes
- Promotional events (for example: Dr Bike sessions)
- Contributions towards accessible bus stops

## Workplace Travel Plans

6.8 Workplace travel plans are an effective way to promote sustainable travel alternatives to single occupancy car use. A workplace travel plan will usually be specific to each individual site and the nature of the business activity there. Workplace travel plans are potentially suitable for any organisation that generates a significant number of employee trips including offices, hospitals, distribution centres, large shops and supermarkets, cinemas and theatres, and medical centres.

6.8.1 Hackney Council recognises the value of Workplace Travel Plans in helping to reduce congestion at peak times and promoting active travel. Table 8.1 Travel surveys have recorded the following mode shift in workplace with travel plans:

**Table 3: Impacts of Workplace Travel Plans**

<b>Travel Plan</b>	<b>Decrease in car use</b>	<b>Increase in Walking</b>	<b>Increase in cycling</b>
Hackney Council TP (2004-2011)	57%	103%	140%
Other Workplace TP's (aggregate)	55%	46%	78%

Source Hackney Council; Walking Plan 2013

6.9 New development proposals will be required to submit workplace travel plans in accordance with TfL guidance. The content of the travel plan should address travel by staff to and from work and on business e.g. site visits. However, a travel plan may also address visitor, client and customer travel, and fleet procurement and management. The Travel Plan may also include suppliers making deliveries, and contractors undertaking work on site (see Delivery and Servicing Plans in Chapter 7).

6.9.1 A workplace Travel Plan should include measures such as;

- Provision of good cycling infrastructure such as: secure cycle parking and storage, workplace parking; lockers; showers and changing rooms;
- Promotion of public transport including interest-free season travel card ticket loans.
- promotion of car-sharing where walking, cycling and public transport is not an option;

## School Travel Plans

6.10 Hackney Council places substantial value on the role that school travel planning has in helping to reduce congestion on our transport network and helping to tackle childhood obesity which is a particular problem in the borough. The production and submission of School Travel Plans are an essential requirement for all development applications relating to schools in Hackney. A school travel plan (STP) can bring benefits of safer and more sustainable transport for the whole community. Each STP will need to be designed to take into account, and be tailored to, local circumstances.

6.10.1 An STP can potentially result in:

- Less cars and congestion around the school;
- Healthier, more active pupils and families;
- Less pollution around the school;
- Safer walking and cycling routes around the school;
- Improved school grounds with provision for bicycle storage;
- More children with the skills to travel independently and safely, increasing their access to future opportunity;
- A more accessible school site; and
- Improved attendance and achievement.

6.10.2 All STPs in the borough are required to be sent to Hackney Council for approval. It is essential that an STP complies with the Transport for London criteria used to assess STPs. These criteria for assessing STPs are detailed in the TfL publication '*What a school travel plan should contain*'. School Travel Plans should contain a commitment to implementing the actions contained within in the form of a statement of commitment to achieving a minimum of Bronze Level STARS status (TfL's accreditation scheme for STPs) or equivalent by the end of their first academic year. Further guidance can be found on the Council's website at <http://www.hackney.gov.uk/stp-downloads.htm>

## **Residential Travel Plans**

- 6.11 In such a densely populated borough as Hackney, securing a Residential Travel Plan (RTP) is a key mechanism to ensure that sustainable travel is an integral feature of new housing developments. An RTP is concerned with journeys made from a single origin (home) to multiple and changing destinations. Each residential travel plan is site specific, with detailed measures partly determined by site opportunities and constraints such as the location of existing public transport routes, local shops and essential services and workplaces within the immediate area.
- 6.11.1 The RTP should set out specific measures to encourage sustainable travel to and from the site will be applied, accompanied with how publicity and promotion techniques will be deployed by the developer to ensure that new residents understand and take advantage of these incentives. It should include parking restraint, and should support walking, cycling and public transport use. The RTP should include both hard measures, such as site-design, provision of infrastructure and new services, and soft measures such as marketing, promotion and awareness-raising among residents. A planning legal agreement securing a residential travel plan will be required to ensure that all future residents are informed of the existence of the travel plan and any restrictions it implies (for example, lack of access to parking permits in controlled zones). The outcome will be to achieve targets agreed in advance by Hackney Council.

### **Stages of a Residential Travel Plan**

- 6.11.2 There are two distinct phases involved in the development of a residential Travel Plan. Stage 1 covers the period prior to occupation of the development and outlines details relating to the design construction, occupation stages of the development and the first monitoring and review period. Responsibility for the preparation of the RTP rests with the developer or a consultant appointed by the developer - a Travel Plan Co-ordinator (TPC). This person will be responsible for overseeing the implementation of the travel plan and its day to day operation, liaising between the Council and the residents, managing the



initiatives and monitoring and reviewing the plan. Details of the TPC responsible for the site for a minimum of 5 years beyond full occupation, handover arrangements and must be provided to Hackney Council and be approved prior to work beginning on site.

- 6.11.3 Stage 2 covers the period after full occupation of the development and completion of all measures to integrate the development with the surrounding area. Responsibility for managing and developing the travel plan will generally need to be passed on to an approved management group or the Council and measures put in place to ensure that implementation of the plan continues such as car clubs and bike sharing schemes in order to achieve the targets and objectives established in the travel plan.

### **Travel Plans for short term events and concerts**

- 6.12 The Council will request Travel Plans for short term events to mitigate the impact of additional trip generation on the local transport network and residential areas within the vicinity of the event site. The general structure of event plans is as follows;

- Background information - providing an overview of the event and its organisers and including information on any existing environmental policy, why a travel plan is being produced and detailing the location of the event along with some information on the site's accessibility.
- Site audit and survey - providing the information to inform the rest of the travel plan. The site audit provides details on how accessible the site is by various forms of transport and includes both on-site and offsite infrastructure.
- Aims and objectives - broad statements of intent regarding what it is hoped the travel plan will achieve
- Targets - There are two types of target that can be set for a travel plan. The first is known as an 'aim-type' target and is generally based on the percentage share of each travel mode used, and the other type

of target that is set is the 'action-type' target which sets a deadline for a certain action to have taken place.

- Measures - detailing the various incentives and initiatives that can be employed to achieve the targets set in the previous section. The measures that are implemented will depend on various factors including the results of the surveys, the size of the event (area or number of visitors), the site audit and the amount of funding available.
- Monitoring Strategy and Management Structure – in order to record the overall success of the travel plan as well as how effective individual measures have been. This is particularly relevant for those events which are proposed to run with reasonable regularity e.g. an annual series of concerts.
- Action Plan – providing a summary of how the travel plan will be implemented and monitored. An action plan typically lists the measures that are due to be implemented along with details on who is responsible, when they are to be undertaken, how the success will be gauged and which aims and objectives they relate to.

6.13 The vast majority of one-off events within Hackney including large concerts are generally car free. The Council will expect that Event Travel Plans include provision for walking, transport and public transport use and include measures such as large scale temporary cycle parking such as those used in Victoria Park for the 2012 Olympics.

## 7 Other Management Plans

### Relevant Core Strategy Policies

- **CS Policy 6 Transport and Land Use**

### Relevant Development Management Local Plan Policy

- **Policy DM 46 - Development and Transport**

7.1 Some land uses that require the delivery of goods and loading and unloading of vehicles can cause amenity issues and negatively impact on the safety of pedestrians, cyclists and other road users. New development in Hackney needs to minimise and mitigate as much as possible the impact of deliveries and servicing on the amenity and safety of residents and neighbours.

7.1.1 CS Policy 6 of the Council's adopted Core Strategy outlines a requirement for freight operators in Hackney to adopt sustainable delivery and servicing plans in accordance with the London Freight Plan and undertake a commitment to use best practice such as Transport for London's Freight Operator Recognition Scheme (FORS) initiatives. The Development Management Local Plan Policy DM 46 re-affirms this commitment towards sustainable practice through a requirement to submit Delivery and Servicing Plans in accordance with the latest TfL guidance (due to be updated in 2015).

### **Delivery and Servicing Management Plans (DSP)**

7.2 Development proposals that are likely to attract a large number of vehicles for loading and servicing requirements will be required to submit a Delivery and Servicing Management Plan (DSP) as part of the Transport Assessment. The Transport Assessment will usually consider how a new development can best be serviced depending upon the nature, size and location of the development. The thresholds and requirements by land use for the preparation of a TA are outlined in the Council's Car parking standards as set out in the Development Management Local Plan Policies document.

- 7.3 The overall aim of the DSP will be to manage and minimise the impact and amount of servicing and delivery vehicles operations particularly in the morning peak. The DSP will also help to identify areas where safe and legal loading can take place. DSP's should be prepared in accordance with TfL guidance '*Delivery and Servicing Plans – Making Freight Work for You*'.

## **Construction Logistic Plans**

- 7.4 Construction Logistics Plans (CLPs) have similar objectives to DSPs, but will be applied to the design and construction phases of premises, specifically to improve construction freight efficiency by reducing CO2 emissions, congestion and collisions. CLPs normally cover the period from the commencement of construction to full operational occupation of the development to manage on- and off-site construction traffic, delivery and removal of materials, and any temporary changes to other traffic movements (including pedestrian and cyclist movements) in and around the site.
- 7.4.1 CLPs will be submitted as part of the TA but may also be set as a condition of the granting of planning permission if the site is considered to be on a traffic sensitive road or there is a known issue with the location. Ultimately they will be integrated into the travel plan process and Hackney's response to increase road network efficiency by minimising congestion and emissions caused directly and indirectly by construction-related trips.

## **Benefits of DSPs and CLPs**

- 7.5 There are multiple benefits of DSPs and CLPs to the operator, local authority and residents;
- More efficient servicing and delivery requirements
  - Reduced risk of collisions as deliveries are less frequent and the safest locations for loading are identified.
  - Less congestion on local roads

- Better certainty of delivery times
- Improved local air quality due to fewer deliveries and emissions.
- Less noise and intrusion for local residents

## **FORS and cyclist awareness training**

7.6 Hackney expects that all construction and servicing operators within the borough will be committed to best practice initiatives such as TfL's Freight Operator Recognition Scheme (FORS) which seeks to reward all van and lorry operators in London that are safer, greener and more efficient. FORS operates on a tiered basis of bronze, silver and gold rewards and recognition for operators that encourages and incentivises good practice in reducing collisions, fuel use, CO2 emissions and congestion. The Council will require all construction and freight operators working within Hackney to sign up to FORS when working on any developments in the borough that requires a Transport Assessment.

7.6.1 The Council is particularly interested in FORS requirements for drivers of HGV's to undertake mandatory on-road cyclist awareness training given the number of haulage and delivery vehicles that are disproportionately involved in serious and fatal collisions in London. In 2011, the Council introduced a Safe Urban Driving course that focuses on drivers sharing the road with more vulnerable road users including cyclists and pedestrians, and includes a practical on-road bike riding session, to provide HGV drivers with the opportunity to experience a cyclist's view. At present, all Council-operated and Council-contracted commercial vehicles receive on-road cycle-safety training to Freight Operator Recognition Scheme (FORS) and Safe Urban Driving (SUD) standards. This course is currently available to drivers that regularly drive HGV and LGV vehicles within the borough and construction and servicing operators will be required to undertake this training as part of the planning approval process for development in Hackney.

## 8 Walking and Cycling

### Relevant Core Strategy Policies

- **CS Policy 6 Transport and Land Use**
- **CS Policy 24 Design**

### Relevant Development Management Local Plan Policies

- **Policy DM 45 Movement Hierarchy**
- **Policy DM 47 Walking and Cycling**

### Related Local Plan documents

- **Hackney Public Realm SPD**
- **Emerging Community Infrastructure Levy SPD**

### Introduction

- 8.1 All new developments in Hackney should look to prioritise the needs of pedestrians and cyclists above other motor traffic in line with the movement hierarchy outlined in Manual for Streets 1, Hackney's adopted Public Realm SPD and the Council's Development Management Local Plan policies document. New development will be expected to contribute to the creation of an attractive, safe, and well-maintained public realm that facilitates high levels of walking and cycling.

### Design and Layout of Development

- 8.2 The design of new development is a fundamental consideration in promoting greater walking and cycling levels in Hackney. In many cases, these issues are considered by Transport Assessments, Travel Plans and Design and Access Statements which are now a statutory requirement of many planning applications. A Design and Access Statement is a short description setting out the design principles and concepts that have been applied to a particular development; and how issues relating to access to the development, amongst other considerations, have been dealt with.

- 8.2.1 For significant development proposals the Council will expect to see the following detailed considerations taken into account in these documents;
- Details of how pedestrian access is designed to be equally accessible to all members of the community including those with disabilities, elderly people and children.
  - Details on how the design of the development actively promotes walking and cycling to, from and through the site and proposed improvements to ensure that routes are direct, continuous and attractive to use.
  - Details about access for pedestrians and cyclists from the site to essential local services such as schools, shops, leisure uses in the surrounding area should be identified.
  - Consideration of the needs of cyclists, ensuring that the development makes it easy to find their way through a development and onto existing and proposed cycle networks.
  - The development should look to minimise the amount of crossovers (if any) needed for the site; if crossovers are required then these should be designed in such a way that does not negatively impact on pedestrians and cyclists.
  - The development should avoid and minimise any potential areas of conflict between pedestrians, cyclists and other road users e.g. delivery trucks, cars etc.
  - The potential for funding from Section 106 and/or Section 278 agreements to be spent on projects that improve access for pedestrians and cyclists should be considered.

### **Hackney's Public Realm SPD.**

- 8.3 The public realm is defined as 'the public space between private buildings including pavements, streets, squares and parks' (Homes and Communities Agency, 2010). The Council's adopted Public Realm SPD sets out five guiding principles as to how new development in the borough can contribute to a high quality public realm and facilitate greater levels of walking, cycling

and public transport use. The Strategy sets out the Council's expectations for new development in the borough addressing issues such as responding to local character, footway design and materials and street furniture and public art. This document should be consulted at an early stage in the design stage of planning application.

## **Development and the public realm**

8.4 Hackney Council will seek improvements to streets and spaces to ensure good quality accessibility and circulation for all. These include improvements to existing routes and footways that will serve the development. The following general principles should be applied to all new development:

- Consideration of all principles of Hackney's adopted Public Realm Strategy
- The width of footways should be maximised, allowing people with wheelchairs, prams and mobility scooters to easily pass each other.
- Street clutter should be minimised, removing all non-essential street furniture and ensuring that any signage, cycle parking, lighting columns, bins and recycling facilities are placed outside of the clear pedestrian area
- All new pedestrian areas and footpaths are required to be constructed to a standard that is considered appropriate for adoption by the Council
- Pedestrian routes should minimise the feeling of fear and crime by being direct, overlooked, well lit, straight (avoiding dog-legs and other potential hiding places), wide, highly visible, and busy
- Any designated parking must be designed in such a way that cars do not over-hang or encroach on the pavement
- The design of the development should be consistent with other Council aims and objectives e.g. the having a maximum of 20mph speed zones for internal roads.



## **Shared space and surfaces**

8.5 Shared spaces may be appropriate in certain circumstances to emphasise the place and movement functions of new developments and facilitate greater levels of pedestrian activity and safety. In many cases, the use of shared spaces can facilitate informal social interaction and children's play amongst residents and other users of the space and improve road safety through restricting car parking and the movements and speeds of motor vehicles. Within Hackney, many of these spaces tend to be as a result of the implementation of Home Zones and DIY Streets but can also apply to new shopping areas and mixed use development areas where there is likely to be high levels of pedestrian activity.

8.5.1 The use of shared surfaces is a common design feature in helping to achieve shared spaces. A shared surface is one where there is no physical distinction, such as a kerb or change of level, to separate motor traffic, pedestrians and other road users. This approach tends to be effective where vehicle flows and speeds tend to be low and can have many other positive effects including the minimisation of street clutter such as bollards and signage. However, it is acknowledged that some shared surface designs (such as the loss of kerb) can prove problematic for blind and partially sighted people and people with physical disabilities to independently navigate these spaces. Where shared spaces are proposed, the Council will expect to see that the needs of all disability groups are taken into consideration early in the planning, budgeting and consultation stages of street design and that the final project promotes fully inclusive and accessible travel.

## **Legible London and other Wayfinding**

8.6 Legible London is a standardised pedestrian wayfinding and signage system developed and promoted by Transport for London currently used by boroughs

in London. It is a map-based system which gives users a good understanding of the surrounding area and encourages them to choose their own walking route to a specific destination.

8.6.1 Policy DM 46 'Development and Transport' of the Development Management Local Plan Policy document outlines a requirement for new development to provide or make contributions towards the provision of new pedestrian wayfinding signage as a means of promoting walking as a means of transport in the borough. The signage may be provided on-site or in a location within the vicinity of the site. Where Legible London signage is proposed the Council's strong preference is that it will be monolith-based signage as opposed to finger post.

8.6.2 The Council will consider the appropriateness of introducing Legible London signage around new developments on a case by case basis. Key locations for additional Legible London signage are likely to include the following;

- All of the boroughs town centres particularly areas to the north that are not already covered by the scheme
- As part of mixed use developments in Shoreditch and the City Fringe
- within the vicinity of all rail stations in the borough,
- Near important junctions and/or as part of TfL-funded IP corridors and neighbourhood schemes
- The boroughs parks and greenways
- Areas near the Queen Elizabeth Olympic Park.

8.6.3 The Council may also consider similar requirements for cycling wayfinding schemes signage to promote ease of navigation and estimated cycle travel times, particularly in existing busy areas or in new routes or areas where the Council wishes to promote greater cycling levels.

### **Cycling considerations of development**

- 8.6.4 Many of the Council's strategic objectives and proposals to increase cycling levels in the borough are outlined in the Cycling Strategy. However, private developments also have an important role to play. Policy DM 46 of the Local Plan Policy document requires developments with transport impacts to submit a transport assessment, including a travel plan, with the planning application. Both the Transport Assessment and Travel Plan will state the total number of journeys and identify mode share targets that the development is likely to create and how many of these are likely to be made by cyclists. As outlined in the previous chapter, these documents will also need to identify appropriate measures to encourage cycling and commit the development to providing these facilities.

### **Cycle Parking and end-of-trip facilities**

- 8.7 The provision of high standard of cycle parking facilities is likely to figure prominently in any discussions about new development in Hackney. The Council has updated its cycle parking standards to better reflect the borough's current and projected cycling targets. These standards are set out in Appendix 1 of this report and refer to minimum standards which the development will be expected to provide. The Council will require proposals to accord with these standards rather than those referred to in the London Plan where the level of provision is higher than the London Plan.
- 8.7.1 The Council also recognises that the quality of the cycle parking and end-of-trip facilities is as important as simply providing high numbers. As a basic principle, the Council will expect cycle parking to be convenient, secure and weatherproof. Appendix 2 of this report provides guidance on providing residential parking. For other types of parking including instances where internal storage space cannot be provided for practical or logistical reasons, the Council may seek contributions to provide alternatives in line with Policy DM 46.

### **Parking for larger bikes**

- 8.7.2 The recently published London Cycle Design Standards advocates the use of Sheffield stands in particular but also lockers, hangars and cages for larger bikes such as tricycles, recumbent bicycles, cargo bicycles and disability bicycles. The Council supports the use of larger bikes, is open to considering innovative solutions, and will work with applicants to secure appropriate facilities on-a-case by case basis.

## 9 Public Transport

### Relevant Core Strategy Policies

- CS Policy 2 Improved Railway Corridors
- CS Policy 6 Transport and Land Use

### Relevant Development Management Local Plan Policies

- Policy DM 46 Development and Transport

### Community Infrastructure and Planning Contributions SPD

### Introduction

9.1 Approximately 57% of Hackney's residents that travel to work or education use public transport. Our residents therefore require public transport that is easily accessible, affordable, and reliable and gets people to where they want to go. Ensuring that the Hackney's public transport infrastructure is fit for purpose to support the borough's growth and on-going regeneration is a key objective for the Council.

9.1.1 The Council's overarching strategy for future public transport provision for Hackney is set out in the Public Transport Plan. This section is concerned with the potential impact of development on existing and future public transport facilities in the borough and outlines the Council's approach to developer-led funding for improvements.

### Development applications and safeguarded land Crossrail 2

9.2 The construction of Crossrail 2 (formerly known as the Chelsea-Hackney line) is a long term objective for the Council. When completed, the railway will provide convenient rail connections to central and west London, support regeneration objectives in Hackney's strategic growth areas and help address the borough's historic lack of access to the Tube. Whilst the final route alignment is in the process of being determined by Transport for London, the Council is required to help safeguard the current route which was recently refreshed in early 2015.

- 9.2.1 In the main, the line is expected to be in tunnels for the entire route through Hackney. Safeguarding however is necessary to control the construction of deep foundations and basements which might prevent tunnelling and to protect land for stations, ventilation shafts, and construction. The Council/TfL will therefore need to carefully assess the impact of development proposals that are located within or in the vicinity of the safeguarded route or potential stations to determine any potential impacts that could hamper the delivery of the scheme.
- 9.2.2 In addition to a proposed station at Dalston, the Council seeks to work with TfL to explore the feasibility of the final scheme providing additional stations at Hackney Central and Hackney Wick should the proposed Eastern Branch (which we refer to as the East London Riverside Route) go ahead. To ensure that development proposals are consistent with the delivery of the scheme and most up-to-date alignment, applicants are advised to discuss all potential applications in these areas with the Council's Streetscene team at the earliest possible opportunity.

### **Channel Tunnel safeguarded route**

- 9.3 The Channel Tunnel rail link runs from its St. Pancras terminus to Stratford International, on to Ebbsfleet/Dartford International, Ashford International and the Channel Tunnel itself. Within Hackney, this tunnelled route lies mainly directly beneath the east-west North London Line. The Channel Tunnel Rail Link (CTRL) Safeguarding Directions apply to particular areas along this line, including the Kingsland Shopping Centre where the High Speed 1 (HS1) route is in tunnel under this site. Any proposed development over the safeguarded area requires the design to be sufficiently developed to meet with the consultation requirements of CTRL for approval.

### **Access to public transport**

- 9.4 The design and layout of new development in Hackney should promote ease of access to rail stations and bus services for all pedestrians and cyclists

living, working and visiting it. Ensuring ease of access and improvements for disabled people and those who are mobility impaired will be a priority for the Council when accessing planning applications. For larger developments, the Council will expect to see these considerations outlined in the Transport Assessment and/or Design and Access Statements with costed solutions and improvements included in the analysis if appropriate.

### **Contributions towards public transport infrastructure**

9.5 Financial contributions may be required where new development proposals cannot demonstrate to the Council's satisfaction that expected impacts cannot be fully mitigated within the borough's existing public transport network or where the development site lies within an area of planned strategic transport improvements. With regard to public transport infrastructure, the Council has traditionally used developer contributions and planning legal agreements to fund a number of initiatives including;

- Additional bus routes or more frequent scheduling of existing routes
- Implementing new stops in accordance with TfL's '*Accessible Bus Stop Design Guidance*' in convenient and safe locations
- Public realm improvements in and around public transport stations and bus stops
- Improved signage, timetable and waiting facilities
- Cycle parking at stations
- Other measures to promote safety and accessibility including ramps and CCTV cameras at stations
- Car club spaces

### **Hackney's Community Infrastructure Levy**

9.6 The Government has recently introduced a new charge on development called the Community Infrastructure Levy (CIL) The

charge is to be paid by developers to help fund strategic infrastructure required to support development. Within London, new development proposals will be subject to both the Mayor of London's Crossrail CIL charge and those outlined in each individual borough's adopted CIL.

- 9.6.1 The Council's Community Infrastructure Levy Charging Schedule was published in April 2015. The CIL Charging Schedule costs per square metre of development vary according to zone of the borough and type of land use. The funds generated by CIL will be used to fund transport infrastructure including public transport projects that will support growth in the borough. This may include station upgrades, contributions towards TfL's Cycle Hire scheme, bus routes and real time information etc. Outside of CIL, S106 (or future equivalent) agreements are likely to remain relevant to fund public transport improvements within the immediate vicinity of the site such as those listed above. More information about the Hackney CIL can be found at;  
<http://www.hackney.gov.uk/hcil.htm>

### **Mayoral CIL for Crossrail**

- 9.7 As of April 2012, the Council has been required to collect contributions towards the construction of Crossrail on behalf of the Mayor of London. The GLA have decided that Hackney is within the second band of the charging zone which requires a £35 per square metre charge on 100 square metres or more of a net increase in floor space for all developments (with the exception of health and education uses) or on a development that involves the creation of an additional residential unit that may fall below this 100 square metres limit.



## 10 On-street Parking and car free development

### Relevant Core Strategy Policies

- CS Policy 6 Transport and Land Use
- CS Policy 22 Housing Density
- CS Policy 33 Promoting Sustainable Transport

### Relevant Development Management Local Plan Policies

- Policy DM 48 Car free and Car Capped Development

### Introduction

10.1 The effective management of parking spaces is a key determinant of transport mode choice and an important tool for tackling congestion and local pollution in the borough. The recently-published National Planning Policy Framework (NPPF) advises that Local Authorities should consider an area's accessibility, type, mix and use of development, availability of public transport, local car ownership levels and the need to reduce the use of high-emission vehicles when setting local parking standards. Similarly, the London Plan identifies the need to manage parking as a key tool to minimise car use and promote sustainable means of transport.

### Public Transport Accessibility Levels (PTALs)

10.2 Within London, the Transport for London's Public Transport Accessibility Levels (PTALs) have traditionally been used as a key management tool by London boroughs to decide the level of car parking that a development should have. Generally speaking, the higher the PTAL level of a proposed development site, the lower the amount of car parking the proposal should have.

10.2.1 It should be stressed that PTAL levels can vary dramatically from site-to-site (mainly due to arbitrary cut off points for walking to public transport stations and bus stops) and does not take into account other localised factors such as

a high propensity to walk or cycle and also how accessible essential local services like schools, shops and health services and employment centres are that would mitigate against the need to travel in the first instance. Another limitation is that PTAL levels can vary even within an individual site (usually larger sites) dependent upon where the point was chosen from.

- 10.2.2 Notwithstanding these obvious limitations of the approach, PTAL is the favoured approach by boroughs to calculate car parking levels across London. Whilst Transport for London produce maps showing the PTAL levels in each borough, these maps are not site specific and public transport services can vary over time. Site specific PTAL levels can be found at <http://www.webptals.org.uk/> and should be used when submitting planning applications.

### **Car Parking Standards**

- 10.3 In common with other London boroughs, Hackney has set maximum car parking standards with the intention of limiting parking in all new developments to a minimum. The Council has recently revised its car parking standards as part of the evidence-gathering stage for the Transport Strategy to better reflect the borough's position as an inner London borough with low car ownership and use and to continue to support our resident's high levels of walking, cycling and use of public transport. These can be found in Appendix 1 of this report.
- 10.3.1 In many cases, these standards will be lower than those outlined in the London Plan. This is to better reflect the borough's unique local characteristics, relatively high levels of public transport accessibility and the level of parking stress within the borough in line with guidance set out by the NPPF and to bring Hackney's standards in line with neighbouring inner London boroughs. New development proposals located within PTAL 4-6 will be required to be car free in line with Core Strategy and Development Management Local Plan policies. Proposals involving the redevelopment of

existing car parks areas will generally be expected to significantly reduce car parking levels where re-provision of some spaces is proposed.

- 10.3.2 Thresholds and standards are given as a gross floor area (GFA) relating to the development as a whole, and are not intended to be applied separately to individual units that form part of a larger development. Shared use of parking spaces and servicing bays between units will be encouraged where practical and should be explored in Transport Assessments and Delivery and Servicing Plans.

### **Car Free developments**

- 10.4 Car Free developments can be defined as development with no car parking facilities for residents or visitors other than those as needed to meet the needs of disabled people. Occupiers of the development are restricted from obtaining on-street parking permits by legal agreement. Car free developments support a number of objectives of the Transport Strategy given that they have a role to play in improving the attractiveness of the local area for walking and cycling, help create more 'people oriented' environments and can reduce local air pollution and noise levels.
- 10.4.1 In line with the Core Strategy and emerging Development Management Local Plan, the Council will promote car free developments in areas that have PTAL levels 4 or above and/or are covered by Controlled Parking Zones. The Council will also welcome proposals for car free development below these thresholds or in locations within the borough that are subject to parking stress or where the provision of parking would create an unacceptable impact on highway safety. Much of Hackney's residential areas are very accessible by frequent and reliable public transport, are within easy walking and cycling distance to local amenities and car ownership levels are amongst the lowest in the country.

### **Car capped developments**

- 10.5 Car capped developments differ from car free development in that they tend to have a limited amount of on-site parking. However occupiers of the development are similarly restricted from accessing on-street permits usually through a planning legal agreement.
- 10.5.1 Proposals for car capped development will be suitable in new development that are located in areas that have lower than PTAL 4 levels and/or where additional off street spaces can be accommodated within the development without harming highway or on-street parking conditions, but where additional on-street car parking is not considered acceptable.

### **Legal Planning Agreements**

- 10.6 In the case of both car-free and car-capped developments, the Council will require the developer to enter into a legal planning agreement (usually a s106 agreement) to ensure that future occupiers of the development will not have access to on-street parking permits. In the case where a developer will not enter a legal agreement to accept this designation, planning permission will not be granted for the development.
- 10.6.1 This legal agreement requires the owner of the development to inform incoming occupiers that they are not eligible to obtain a parking permit for on-street parking, or to purchase a space in a Council-controlled car park. This part of the legal agreement stays in perpetuity so that any future purchaser of the property is informed that occupiers are not eligible for parking permits.

### **Implementation of on-street parking restrictions.**

- 10.7 Much of Hackney's residential roads are covered by Controlled Parking Zones (CPZ) and, in principle, appropriate for car-free or car-capped development. Parking spaces in these streets are restricted to people holding a parking permit issued by the Council. As such, occupants will be restricted from

purchasing on-street parking in these areas as the Council controls the issuing of permits.

### **Disabled Parking in car free and car capped development**

- 10.8 Car-free and car capped developments should be designed taking into account the needs of disabled car users at the earliest possible stage. Where car-free and car-capped developments contain wheelchair housing, the Council will expect a dedicated Blue Badge parking space to be provided for each wheelchair dwelling in accordance with the London Plan Housing SPG. For larger developments, the Council usually requires 10% of the total parking (or a minimum of 2) to be reserved for disabled parking. The Council's general preference is for any proposed disabled parking to be provided on-site but will examine proposals on a case-by-case basis. Blue Badge holders are able to use parking spaces on-street without a parking permit but the Council may require the applicant to submit an assessment of parking spaces in areas of known parking stress to demonstrate that disabled parking can be accommodated within the immediate vicinity of the site.
- 10.8.1 Further information about how the borough manages provision of on-street disabled parking can be found in the Council's adopted 'Parking & Enforcement Plan, 2010-15' (revised April 2013).

### **Footway Parking**

- 10.9 Footway parking was banned across London under the London Local Authorities Act 2000. There are very limited exemptions across the borough where designated footway parking is clearly shown by roadside signs and covered by published Traffic Management Orders (TMOs). Footway parking is a particular issue in some parts of the borough because it forces pedestrians and vulnerable groups such as those who are partially sighted, have reduced mobility, wheelchair and buggy users, and people using pushchairs and buggies or prams from the footway and onto the road. Footway parking also tends to result in damage to the pavement resulting in

high maintenance costs, pedestrian injury claims and damage to the urban environment.

- 10.9.1 Proposals for footway parking are therefore contrary to the aims and objectives of the Council to provide a safe and attractive public realm in Hackney. Proposals that include footway parking as part of provision for new development will be refused by the Council. Where the application site involves an area of existing footway parking the Council will look to remove these areas and re-instate or widen the footpath where appropriate.

### **Alternatives to conventional on-street car parking**

- 10.10 The Council will look favourably on proposals that incorporate alternatives to the use of existing on-street spaces to make transport choices more sustainable.

#### **Car Clubs**

In many cases of car-free and car capped development the Council will seek contributions towards car club provision in line with Policy 33 of the Core Strategy and Development Management Local Plan Policy DM 48. Car clubs can contribute to the sustainable transport network by reducing the need to own a car and subsequently demand for on-street spaces. In most cases, car club arrangements between the applicant and the Council will be subject to a legal planning agreement.

- 10.10.1 Depending on the nature of the development, the Council may seek the provision of a dedicated car club bay and/or financial contributions towards membership for residents and businesses of one of the Council's car club operators. Where a development is required to provide a dedicated space for car club bay, the Council will expect that the space is highly visible and publicly accessible at all times of the day. Applicants are advised to contact the Council in advance of the preparation of Transport Assessments and Travel Plans for our full list of approved car club operators. Where car clubs

or car pool schemes are proposed, the Council's preference is for zero or ultra low emission vehicles.

### **Electric Vehicles**

10.10.2 The Council supports the use of ultra emission vehicles as part of its efforts to improve air quality in London. Where car parking is permitted as part of a new development, the Council will require the provision of electric vehicle charging points in line with the London Plan and emerging Hackney Development Management Local Plan Policies. In limited cases, the Council may look for dedicated spaces for electric vehicles and/or contributions towards on-street charging points. Parking for low emission vehicles, pool cars and car clubs should be provided from within the general car parking permitted by Hackney's parking standards. Proposed parking spaces for EV points that are additional to these standards will be refused.

### **On-street Cycle Parking**

10.10.3 In some cases, provision of internal storage space for cyclists in accordance with the Council's cycle parking standards may be difficult to achieve. This may be due to space or design restrictions, for example within a listed building, in Conservation Areas or where terraced housing has been converted into flats. In these instances, the Council will look for contributions to provide secure on-street cycle parking subject to demand.



On-street residential cycle parking at Queensdown Road

**Footway widening**

10.10.4 Where appropriate, or in areas where the Council has planned a programme of works, the Council may look to re-organise or remove on-street parking for the purposes of footpath widening. Contributions may also be sought, such as s106 or s278 agreements, in order to improve the footway within the immediate vicinity of the site. This is particularly true in our town centres, neighbourhood centres and local retail parades or heavily-frequented walking routes where existing footway widths may be below minimum standards in certain locations.

**Cycle Hire scheme**

10.10.5 As outlined in the Cycling Plan and in the Walking and Cycling section of this document, the Council is developing a programme to facilitate the expansion of the cycle hire scheme to areas in the north of the borough. Whilst potential locations are decided on a case-by-case basis, some of the new locations may replace existing or redundant on-street car parking spaces. Where appropriate, developments close to the area proposed to be covered by the London Cycle Hire Scheme will be expected to contribute towards the provision of new docking stations as part of CIL or planning obligation agreement.



# 11 On-site parking

## Relevant Core Strategy Policies

- **CS Policy 6 Transport and Land Use**
- **CS Policy 22 Housing Density**
- **CS Policy 33 Promoting Sustainable Transport**

## Relevant Development Management Local Plan Policies

- **Policy DM 48 Car free and Car Capped Development**

## Related Local Plan documents

- **Hackney Public Realm SPD**
- **Residential Extensions and Alterations SPD**

## Introduction

11.1 Off-street parking provision can take a number of forms including front courts, rear courts, undercroft and underground parking. However, the creation of additional off-street parking in an inner- London borough such as Hackney frequently involves the loss of on-street spaces, may undermine Council priorities to promote a shift to sustainable travel modes and can potentially increase pedestrian safety concerns. An example is where kerbside parking is removed to enable vehicles to cross over the pavement to a garden or forecourt. To help mitigate against this, the Council restricts parking in areas of high PTAL levels including its town centres and strategic growth areas where these concerns tend to be more prevalent in line with Policy DM 48.

11.1.1 The Council will also seek to carefully manage demand for off-street parking particularly in areas of high on-street parking stress, in instances where it feels that highway safety may be compromised or where the provision of on-site parking is likely to have a detrimental impact on the amenity and quality of an area, for example in designated Conservation Areas. In many cases, a Transport Assessment/Statement and parking stress tests are likely to be required to justify proposals for off-street parking.

## **Town Centre Parking**

- 11.1.2 Recent improvement to our public realm and public transport provision in Hackney coupled with planning policies directing high density growth to high PTAL areas has improved the accessibility of our town centres immeasurably and mitigated against the need to travel to shops by private vehicles. The increase in land values and development pressure for town centre sites has also resulted in a number of applications for the conversion of largely-redundant car parking space to a more high-intensity mix use developments.
- 11.1.3 However, a limited number of shopping and leisure centres and community uses in our town centres have existing off-street parking provision which tend to be publicly available and serve both the centre itself and the wider town centre itself. In line with London Plan parking policies, proposals for the redevelopment of town centre shopping centres with ancillary car parking should initially take into account the existing supply and then the reduction in demand associated with improvements in accessibility by non car modes and the reduced demand associated with linked trips. Exceptions include provision for disabled parking and loading/unloading requirements outlined earlier. These issues should be addressed in the Transport Assessment and Travel Plan.

## **Crossovers and dropped kerbs**

- 11.2 Private dropped crossings or crossovers can only be created for the purpose of allowing vehicles to gain access to a private driveway or garage. Consent for permanent crossovers and new vehicular access to property is needed under highway legislation and where acceptable, must be constructed by the Council. Full planning permission is generally not required but is needed where;
- the property involved has the frontage directly on to an A or B classified road
  - the property involved is a listed building

- the property involved is other than a house for a single family, e.g. flat, maisonette, commercial or industrial premises.
- the applicant is proposing to lay a traditional, impermeable driveway that does not provide for the water to run to a permeable area where the surface to be covered is more than five square metres

11.2.1 Where permitted, crossovers should be at footway level except for a short ramp down to the carriageway to maintain pedestrian priority. Further guidance can be found on TfL's Streetscape Guidance (2009) 'Footways and Carriageways' <http://www.tfl.gov.uk/assets/downloads/streetscape-guidance-2009-footways-and-carriageways-107.pdf>

### **Off-street parking considerations**

11.3 Proposals for off-street parking will need to be balanced against public safety concerns, potential loss of biodiversity and negative impacts on the quality of the borough's streetscape. The Council will take the following considerations into account when assessing planning applications for off-street parking that are in accordance with the Council's car parking standards.

- Maintaining active frontages

11.3.1 The Council will favour ground floor uses that promote social activity, passive lighting and surveillance and will look to restrict applications for parking that could either on an individual or cumulative basis lead to an absence of informal social life in the streets or contribute to the perception of the street as being unsafe to walk at night. Where garage parking or other ground floor parking structures are proposed, development needs to ensure that place-making principles including the promotion of active frontages and natural surveillance and minimising land take are adhered to.

### **Highway safety**

- 11.3.2 The Council will look to restrict access to off-street parking that could potentially impact on highway safety, for example due to vehicles reversing, or through reduced sight lines. Any applications for on-site parking that does not allow vehicles to enter and exit the site in a forward direction particularly on classified roads are likely to be refused. Proposals that impact negatively on the footway, or impede movement on busy bus or cycle lanes are likely to be similarly refused.

### **Potential Loss of on-street spaces**

- 11.4 Off-street car-parking in smaller development sites rarely increases the overall car-parking capacity of an area, as the provision of a cross-over from the street usually results in the loss of at least one on-street parking space. The Council will restrict off-street parking where it is likely to reduce the availability of on street parking particularly in areas of on-street parking stress such as Controlled Parking Zones (in many cases, this provides justification for car free developments).

### **Impact on front gardens and local flood risk**

- 11.5 The Council is concerned about the cumulative effect of removal of front gardens, trees, boundary walls and hedgerows which have traditionally formed property boundaries for the purpose of off-street parking. The replacement of garden space with hard standing areas often involves the loss of a substantial part of vegetation which can increase risk of rain water run-off and localised flooding as well as loss of visual amenity and local distinctiveness. Applications for the replacement hard-standing areas in Critical Drainage Areas (CDA) and Local Flood Risk Zones (LFRZ) as defined in the Development Management Local Plan Policies document are likely to be refused for this reason.

## Impact on Conservation Areas and Street Trees

- 11.6 The Council will need to consider whether proposed off-street parking is likely to have a negative impact on the visual and historical character of the area. This is particularly true in the case of listed buildings and Conservation Areas. Similarly, crossovers will generally not be permitted where they involve the loss of a tree covered by a Tree Preservation Order (TPO).
- 11.6.1 Consequently, the Council will resist proposals that are considered to have a detrimental impact on the visual and environmental amenity of an individual property or on the character of a wider area for example, in a conservation area. The Council's adopted *Public Realm* and *Residential Extensions and Alterations* SPDs provide more detailed guidance on why there is generally a presumption against conversion of front gardens for car parking.

## Vehicle Crossing Application Form

- 11.7 Irrespective of whether planning permission is required the applicant will need to complete a Vehicle Crossing Application form. The Council, as the Highway Authority has a duty to assess applications for residential vehicle crossovers and considers the issues outlined above in addition to others including;
- ensuring that the crossover has the relevant planning permission
  - the crossover will not extend beyond the frontage of the property and will be of a minimum practicable width to serve the parking area
  - the 'hard-standing' or parking area within the property will be constructed correctly and usable before the crossover is installed and will be subject to an inspection by the Council
  - any vehicle parked within the property must not overhang any part of the highway/pavement

- the parking space provided will be a minimum of the length of the vehicle plus a one-metre safety access to the front door of the property

It should be noted, that the granting of Planning Permission does not guarantee the approval of the Highways Authority and vice versa.

### **Permitted off-street parking**

- 11.8 Any proposed car parking will be required to be in accordance with Hackney's revised car parking standards in the forthcoming Development Management Local Plan Policies. The Council will also expect that it's Local Plan and the London Plan requirements relating to Electric Vehicle charging points are adhered to during the planning application process. This standard currently requires 1 in 5 residential parking spaces to have charging points.
- 11.8.1 Where off-street parking is considered acceptable, development sites should seek to minimise land take for parking and maximise opportunities for biodiversity. Design of parking areas should be considered carefully to ensure that communal areas are not dominated by vehicles and contributes to an attractive, accessible and safe pedestrian environment. Minimum parking areas and visibility splays will be required in line with guidance set by the Council and by national policy documents such as Manual for Streets.
- 11.8.2 The Council will require that permeable surfaces, landscaping, and water attenuation measured are incorporated in the design and layout of parking areas in order to soften its visual impact, reduce water surface run-off and minimise the urban heat island effect in line with guidance outlined in the Council's *Public Realm* and *Residential Extensions and Alterations* SPDs.

## 12 Private hire vehicles and PTW

### Relevant Core Strategy Policies

- CS Policy 6 Transport and Land Use

### Relevant Development Management Local Plan Policies

- Policy DM 27 Hotels
- Policy DM 45 Movement Hierarchy
- Policy DM 46 Development and Transport

### Introduction

12.1 Hackney's Movement Hierarchy as outlined in Policy DM 45 of the Development Management Local Plan policies makes provision for considering the needs of private hire vehicles (such as coaches, taxis and minicabs) and motorcycles above the needs of private car users (but below the needs of pedestrians, cyclists and public transport users). Similarly, the parking needs hierarchy in the Council's adopted Parking Enforcement Plan 2010-2015 places taxis and Powered Two Wheelers (PTW) above the parking needs of conventional private cars.

12.1.1 The Council recognises the important role that coaches, taxis/minicabs and motorbikes and scooters play in contributing to Hackney's economy and in reducing the need to travel or own private cars which tend to be more polluting and are greater contributors to congestion in the borough. Parking for these modes also tends to be more efficient in using space which can be restricted in an inner London borough such as Hackney. The following sets out the Council's guidelines for parking provision for these vehicles as part of the planning application process.

### Parking for Coaches and Taxis

12.2 Coaches, taxis and minicabs are an important component of the public transport network and are contributors to town centre viability and vitality. Appropriately located taxis and minicab parking facilities, in particular, can

have an important role to play in supporting the borough's night time economy, filling gaps in other forms of public transport provision and ensuring that residents get home safely. Similarly, coach parking can facilitate the successful operation of some high trip generating uses such as visitor and leisure attractions in the borough e.g. theatres, sports facilities etc.

- 12.2.1 Policy DM 46 of the Development Management Local Plan Policies document recognises the need for developments in the borough's main growth areas make provision for taxis (in the form of taxi ranks) and coaches and private hire vehicles, where the activity is likely to be associated with the development. Policy DM 27 'Hotels' also points out the need for development proposals to make adequate provision for taxi and private hire vehicles and coach drop-off areas.
- 12.2.2 Where developments are likely to involve visitors arriving and leaving in taxis and coaches, submitted proposals should show how these can be accommodated without harm, provide adequate facilities for coaches that minimise impact on the road network capacity and that are situated off-road wherever possible.
- 12.3.3 However, the Council appreciates that there may be significant difficulties for some developments in providing sufficient on-site drop-off space to achieve adequate turning space to allow vehicles to exit in forward gear in some locations where space is tightly constrained such as our town centres and City Fringe areas such as Shoreditch. In these circumstances, the Council may consider allocating an on-street space for the use subject to an appropriate planning agreement and other planning conditions being in place. Applicants are advised to contact the Council to discuss arrangements prior to the submission of a planning application to discuss vehicle types, coach arrival times and to specify picking-up and setting down points. This information should also be contained in a Transport Assessment.



## Minicabs

- 12.4 Like taxis and coaches, appropriately located minicabs and minicab offices can make a valuable contribution to Hackney's economy, providing local employment and an essential service to areas in the middle and north of the borough where taxi coverage is relatively poor by London standards. However minicab provision needs to be balanced against concerns relating to noise and emissions, local congestion and potential for highway conflict between cars and pedestrians and cyclists. There are also issues relating to residential amenity given that many minicab offices are open for 24 hours a day.
- 12.4.1 There is currently no specific guidance relating to minicab development in the Core Strategy or Development Management Local Plan Policies document. However as a general rule, the Council will expect proposals for new minicab offices to be located in town centres, in areas that support the night time economy and within the vicinity of public transport termini. In general, the Council will resist proposals that are considered to create additional traffic or highway safety problems or harm amenity of nearby residents. The Council will additionally have a presumption against granting permission for new minicab office development or extensions to existing offices that adjoin residential accommodation.
- 12.4.2 In considering a mini-cab proposal, particular regard will be given to factors which would lessen the impact of the proposal, such as the use of radio-controlled vehicles for mini cab businesses. In most cases, the provision of off-street parking will not be required. Only where there is likely to be serious interference with the free flow of traffic (such as close to a road junction or where the road is especially narrow or heavily-trafficked) will off-street parking be essential for permission to be given.
- 12.4.3 In general terms, the Council will expect minicab development proposals to;

- be suitably located and not to adversely affect the amenity of nearby residents;
- provide safe and suitable off-street parking for visiting cab drivers within the vicinity of the office;
- ensure that cab offices are fully accessible by all members of the public
- minimise street clutter and noise and light pollution

## **Powered Two Wheeler Parking**

- 12.5 Powered Two-Wheelers (PTW) include motorcycles, scooters and mopeds. At present, there is recognition that there may be some air quality and congestion benefits from the use of smaller motorcycles and mopeds (under 800cc) when compared to general levels of private motor car use. Parking for PTW's also represents a more efficient use of limited space as up to 5 PTW's can be accommodated within a standard parking bay.
- 12.5.1 The demand for PTW's has grown dramatically in Hackney particularly since the introduction of the London Congestion Charge in 2003 and their subsequent exemption from the charge. Within Hackney, the demand for PTW parking space tends to be particularly acute during peak commuter times in the Shoreditch area but also needs to be considered in other areas of the borough.
- 12.5.2 While there are no specific criteria for motorcycle parking set out in the Council's Core Strategy and Development Management Local Plan Policies document, the London Plan and Mayor's Transport Strategy encourage the provision of adequate and secure motorcycle parking. Where new development is concerned in Hackney, proposals should take into account the need to provide suitable space for PTW's where levels of general parking are permissible and within Hackney's Parking Standards. The specific location of PTW parking facilities needs to be carefully planned. Applicants should also consider the following;

- Designated PTW parking spaces should be high visible and overlooked, taking every opportunity to maximise public surveillance to minimise the risk of theft.
- In general, a mix of parking with more spaces for Powered Two Wheelers than car parking spaces is likely to be acceptable
- The design and layout of access and egress points to PTW parking areas should minimise conflict with other road users, particularly pedestrians
- The technology for electric powered two powered wheelers is progressing quickly, so electric charging facilities should be considered for new PTW parking sites. This should be especially considered where eclectic charging points are already required as per London plan requirements.

### **Prevention of Motorcycle theft**

12.6 Evidence suggests that PTW theft is a big and increasing problem in London. A 2011 report from the Motorcycle Crime Reduction Group estimates that 50% of all UK PTW thefts occur in London at a rate of about 35 vehicles a day. The Council has also received a number of calls from residents and businesses in the borough relating to theft in the Shoreditch area.

12.6.1 To reduce levels of theft, long-term PTW parking provision should include approved security devices like ground anchors, tagging systems and immobilisers. Parking should be well lit, highly visible and preferably covered by CCTV with ability for bikes to be locked to immovable objects.

# 13 Development and Transport Checklist

## Introduction

The following checklist identifies many of the issues that the Council will look to see addressed when assessing planning applications. The checklist does not cover all issues but provides a useful guide to applicants prior to the submission of a planning application.

**Table 12.1 Development and Transport Considerations.**

- Is the development proposal in the right location for the type of development proposed?
- If the proposal is likely to have significant transport implications, has a full transport assessment, including a travel plan, been submitted?
- Does the transport assessment include details of existing conditions, details of site access, parking and servicing arrangements etc?
- Does the transport assessment describe the likely transport impacts generated by the development and outline measures to fully mitigate these impacts on the borough's transport network?
- Is the Travel Plan robust and ambitious enough? Are all proposed measures fully costed and committed?
- Is the proposal required to contribute towards transport infrastructure improvements including those in Hackney's and the Mayor of London's Community Infrastructure Levy? Are additional s106/s278 measures needed?
- Does the design and layout of the development prioritise the needs of

pedestrians, cyclists and public transport users above the needs of motorists?

- Is the development car free or car capped? Has justification for any parking been provided? Will the development result in more on-street parking?
- Is adequate parking provided for disabled/mobility impaired people?
- Is adequate parking provided for other vehicles associated with the development's use (e.g. servicing, taxis, coaches, powered two wheelers)?

## Appendix 1: Hackney's Car and Cycle Parking Standards

Table A1 Hackney Car Parking Standards

### Car parking - maximum standard

Land Use Category	Land Use	PTAL 3-4 (Maximum standard)	PTAL 1-2 (Maximum standard)
A1	Food Retail	Up to 1,000 sqm: No off-street parking provision. Over 1,000 sqm - less than 1 space per 750 sqm. No parking for employees will be considered.*	1 space per 750 sqm
A1	Non-food retail	Up to 1,000 sqm: No off-street parking provision. Over 1,000 sqm - less than 1 space per 500 sqm. No parking for employees will be considered.*	1 space per 750 sqm
A2	Financial / professional services	No off-street parking provision.	1 space per 750 sqm
A3-A5	Cafes and restaurants		
A3-A5	Drinking establishments		
A3-A5	Take-aways		
B1	Employment	No off-street parking provision with the exception of demonstrated operational need and provision for staff with disabilities.	1 space per 750 sqm GFA
B2/B8	Storage or distribution	No off-street parking provision with the exception of demonstrated operational need and provision for staff with disabilities. Provision for off-street servicing required above 1250 sqm.	1 space per 750 sqm GFA

C1	Hotels	No off-street parking provision with the exception of provision for staff and visitors with disabilities. 1 coach parking space per 50 bedrooms should be provided, and drop-off areas for taxis provided off-street, unless the Transport Assessment can demonstrate otherwise.	1 space per 20 beds for staff / visitors. 1 coach parking space per 50 bedrooms should be provided, and drop-off areas for taxis provided off-street where possible.
C2	Hospitals	Car free unless Transport Assessment can demonstrate otherwise. Disabled parking - Minimum 10% of proposed provision or minimum 2 wheelchair accessible spaces, whichever is greater. 1 coach parking space per 50 bedrooms should be provided, and drop-off areas for taxis provided off-street where possible, unless the Transport Assessment can demonstrate otherwise.	Each site to be looked at individually through the Transport Assessment and Travel Plan.
C2	Care homes / secure accommodation		
C2	Student accommodation		
C3	Residential	PTAL 4 - No off-street parking provision with the exception of 2 wheelchair accessible spaces.	Maximum of 0.35 spaces per dwelling and minimum of 10% of proposed provision or minimum 2 spaces to be wheelchair accessible spaces (whichever is greater)
		PTAL 3 (within CPZ) - Less than 0.20 spaces per dwelling and minimum of 10% of proposed provision or minimum 2 spaces to be wheelchair accessible spaces (whichever is greater)	
		PTAL 3 (outside CPZ) - Maximum of 0.35 spaces per dwelling and minimum of 10% of proposed provision or minimum 2 spaces to be wheelchair accessible spaces (whichever is greater).	
D1	Nurseries / schools (primary and secondary)	Each site to be looked at individually through the Transport Assessment and Travel Plan. Considerations to include location, availability of alternative parking areas and the nature of the operation. No employment parking will be considered unless a site falls outside of a CPZ, in which case levels will be based on a comprehensive assessment of demand, impact and broad policy consideration.	
D1	Universities and colleges		
D1	Health centre / dentist		

D1	Other (e.g. Library, church, etc.)	
D2	Other (e.g. Cinema, bingo, etc.)	
D2	Sports (e.g. Sports hall, swimming, gymnasium, etc.)	
Sui generis	As per most relevant other standard and best practice	
Notes:	<p>Parking Policy for PTAL 4-6: No off-street parking provision unless AAP policies stipulate otherwise.</p> <p>Disabled parking - Minimum 10% of proposed provision or minimum 2 spaces to be wheelchair accessible spaces. In accordance with the London Plan Housing SPG each accessible unit is required to have access to its own dedicated Blue Badge space</p> <p>* The only exception to this approach will be to ensure that developments are accessible for disabled people In line with London Plan Policy 3C.23, Electric vehicle charging points standards are to be provided in accordance with the London Plan.</p>	

### Table A2 Cycle parking standards

The cycle parking standards for new developments are shown below. All standards are minimum standards. A minimum of 2 spaces are required for all developments.

**Table A2. Hackney Cycle Parking Standards**

Land Use Category	Land Use	Cycle parking standard
A1	Food Retail	First 1,000 sqm - 1 space per 75 sqm for staff with minimum 2 spaces, 1 space per 100 sqm for visitors with minimum 2 spaces. Thereafter - 1 space per 300 sqm for staff and 1 space per 300 sqm for visitors.
A1	Non-food retail	
A2	Financial / professional services	
A3	Cafes and restaurants	
A4	Drinking establishments	



A5	Take-aways	
B1	Employment	1 space per 50 sqm for staff with minimum 2 spaces plus 1 space per 500 sqm for visitors with minimum 2 spaces
B2/B8	Storage or distribution	1 space per 300 sqm for staff and visitors
C1	Hotels	1 space per 8 bedrooms for staff plus 1 space per 20 bedrooms for visitors
C2	Hospitals	1 space per 3 staff (for staff and visitors)
C2	Care homes / secure accommodation	1 space per 3 staff with minimum 2 spaces for visitors
C2	Student accommodation	2 spaces per 3 bed spaces for residents plus 1 space per 10 bed spaces for visitors
C3/C4	All dwellings	1 space per dwelling up to 45 sqm
		2 spaces per dwelling above 45 sqm plus 1 space per 10 bed spaces for visitors with 1 space per 25 units for visitors (minimum 2 spaces)
D1	Nurseries / schools (primary and secondary)	1 space per 4 staff plus 1 space per 7 students
D1	Universities and colleges	1 space per 4 staff plus 1 space per 3 peak time students
D1	Health centre / dentist	1 space per 3 staff (for staff and visitors)
D1	Other (e.g. Library, church, etc.)	1 space per 4 staff plus 1 space per 10 staff for visitors
D2	Other (e.g. Cinema, bingo, etc.)	1 space per 5 staff plus 1 space per 50 seats for visitors
D2	Sports (e.g. Sports hall, swimming, gymnasium, etc.)	1 space per 3 staff plus 1 space per 3 peak time visitors
Sui generis		As per most relevant other standard

**Notes;** Parking for larger bicycles. Tricycles, recumbent bicycles, cargo bicycles and disability bicycles have other specific cycle parking requirements and will be assessed on a case-by-case basis. They are self-supporting when stationary, but still require a stand to which they can be locked. Sheffield stands allow for all known cycles to be secured, so these types of bicycles can be best accommodated by the use of end stands at a group of cycle stands. Given this, the Council's default position will be to recommend Sheffield stands but is open to examining other types of appropriate cycle parking including requiring contributions for on-street spaces.

## Notes

Long-term cycle parking for staff, residents and other long-term visitors should be provided in secure facilities, with controlled access. Facilities should be protected from the elements, and access must be step-free.

Short-term cycle parking should be highly visible, easily accessible and provided as close to the main site entrance as possible. Where it is not practical or desirable to provide on-street visitor parking on the public highway, the planning authority will instead look for contributions to provide cycle parking in an appropriate location in the vicinity of the site.

All cycle parking should include a provision for mobility bicycles, tricycles (including those designed for carrying children and freight) and cycles with trailers. At least one accessible space should be provided in all developments. In schemes where more than 25 cycle parking spaces are provided, an additional accessible cycle parking space should be provided for every 25 cycle parking spaces (or part thereof).

The following types of cycle parking stands are acceptable for inclusion with new developments:

- Sheffield stand or similar (including 'A' frame and 'CaMden' stands)
- Two-tiered systems (secure parking only)

More information on acceptable cycle parking design standards is set out in Appendix B of this report.

## Cycle lockers

In all cases, details of the proposed levels, location and the type of cycle parking stands to be provided should be submitted to the Planning Authority for prior approval, ideally supported by drawings showing that all spacing requirements are met.

It is recommended that all cycle parking provision be reviewed once occupancy levels reach in excess of 80%. This is to allow room for future

growth and to prevent overcrowded cycle parking acting as a barrier to people cycling.

Where non-residential uses cannot accommodate visitor cycle parking on-site, Hackney Council may instead seek contributions to providing cycle parking in the public highway within the vicinity of the site in accordance with the Planning Contributions SPD.

Hackney Council may also consider contributions towards secure on-street residential parking in conventional terraced residential streets where internal space constraints mitigate against providing on-site provision.

## **Appendix 2: Cycle Parking Design Guidance**

**Attach pdf here**

# Hackney Transport Strategy 2015-2025

Strategic Environmental Assessment (SEA)  
Environmental Report



On behalf of **London Borough of Hackney**



## Document Control Sheet

**Project Name:** Hackney Transport Strategy 2015-2025

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## Appendices

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## Non-technical summary

This is the Strategic Environmental Assessment (SEA) Environmental Report in relation to the Hackney Transport Strategy 2015-2025.

The purpose of this Report is to inform the readers of the Strategy of the potential environmental effects of its implementation. The Strategy sets out how it is planned that movement, access, traffic and transport is managed in Hackney over the next 10 years.

The Strategy covers a 10 year period and considers the impact and consequences of local transport needs together with the relationship between all forms of transport and other neighbouring boroughs.

This report identifies, describes and evaluates the likely significant effects on the environment of implementing the Strategy. This has been undertaken by considering the potential effects of the Strategy on different aspects of the environment;

The assessment concludes that the Strategy is unlikely to give rise to any significant adverse effects and is likely to result in beneficial effects in social, economic and environmental terms and most directly on human health.

## Acronyms and Abbreviations

ALG	Association of London Government
AQMA	Air Quality Management Area
BAT	Best Available Techniques
BSP	Borough Spending Plan
CERC	Cambridge Environment Research Consultants Ltd
CFV	Clean Fuel Vehicles
CPZ	Controlled Parking Zone
CNG	Compressed Natural Gas – same as the gas many use for cooking but stored in a compressed form.
DEFRA	Department for Environment, Food and Rural Affairs (formerly Department of the Environment, Transport and the Regions (DETR)).
EA	Environment Agency
EC	European Commission
ELLX	East London Line Extension
EST	Energy Savings Trust
EU	European Union
FQP(s)	Freight Quality Partnership(s)
FRA	Flood Risk Assessment

GLA	Greater London Authority
HGV(s)	Heavy Goods Vehicle(s)
HRA	Habitat Regulations Assessment
LAPC	Local Authority Pollution Control
LAQM	Local Air Quality Management
LBH	London Borough of Hackney
LGV(s)	Light Good Vehicle(s)
LNG	Liquefied Natural Gas – a mixture of propane and butane, currently the most widely used cleaner fuel in the UK.
LP	Local Plan
NAQS	National Air Quality Strategy
NNR	National Nature Reserve
PBA	Peter Brett Associates LLP
RPC	Reduced Pollution Certificate
SEA	Strategic Environmental Assessment
SINCs	Sites of Importance for Nature Conservation
SLINCs	Sites of Local Importance for Nature Conservation
SSSIs	Sites of Special Scientific Interest
SuDS	Sustainable Drainage Systems

SoS	Secretary of State (for the Environment)
SRA	Strategic Rail Authority
TfL	Transport for London
TLRN	Transport for London Road Network
UKCP	United Kingdom Climate Projections
UDP	Unitary Development Plan

### Glossary

Modal Shift	Change of method of transport from one to another e.g. moving from car use to other forms of transport such as walking, cycling or public transport.
t/yr (t/km/yr)	tonnes per year - the amount of pollutant emitted within the period of one year (also on an area basis (km <sup>2</sup> ))
µg/m(mg/m)	microgram per cubic metre (milligrams per cubic metre). For example, a nitrogen dioxide concentration of 1 µg/m <sup>3</sup> (mg/m <sup>3</sup> ) means that one cubic metre of air contains one millionth (one thousandth) of a gram of nitrogen dioxide.

# 1 Introduction

## 1.1 Background

- 1.1.1 Peter Brett Associates LLP (PBA) has been commissioned by the London Borough of Hackney (LBH) to carry out a Strategic Environmental Assessment of the Borough's Transport Strategy 2015-2025, the findings of which are presented in this Environmental Report.

### Strategic Environmental Assessment and Sustainability Appraisal

- 1.1.2 This is the Strategic Environmental Assessment (SEA) environmental report on the Transport Strategy for the LBH. The SEA has been undertaken in accordance with The Environmental Assessment of Plans and Programmes Regulations 2004 (the 'SEA Regulations') that implements the European Directive 2001/42/EC "on the assessment of the effects of certain plans and programmes on the environment" into English law.
- 1.1.3 This SEA has also taken into consideration the requirements for sustainability appraisal (SA), which is a systematic assessment process that must be carried out during the preparation Local Plans in England. The role of SA to promote sustainable development by assessing the extent to which an emerging plan, when judged against reasonable alternatives, will help to achieve relevant environmental, economic and social objectives. The purpose of SA is out in Section 39 of the Planning and Compulsory Purchase Act 2004, which states SA should be undertaken "with the objective of contributing to the achievement of sustainable development".
- 1.1.4 Commonly the two process of SA and SEA are combined for the assessment of Local Plans, as it widens the assessment to include social and economic considerations, as well as environmental. This combined approach was used for the assessment for LBH planning documents including the Core Strategy and Development Management Plan Development Plan Document (DMDPD). There is no similar requirement for the Transport Strategy to undergo SA and an SEA alone is suitable. However, the SA process has already included consultation and scoping of the stages of SEA for the LBH and for this

reason and to achieve a common approach to assessment in the borough it has been determined to make use of a similar methodology to the SA in this SEA. For instance, the SA Framework developed in SA forms the basis of the SEA, see Chapter 5 below.

## 1.2 Strategic Environmental Assessment

1.2.1 The Environmental Assessment of Plans and Programmes Regulations 2004 (the Regulations), implement the requirements of the European Union (EU) Directive 2001/42/EC (known as the SEA Directive), in England.

1.2.2 The Regulations state;

*The Environmental Report must identify, describe and evaluate the likely significant effects on the environment of implementing the plan (or in this case Strategy).*

1.2.3 Hackney's Transport Strategy 2015-2025 (and its supporting Plans) has been identified as a Strategy/Plan which could give rise to significant environmental effects. The principle steps in the process are provided below;

**Step 1:** - Establish the current environmental conditions (i.e. the baseline) within the geographical extent of the Strategy.

**Step 2:** - Predict any changes/trends to the environmental conditions that are likely to occur within the temporal scope of the Strategy

**Step 3:** - Identify and agree the SEA objectives. These SEA objectives should take into account the following issues;

- Biodiversity
- Population
- Human health
- Soil and ground conditions
- Water resources
- Air quality
- Material assets
- Cultural heritage



- Townscape

**Step 4:** - Consult on the scope of the SEA (i.e. steps 1-3 above) with statutory consultees.

**Step 5:** - Assess the Transport Strategy and its supporting documents and reasonable alternatives, against the SEA objectives in the context of the existing and future environmental conditions and determine any significant environmental effects.

**Step 6:** Identify mitigation strategies for any likely significant effects. It is not anticipated that there will be many (if any) significant adverse environment effects as a result of the Strategy. If any are identified, mitigation measures to avoid reduce or compensate the effect will be recommended.

**Step 7:** - Recommend a monitoring regime for the implementation of the Strategy.

1.2.4 Steps 1-4 above have already have been undertaken for previous land use planning and other Strategies in Hackney, resulting in the tried and tested Hackney SA Framework that has been consulted and agreed with statutory consultees. Therefore, Steps 1-4 have not been repeated in full for this Strategy as the SA Framework is considered to be fit for purpose. Hackney's SA Framework is provided at **Appendix A**.

1.2.5 The requirements of what should be included in an Environmental Report from Schedule 2 of the Environmental Assessment of Plans and Programmes Regulation 2004 are reproduced below;

- An outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans and programmes.
- The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.
- The environmental characteristics of areas likely to be significantly affected.
- Any existing environmental problems which are relevant to the plan or programme.
- The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.
- The likely significant effects on the environment, including short, medium and long-term effects, permanent and temporary effects, positive and negative effects, and secondary, cumulative and synergistic effects, on issues such as:
  - a. biodiversity;
  - b. population;
  - c. human health;
  - d. fauna;

- e. flora;
  - f. soil;
  - g. water;
  - h. air;
  - i. climatic factors;
  - j. material assets;
  - k. cultural heritage, including architectural and archaeological heritage;
  - l. Townscape; and
  - m. the inter-relationship between the issues referred to in sub-paragraph (a) to (l).
- The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.
  - An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.
  - A description of the measures envisaged concerning monitoring in accordance with Regulation 17.
  - A non-technical summary of the information provided under paragraphs 1 to 9.

### 1.3 The Purpose of this document

- 1.3.1 The purpose of the Environmental Report is to inform the consultees and plan makers of the likely significant environmental effects resulting from the implementation of the Transport Strategy.

### 1.4 The Structure of this document

- 1.4.1 This document is structured as follows:
- **Section 2:** describes the aim and purpose as well as the structure and development of the Hackney Transport Strategy 2015-2025.
  - **Section 3:** describes the Environmental Characteristics in Hackney which form the baseline of this SEA.

- **Section 4:** sets out the approach to the assessment including the SEA methodology and objectives against which the Transport Strategy will be assessed.
- **Section 5:** provides the findings of the assessment for each of the documents comprising the Transport Strategy, including overarching strategic document as well as the six supporting plans.
- **Section 6:** comprises the conclusion as well as recommendations on how to monitor the implementation of the Transport Strategy in order to minimise identified likely significant effects.

## 2 Hackney Transport Strategy 2015-2025

### 2.1 Introduction

2.1.1 This section provides an overview of the Hackney Transport Strategy. Further, the consultation with the public and different stakeholder that was undertaken to inform the Transport Strategy is outlined.

### 2.2 The Structure of the Strategy

2.2.1 The Transport Strategy is structured into a number of documents. It consists of the “Hackney Transport Strategy Overarching Document” which sets out the council’s strategic transportation aims, objectives and priorities as well as six “supporting plans”, each referring to different transport related aspects, namely;

- Walking Plan,
- Cycling Plan,
- Liveable Neighbourhoods Plan,
- Public Transport Plan,
- Road Safety Plan; and
- Sustainable Transport Plan.

2.2.2 Figure 2.1 illustrates the structure of the Strategy.

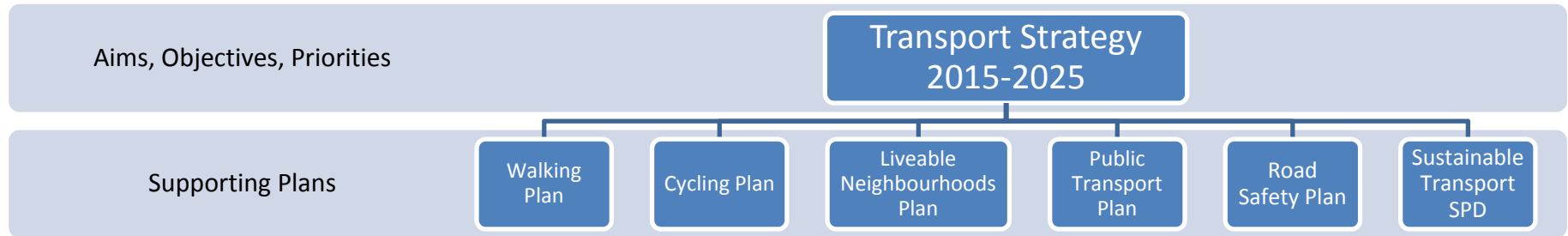


Figure 2.1: Structure of the Transport Strategy 2015-2025

2.2.3 The Transport Strategy sits alongside other plans and strategies prepared by LBH and others that set the context and detail for many of the proposals contained in the Strategy and its supporting documents. Most importantly the Hackney Local Plan in its component parts set the planning policy context that defines the delivery of proposals and the overall transport strategy for the area. This includes the Core Strategy that sets the strategic context for all planning decisions, development management policies the detailed policies for delivering development and the Area Action Plans that cover area specific

development. All of these set policies covering transport and access that seek to reduce the number of trips made by car. More detail can be found in Chapter 4 of this SEA report.

### **Aims, Objectives and Priorities**

2.2.4 The vision for Hackney's Transport Strategy is:

*“By 2025, Hackney's transport system will be an exemplar for sustainable urban living in London. It will be fair, equitable, safe and responsive to the needs of its residents 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 21<sup>st</sup> Century.”*

2.2.5 By 2025, it is proposed that the Strategy will have achieved the following goals:

- i. Hackney is renowned for having the most pedestrian and cyclist friendly neighbourhoods, streets and public realm in London.
- ii. Hackney remains one of London's most liveable boroughs with green, safe and thriving neighbourhoods, streets and public spaces where different communities get on and interact.
- iii. To have played an important role in improved resident's health and well-being, as well as tackling obesity levels through higher rates of active travel.
- iv. To have substantially reduced road danger for all our residents but particularly more vulnerable groups such as older people and children and especially vulnerable road users such as cyclists, pedestrians and motorcyclists.
- v. To have continued the reduction in car ownership and created an environment where owning a private car is not the norm.
- vi. To have continued to reduce the need to travel by car for any journey purpose, whether it be for shopping, leisure or work.
- vii. To have restrained the levels of external traffic entering and exiting the borough and using it as rat-run to get elsewhere.
- viii. To have strengthened sustainable transport's role in facilitating Hackney's continued regeneration and supporting the local economy through initiatives such as the 'Love Hackney. Shop Local' campaign.
- ix. To have integrated the Queen Elizabeth Olympic Park into the fabric of the borough and maintained the successful legacy of the Games.
- x. Continued to advance the case for key public transport infrastructure improvements in Hackney and promoting linked trips, with Crossrail 2 at an advanced stage of implementation.

- xi. Enhanced residents' access to jobs, training and essential services without increasing congestion on public transport or roads.
- xii. Enhanced accessibility and mobility options for vulnerable groups allowing them to live independently.
- xiii. To have significantly improved air quality and lowered carbon emissions from our transport system.
- xiv. To be better prepared for the implications of climate change on the public realm and transport network.
- xv. To have reduced crime and improved safety on our transport network, in particular to have lower levels of cycle theft.

## 2.3 Consultation

- 2.3.1 The draft Transport Strategy was published for comments by members of the public during a 3-month consultation period from 28<sup>th</sup> July to 7<sup>th</sup> November 2014. Comments are currently being analysed and results are expected in September 2015.
- 2.3.2 During this period, seven engagement events were held at local libraries across the borough to inform and consult the general public on the proposed aims and objectives and targets.

## 2.4 Assessment of Reasonable Alternatives

- 2.4.1 The Directive (SEA Directive) and the NATA guidance require the development of 'reasonable' alternatives. The purpose of this approach is to demonstrate the different ways of fulfilling the plans objectives, and what the likely outcomes of the various alternatives will be.
- 2.4.2 For the purposes of this study only the following option was considered;
  - i. No Transport Strategy (Business as usual)

### No Transport Strategy

- 2.4.3 This alternative represents no change to the existing situation (business as usual) without the development of a Transport Strategy (2025-2025), but relying upon the existing Local Transport Plan which ceases to be relevant beyond 2011. When this option was assessed against the SEA objectives it was found that once the plan was out of date other strategies and legislation would seek to reduce the need to travel, reduce vehicle emissions and improve air quality. However, without the Transport Strategy 2015-2025 there would be no sub-regional strategic overview on transport issues. Interventions to

maximise public transport use, protect and improve the natural environment, ensure equality of opportunity, promote the regional economy and tackle deprivation will not be delivered with this alternative.

### **Alternatives Policies or Proposals**

- 2.4.4 The options for car parking and cycle parking take a more restrictive approach than required by the London Plan. Boroughs are free to set their own car and cycle parking standards. The vast majority of housing in Hackney (85% plus) in the last 10 years has been car free (exception disabled parking) which has the knock-on effect of more land being available for more productive purposes including housing, play areas and also other alternatives such as car clubs and car pooling



## 3 Hackney's Environmental Characteristics

### 3.1 Introduction

3.1.1 This chapter outlines Hackney's baseline environmental characteristics.

### 3.2 Area Characteristics

3.2.1 Hackney is located north of the City of London and is bound by the London Boroughs of Haringey and Waltham Forest to the north, Islington to the west, Tower Hamlets to the south east as well as Newham to the east.

3.2.2 Hackney comprises 20 wards which for the purpose of this report are subdivided into two areas: North Hackney, comprising summary of the Springfield, New River, Wick, Brownswood, Cazenove, Hackney Downs, Chatham, Dalston, Stoke Newington Central, Clissold, Leabridge and Lordship wards; and South Hackney, including Haggerston, Hoxton, De Beauvoir, Victoria and Queensbridge wards.

3.2.3 The following sections provide an overview of the social and economic characteristics in both parts of the borough.

#### North Hackney

3.2.4 Social deprivation is a significant issue in the north of the Borough, in particular in parts of Brownswood, New River, Hackney Downs and Stoke Newington Central Wards. In contrast, Leabridge, Lordship and Cazenove, Clissold and Stoke Newington Central wards rank among the least deprived neighbourhood.

3.2.5 The economic growth projections South of Hackney are based on the Major Town Centre growth anticipated in especially in Hackney Central, Dalston and Manor House. The promotion and control of town centre uses is particularly important to maintain this vibrancy. There are some employment land

designations which overlap Town Centre boundaries and a mix of uses in some areas may also be appropriate given the diverse nature of Hackney's economy. It is expected that there will be continued demands for evening and night-time uses especially in the Shoreditch town centre area.

### South Hackney

- 3.2.6 The Railway Corridors and the City Fringe as well as South Shoreditch are two key growth areas in Hackney South. Due to the accessibility by public transport and its connection to London's Central Activity Zones these areas provide significant opportunities for urban regeneration.
- 3.2.7 South Hackney generally shows high levels of deprivation although poor areas are scattered in small pockets across most wards, in particular in De Beauvoir, Queensbridge and Victoria wards, where deprivation ranges between high and low levels.
- 3.2.8 The majority of Hackney's designated employment land is located in the south of the Borough, particularly Haggerston and large sections of east Hoxton are Priority Employment Areas.

### 3.3 Biodiversity

- 3.3.1 Hackney has 24 Sites of Importance for Nature Conservation (SINCs) in the borough and two Local Nature Reserves in North Hackney, namely Springfield Park and Abney Park Cemetery which are protected under the National Parks and Access to the Countryside Act 1949. The SINCs Shoreditch and Haggerston Parks are the two key green spaces Hackney's south wards.
- 3.3.2 It is anticipated that development pressures and increases in densities that are predicted in some wards are likely to pose a threat to some habitats and species and open space provision.

### 3.4 Population

- 3.4.1 The 2011 Census carried out by the Office for National Statistics (ONS) identifies the estimated size of Hackney's population is 246,300. There has been an approximate 20% increase in the past ten years. The borough maintained the 3rd highest population density within London. The average density which

is 129 persons per hectare is around 2.48 times the Greater London average of 52 persons per hectare, however it should be noted the average density varies between each of the different wards. (Census 2011)

- 3.4.2 Hackney's social profile reflects one of the youngest and most ethnically diverse communities in the country. Approximately 25% of Hackney's residents are under the age of 19, compared to 24.5% in London and 24% in England & Wales (Census 2011).
- 3.4.3 Hackney's population is forecasted to grow significantly - by approximately 15% over the next sixteen years. (GLA Population Projections 2009 & DMAG Update, April 2010). Projected trends in population for Hackney are predicted up to 2041. Over this time period a growth of around 70,000 persons is expected, with most of this growth taking place in the working age (16-64) population (Census 2011).
- 3.4.4 In addition to broad population increases, a significant increase in density is anticipated in Hackney's key growth areas primarily: the railway corridors of the East and North London Line, Shoreditch, Hackney Wick, Woodberry Down, Dalston, Hackney Central and other district and local centres.
- 3.4.5 It is anticipated that Hackney will remain one of the most culturally diverse in London.
- 3.4.6 **Future baseline:** The population of Hackney is anticipated to keep growing to increase by 70,000 people by 2041. Demographic change is likely to seen initially more young people in the medium term with an aging population in the long-term.

### 3.5 Human Health

- 3.5.1 The main causes of death for residents of Hackney are circulatory disease and cancer. Hackney also has higher proportion of people who are suffering from mental illness, and it is anticipated will remain on current levels without continued investment (SA Scoping Report, July 2009).
- 3.5.2 After rising sharply, the prevalence of adult obesity in Hackney has fallen for two years in a row, against an ongoing rise in London as a whole. However, more than one in nine adults registered with a GP in Hackney is obese - the fifth highest rate in London. It is still regarded as a significant health issue in

the borough, in particularly amongst the young children (The City and Hackney Health and Wellbeing Profile: our joint strategic needs assessment, 2011/12).

- 3.5.3 Hackney also has a higher proportion of people who are suffering from mental illness. This is anticipated will remain on current levels without continued investment.
- 3.5.4 Obesity and being overweight is regarded as a significant health issue anticipated to remain on current levels without education, training and planning change.
- 3.5.5 Hackney is the second most deprived local authority in the country after Liverpool. All wards with the exception of Clissold are amongst the 10% most deprived nationally and 11 are in the top 5% most deprived wards.
- 3.5.6 Obesity is a major problem in Hackney and is linked to deprivation, particularly amongst children and BME groups. Nearly half of all residents are classified as obese. Only 58% of Hackney adults meet the Chief Medical Officer's (CMO) recommendation for physical activity, with 30% classed as inactive. Childhood obesity is a major problem in Hackney with the National Child Measurement Programme showing rates of obesity are amongst the highest in England.
- 3.5.7 Diabetes is becoming more prevalent in Hackney with 1 in 20 adults recorded as diagnosed with the condition. Hackney has a higher number of residents claiming Incapacity Benefit or Employment Support Allowance compared to the London average.
- 3.5.8 Hackney's rate for children's hospital admissions due to asthma is significantly worse than the London average (Child Health Profile, 2014). Modelled estimates of prevalence of asthma in Hackney. This indicates that it may be highest in areas near the A10 near Stoke-Newington, the A12 and feeder

roads such as Wick and Homerton Road and other notable clusters in areas off heavily-trafficked Lea Bridge Road, Green Lanes and Balls Pond Road (Acorn, 2013).

- 3.5.9 **Future baseline:** Without action the levels of obesity could continue to rise in the Hackney, although nationally some evidence shows childhood obesity may be ‘levelling out’ as it reaches its peak. Higher levels of obesity put people at higher risk of associated health conditions including heart disease, type 2 diabetes and some cancers, which will therefore also rise. Asthma rates may be linked to road traffic and emissions.

### 3.6 Geology and Soil

- 3.6.1 The Lea and Hackney Marshes are underlain by alluvium soils; and the higher ground between Homerton and Stamford Hill is formed on a widening bed of London Clay. Brickearth deposits are within tongues of clay extending beneath Clapton Common, Stamford Hill and Stoke Newington High Street. The centre and south western districts lie on river terrace deposits of Taplow Gravel. Victoria Park and Well Street Common lie on flood plain gravel.

- 3.6.2 Future baseline: No change.

### 3.7 Water (including flood risk)

- 3.7.1 The primary geographic feature within Hackney is the course of the River Lea; and the associated River Lee Navigation, which passes through Hackney Cut — an artificial channel of the Lea built in 1770 across the Hackney Marshes to straighten a meander of the natural river.
- 3.7.2 The New River passes through the borough close to Finsbury Park and flows towards Islington. The Regents Canal also crosses the borough to the south of De Beauvoir Town in the west, joining the Hertford Union Canal below Victoria Park.
- 3.7.3 Within the Borough, the land rises westward from the Lea reaching 30 metres (98 ft.) above sea level at Clapton Common and Stamford Hill. The area around Victoria Park, in the south of the borough lies about 15 metres (49 ft.) above sea level. At Spring Hill, in Upper Clapton the road descends sharply from 25 metres (82 ft.) to only 10 metres (33 ft.) at High Hill Ferry, on the Lee Navigation.
- 3.7.4 Hackney Wick which contains Flood Zones 2 and 3a. Flood Zone 3a is extremely sensitive to flooding. Critical Drainage Areas have been identified in Hackney. Surface water flooding is a risk with increases of urbanisation anticipated in the borough.
- 3.7.5 Hackney Central and Stoke Newington are classified as areas at risk to ground water pollution.
- 3.7.6 **Future baseline:** Climate change may increase the risk of flooding from all sources. There is also the risk that increase in hardstanding (for instance replacing front gardens) could increase the risk of flood.



### 3.9 Air Quality and Climatic Factors

#### Climate change

3.9.1 UK Climate Projections (Defra) with a medium emissions scenario for the south east region, for the 2020's, are:

- increase in winter mean temperature of 1.3°C
- increase in summer mean temperature of 1.6°C
- change in winter mean precipitation of 6%
- change in summer mean precipitation of –8%
- For London, sea levels are predicted to rise by 9.7cm by 2020

3.9.2 In summary the climate projections anticipate that summers will be hotter and drier, winters will be warmer and wetter, and there will be disruption in usual weather patterns and more frequent or intense weather events (e.g. heat waves, droughts, and flooding) and continued rising sea level. This is likely to have an adverse impact on people, agriculture, water quality and availability, biodiversity, human health, buildings and infrastructure, public spaces, soils and the economy. Travel behaviour, management and transport infrastructure will therefore have to adapt to the changing climate.

#### Carbon emissions

3.9.3 In Hackney, domestic energy use accounts for 45% of all CO<sub>2</sub> emissions in the borough.

3.9.4 The majority of direct investment to improve the energy efficiency of housing stock has been through incorporation of energy measures within planned investment schemes undertaken by Hackney Homes, rather than by standalone energy projects (Hackney Climate Change Strategy, 2009).

3.9.5 Hackney Council was one of 10 local authorities across Britain to join the 10:10 agreement on carbon emissions. This agreement was signed on 1 September 2009 and committed signatory councils to a simple idea: the delivery of a 10% cut in carbon emissions during calendar year 2010 (DECC data, November 2009). Hackney has also committed to reduce its carbon emissions by 80% by 2050 as a central part of a local approach on ensuring local development is sustainable. There was a slight reduction between 2005 and 2009, when carbon emissions from the local area declined from 917,000

tonnes to 828,000 tonnes CO<sub>2</sub> (approximately 9%); this is in line with a slight decline nationally (Review of Hackney's Sustainable Community Strategy, February 2012).

## Air Quality

- 3.9.6 Hackney and other inner London neighbours share air quality which is among the worst in Europe. The principal threat to clean air in London comes from road traffic (LBH, AMR 2009/2010).
- 3.9.7 The main source of air pollution in Hackney is from road traffic, residential and commercial activities. Petrol and diesel-engine motor vehicles emit a wide variety of pollutants including carbon monoxide (CO), oxides of nitrogen (NO<sub>x</sub>) and particulates (PM<sub>10</sub>). Gas use in commercial and domestic sectors is also an increasingly important source of air pollution and is predicted to become the largest source of NO<sub>x</sub> emission in London.
- 3.9.8 The whole of the Borough was declared an Air Quality Management Area (AQMA) within the Air quality management area order (2006). This was in recognition of the fact that addressing exceedances of air quality objectives would require action across the whole of the Borough. The area was designated in relation to a breach of the air quality objectives specified in the Air Quality Regulations (England)(Wales) 2000:
- The annual mean objective for Nitrogen Dioxide; and
  - The maximum hourly mean objective for the Nitrogen Dioxide; and
  - The maximum daily average for particulate matter (PM<sub>10</sub>).
- 3.9.9 As much of the air pollution with Hackney results from road traffic, both within the borough and from the rest of London, the Council's Air Quality Action Plan reflects and is designed to help progress the Mayor's Air Quality Strategy.
- 3.9.10 In November 2010 the Cambridge Environmental Research Consultants were commissioned by the London Borough of Hackney to carry out air quality modelling, taking into account the new London Atmospheric Emissions Inventory (LAEI) and the Department for Transport (DFT) road traffic emission factors, to create air quality maps for NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>.
- 3.9.11 The conclusions of the modelling by CERC include that:
- The air quality standard of 40 ug/m<sup>3</sup> for the annual average NO<sub>2</sub> concentrations is predicted to be exceeded around major roads in Hackney for both 2011 and 2015.



- The air quality standard of 200 ug/m<sup>3</sup> for the hourly average NO<sub>2</sub> concentrations is predicted to be exceeded around the busiest roads and junctions in the borough for both 2011 and 2015.
- There are no exceedances of the air quality standard of 40 ug/m<sup>3</sup> for the annual average PM<sub>10</sub> concentrations or the air quality standard of 50 ug/m<sup>3</sup> for the 24 hour average PM<sub>10</sub> concentrations, for 2011 or 2015.
- There are no predicted exceedances of the proposed air quality standard of 25 ug/m<sup>3</sup> for the annual PM<sub>2.5</sub> concentrations for either 2011 or 2015.

3.9.12 **Future baseline:** One of the primary influences on air quality and climatic factors are road traffic emissions. Current trends show an increase in the proportion of Hackney residents that choose to use active travel for their day-to-day trips. However, traffic levels are still high in the borough and roads congested from local and through traffic and exceedances of air quality objectives for NO<sub>2</sub> are likely to persist.

### 3.10 Material Assets

3.10.1 Hackney's existing road network and public transport infrastructure, in particular the railway lines present a valuable material asset to support economic growth and improving life quality through enabling accessibility of centres of activity within and beyond the borough.

3.10.2 In the future, the new Crossrail and Crossrail 2 (Chelsea – Hackney Line) lines are anticipated to improve connectivity and to bring about increased densities around the proposed station locations.

3.10.3 **Future baseline:** London and sub-regional frameworks set the context for the proposed transport infrastructure development in the Borough, this includes new road capacity projects as well as the rail improvements, although Crossrail 2 is still over 15 years from earliest anticipated completion.

### 3.11 Heritage (including architectural and archaeological heritage)

3.11.1 There are approximately 1,300 listed buildings in Hackney. Hackney has 29 Conservation Areas (LBH, State of the Historic Environment, 2008). In July 2010, there were a total of 34 entries on the 'Heritage at Risk' register for Hackney, comprising 33 building entries, and one Conservation Area at Risk (LBH, State of the Historic Environment, 2008).

3.11.2 Hackney's archaeology is considerable and includes finds from the Palaeolithic era near Stoke Newington, and medieval and Elizabethan remains (LBH, State of the Historic Environment, 2008). Hackney's historic environment will remain protected and preserved. However, it is predicted that there will be increased pressures for higher density development where these and the borough's growth areas overlap.

3.11.3 Some of the borough's conservation areas are located next to the key areas of predicted growth i.e. Dalston, Hackney Central, Shoreditch, and railway corridors. There is potential for adverse impacts as a result of this.

3.11.4 **Future baseline:** Policy is in place to protect the Borough's heritage at a national, London and local level.

### 3.13 Open Space

- 3.13.1 Green open space accounts for 16.9% of the Borough's area. This is four times as much as in Waltham Forest (4.2%) and three times as much as Haringey (5.5%). There are 255 Open Spaces in Hackney. The actual level of Green Space varies significantly between wards with public open space deficiency experienced in Dalston (Atkins Open Space Assessment, June 2005).
- 3.13.2 **Future baseline:** National, London and local policy is in place to help protect and enhance the natural environment. The Public Realm SPD should also help to ensure the quality of all public spaces is taken into account in new development.

### 3.14 Employment and Economy

- 3.14.1 In recent years Hackney's economy has grown more quickly than the rest of London, with strong growth demonstrated in the service sector, financial services and the creative and media industries. Strong growth areas are Shoreditch, Hackney Central, Hackney Wick and Dalston.
- 3.14.2 Although Hackney traditionally has had some of the highest unemployment levels in London recent trends suggest a change. In the 2010 unemployment rates in Hackney were 10.4% but more recent figures (2012) show these at 8%. However, male employment rates are still lower at 70.7% than the London average (75%). Job density in the Borough is compatibly low at 0.7 jobs to working age resident. This indicates people are travelling outside of the Borough or work, although the figures do vary across the Borough, for instance much lower in Hackney North and Stoke Newington compared to Shoreditch.
- 3.14.3 There is planned growth in Dalston with the Area Action Plan identifying capacity for 1,080 jobs up to 2031. Planned growth for the Borough at both the Upper and Lower Lea Valley Opportunity Areas may also have an impact on job density and travel to work patterns.
- 3.14.4 **Future baseline:** There is a need to address the disparities in employment and job availability in the Borough to avoid inequality in the Borough becoming more entrenched. However, there are planned employment growth areas including iCITY (part of the Olympic Legacy Opportunity Area), TechCity and South Shoreditch (part of the City Fringe Opportunity Area), Hackney Fashion Hub in Morning Lane and Hackney's town centres.

### 3.15 Travel and Transport

- 3.15.1 Rates of car ownership are very low in Hackney at 35% of households, a fall from 44% in 2001. This is low in comparison to surrounding boroughs. Car ownership in Hackney has shown a drop between the 2001 and 2011 census by 8.6%, in 2012 it was the lowest per 1,000 head of population for the whole of England. Dalston and Haggerston have seen the fastest increase in non-car households, the wards of Wick saw a small decrease and New River an

increase. Car commuting has reduced substantially the proportion of working resident who drove to work or was a passenger in a car 1991 was 28.6% but 2011 this was only 12.7% (a reduction of almost 16%).

- 3.15.2 Hackney is served by 49 bus routes during the daytime and a further 23 night bus routes. 7 of the 12 most heavily used bus routes operate through Hackney. These routes provide easy and low-cost methods of travelling to numerous destinations within London, including some of Central London's famous tourist attractions and interchanges with both National Rail services and London Underground at Seven Sisters, Finsbury Park, Stratford, Victoria and London Bridge stations (LBH, AMR, 2009/2010). For travel to work the greatest proportion of residents (working age and non-home workers) travel by bus in 2011 at over 28% (this method has increased by 0.3% since 1991), tube at almost 21% (risen by 5% since 1991).
- 3.15.3 Hackney is seen as one of the leading boroughs for cycling in London, and levels of cycling continue to increase. Travel to work by cycle has increased substantially since 1991 when only 4.2% cycled in 2011 this was 15.4% (over 11% rise). As with walking, it can help in promoting a healthy and active lifestyle. In 2010, the Council adopted a target of increasing the proportion of residents travelling to work by bicycle as the main mode of transport from 13% to 15%, and to 20% by 2031 (AMR, 2010/11). In the 2011 Census it was revealed that around 15 per cent of Hackney residents now commute to work by bicycle, compared with 12 per cent who commute by car. The London-wide average of journeys made to work by cycle is 4.3% and the inner London average is 7.2% (Census 2011). Cycling commuter share in Hackney is the highest for any London borough (the 4<sup>th</sup> highest in England and Wales).
- 3.15.4 Within Hackney, overall traffic levels in the borough have decreased by 8% in 2011 when compared to the average from 1994-1999 (298 compared to 324 million vehicle kilometres). However, this fall is not as steep as for other inner London boroughs. TfL maps show continuous weekday congestion and delays in Shoreditch, Dalston, Hackney Central and the routes entering/leaving the borough to the east including the Lea Bridge Road and Homerton Road and also along Seven Sisters Road in the north.
- 3.15.5 The national road safety target is for a 50% reduction in the level of people Killed or Seriously Injured (KSI) by 2010, against a baseline average from 1994-1998. The average for those years was 209 KSI and for 11 of the 12 years from 1998 to 2010 the level was below the 209 average. This has been

achieved in Hackney (LBH AMR, 2009/2010). There was a 6% reduction in number of people killed or seriously injured in the borough in 2010/11 compared to 2009/10 (LBH AMR, 2010/11).

- 3.15.6 The Council has had its own travel plan in place since 2004. There has been a significant increase in the number of staff walking, cycling and using public transport (up from 32% in 2004 to 75.3% in 2007), and a reduction in car usage (down from 37% in 2004 to 23.8% in 2007). 10.04% of children travelled to school by car in 2010/11, which surpassed the target of 15%. (LBH AMR, 2009/2010).
- 3.15.7 The East London Line is now open and bringing benefits in terms of increased tourism. This is significantly improving accessibility in the Borough. It is anticipated that densities will increase around these transport nodes. Crossrail (Chelsea – Hackney Line) and Crossrail 2 are also anticipated to bring about increased densities around the proposed station locations.
- 3.15.8 Parking zones cover two thirds of Hackney, the only areas with no controls are in the north and the east of the borough.
- 3.15.9 Hackney has seen an overall reduction of 5.4% of the number of HGVs on the roads between 2011 and 1994-1999 averages. This is a much smaller reduction than many other boroughs, such as Haringey, Kensington and Chelsea and Lambeth. This is likely associated with the A12 and Seven Sisters Road, HGV routes in the borough. However, Light Goods Vehicles (LGV) have increased by 9.4% in the same period. This may represent a change in vehicle choice from HGV to smaller vehicles.
- 3.15.10 **Future baseline:** Projections of rail and underground crowding by TfL in 2031 (without Crossrail 2) suggest that those that may impact on Hackney are, severer overcrowding on all rail and tube lines south of Finsbury Park, overcrowding on the North London line between Homerton and Highbury & Islington, overcrowding on most of the Northern Line but particularly London Bridge and Euston, Central Line overcrowding between Bank and Stratford. TfL's projections see congestion increase the worst effected parts of Hackney would be in the south east part of the borough near the A12, the A10 (north of Dalston), Seven Sisters Road and the Lea Bridge Road Pembury Road/Dalston Lane corridor.

## 4 Policy Context

### 4.1 Introduction

4.1.1 The Transport Strategy is prepared in the context of other transport plans and strategies from a national to a local level. Therefore, the Transport Strategy must take these into account and be in compliance with the other tiers of the planning hierarchy. It is also important for the SEA to recognise the context of these other plans and strategies as they can influence the scope of the assessment process.

### 4.2 National Guidance and Policy

4.2.1 There are numerous policy and guidance document prepared nationally that relate to the need to deliver more sustainable travel. Some of the most relevant are:

- **Active Travel Strategy (2010)** (Department for Transport (DfT) and Department of Health): This Strategy sets out a vision for more active travel in England. Increasing cycling and walking are cornerstones of the approach, although it recognises that nationally there are very low rates (noting that cycling in London has doubled in a decade). The importance of these measures is also identified in terms of tackling health issues as well as being the most equitable. The strategy sends a strong message that Local Transport Plans are key to delivering increased walking and cycling.
- **Manual for Streets 1 & 2** (2007 and 2011): Highlights the importance of streets as public places and are not just corridors for transport and travel. This represents a shift towards the way streets are designed to make them attractive places to be and to meet the needs of all users, including pedestrians and cyclists. Key themes of the 2011 document include decluttering the streets, reallocating road space to non-car space, improving space for cyclists and walkers and reducing traffic speeds.
- **Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen** (2011) (DfT): Is the government White Paper for improving links to help people and goods move around. This includes increasing cycling and walking for trips less than 5 miles and achieving a shift in behaviour. This includes identifying that encourages sustainable local transport choices depends on local solutions. The paper also sets out priorities for spending, including key rail project such as Crossrail.

4.2.2 The **National Planning Policy Framework** (NPPF) 2012 sets out national planning policy for England and the context for development plans. The NPPF includes policy on 'Promoting sustainable transport'. This recognises the roles of the transport system in meeting wider sustainability and health benefits and identifies the need to balance the transport system in favour of sustainable transport modes. The policy includes requirements to require a Transport

Statement or Transport Assessment of all projects that will generate a significant amount of movements, with the purpose of ensure sustainable transport modes have been taken into account, access is safe and suitable for all and that measures are included in the development to limit significant impacts.

4.2.3 NPPF also sets the parameter for setting local parking standards for residential and non-residential development. In setting these local planning authorities should take into account:

- The accessibility of the development;
- The type, mix and use of development;
- The availability of public transport opportunities;
- Local car ownership levels' and
- An overall need to reduce the use of high-emissions vehicles.

4.2.4 Guidance on implementing the NPPF is provided in the **Planning Practice Guidance** (PPG) prepared by Department of Communities and Local Government (CLG). The PPG is a live document and updated regularly, much of the material related to transport was last update in 2014. The PPG makes clear that any transport policy of a Local Plan needs to be based on a robust evidence base to demonstrate how it will help improve the

sustainability of transport provision, support health and enable transport authorities to support and deliver the transport infrastructure, amongst other things. PPG also sets out the principles for preparing Transport Assessment and Travel Plans.

### 4.3 London Plans

4.3.1 The **Mayor's Transport Strategy 2010** is the statutory document that sets out the vision for transport in London to be delivered by Transport for London (TfL) and partners including the London boroughs. The vision is:

*“London’s transport system should excel among those of world cities, providing access to opportunities for all its people and enterprises, achieving the highest environmental standards and leading the world in its approach to tackling urban transport challenges in the 21st century”*

4.3.2 The five relevant goals of the strategy set out how this overarching vision should be implemented. The transport strategy should:

- Support economic development and population growth
- Enhance the quality of life for all Londoners
- Improve the safety and security of all Londoners
- Improve transport opportunities for all Londoners
- Reduce transport’s contribution to climate change and improve its resilience.

4.3.3 Specific measures include improving connectivity, more efficient movement of people and goods, improving streetscapes, air quality and health impacts. There are also measures to improve safety for all road users, tackle accessibility and support regeneration and tackle deprivation.

4.3.4 Specific schemes and proposals for the Transport Strategy include:

- Implementing Crossrail;
- Improving suburban and National Rail links;
- Keeping the bus network under review;
- Improving transport interchanges;
- Facilitating more orbital movement;
- Improving accessibility to the transport network;
- Bringing about a revolution in cycling in London;



- Making walking count;
- Creating better, more attractive streets;
- Promoting cleaner technologies including electric vehicles;
- Providing Londoner with better information to help them plan their journeys.

4.3.5 TfL has also prepared **sub-regional transport plan** (SRTPs) for each of the 5 sub-regional of London. Hackney falls within the East London sub-region, but the central London Plan is also relevant for parts of the borough in and neighbouring on this area, parts of the North London SRTP is also relevant. As the East London area is set to be one of the fastest growing areas of London in terms of jobs and homes. Specific issues have been identified for the East London SRTP including:

- Short term plans to maximise the benefit of new infrastructure, reviewing the bus network to cater for growth in the population and improving local connectivity including for walking and cycling.
- Medium term plans are to maximise the benefits of Crossrail., rail improvements on the West Anglia Corridor with more direct services to Stratford and a new station at Lea Bridge, other station improvements, improved bus priority infrastructure, additional road capacity at key points to support growth in Opportunity Areas to allow for population and economic growth; improving road network management at the A12 and Blackwall Tunnel.
- Long term plans are Crossrail 2, additional road capacity to support growth across east London and address key congestion hotspots and provide resilience in the system.

4.3.6 The North SRTP includes the need to consider better orbital route, for instance to link into the Lea Valley Opportunity Area, which is a growing area of new manufacturing jobs in London. Measures this area also include managing highway and public transport congestion and enhancing connectivity. For the Central SRTP measures are similar and there is greater emphasis on walking, the urban realm and managing different demands on-street. Air quality is also identified as a challenge for the area.

4.3.7 The Mayor's Road Task Force final report 2013 identifies the importance of recognising and planning for the efficient movements on the London's streets and roads, the focus should not only be car drivers and the importance of cycling, walking and public transport is identified. Key to proposals are

responding to the need to recognise that the roads of London are part of the public realm and therefore need to be treated as attractive places to be that contribute to the character of the city.

- 4.3.8 The legacy plans of the London Olympic Games are also important. **The Leaving a Transport Legacy – the Olympic and Paralympic Transport Legacy Action Plan 2012** sets out how to build to the legacy of the games and encourage behavioural change as a result of the games, including helping more people choosing to take more sustainable forms of travel to achieve a socio-economic and environmental objectives.
- 4.3.9 There are several documents relating to the need to enhance cycling in London, including through improving routes and facilities and enhancing safety. Most relevant is **The Mayor’s Cycling Strategy** (2013), which sets the vision for cycling and includes action points covering an enhanced cycle network including orbital routes and routes running parallel with all key tube, rail and bus routes; safer cycling streets; more people travelling by bike and better places for everyone.
- 4.3.10 The **London Plan 2015**, consolidated with alterations since 2011, sets out the policies that form the basis of development management decisions in London and the context for London borough’s own Local Plans. For transport the London Plan sets objective for London as
- A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames, and supports delivery of all the objectives of this Plan.*
- 4.3.11 The London Plan refers back to the Mayor’s Transport Strategy and the thematic goals of this. The relevant chapter of the London Plan contains policies for managing transport in London that each borough has a role in implementing through development decisions and in their own development plans. This

includes setting the strategic approach to transport and encourage more accessible travel including better interchange, promoting of walking and cycling and the importance of the streetscape an indicative list of transport schemes are given in the Plan, which includes:

- Crossrail 2
- improvements to train services, including those in Hackney;
- improving bus stop accessibility, reliability of buses and regular review of the bus network;
- cycle projects, improvements to cycle parking provision and safer junctions;
- improving walking through improving the public realm for pedestrians, better wayfinding, improved access to stations;
- road projects including keeping the roads safe and enhancing their status, better managing of road space, tackling congestion hotpots.

4.3.12 There are specific policies in the plan covering a range of topics including cycling, walking and connectivity, tackling congestion and capacity, parking (including parking standards for cars and cycles) and better bus services.

## 4.4 Local Plans and Strategies

### Core Strategy

4.4.1 Planning policy for transport is set out in the component documents of the LBH Local Plan. The overarching strategy is the **Core Strategy 2010-2025** (adopted 2010) that sets the strategic policies for the borough. The Core Strategy sets out the objectives for development and growth in the borough in order to help realise the spatial elements of Hackney's Sustainable Community Strategy (see below), as well as elaborating on the Community Strategy vision. In relation to transport the Core Strategy vision states:

*New transport links help residents take advantage of jobs in Central London and the new Stratford City. The East London Line stations are a focus for their neighbourhood. The Council's commitment to mixed use development has ensured there are areas for employment and economic opportunities throughout the borough. The borough's creative industries, workshops and flexible work spaces have mutually re-enforced each other to provide local jobs. Their products supply shops and local markets*

*Excellent design applies to all development. Open spaces, of all sizes are valued for active recreation and quiet enjoyment with the borough's parks extended by the new Olympic Park and enhancement of small amenity areas on housing estates. Carefully considered design based on Police advice has also reduced crime and fear of crime. More people cycle owing to safer traffic conditions and the improved street scene. Public transport is as popular as*

*ever for getting around the borough and to other parts of London due to extensive bus routes, the East London Line extension, North London Line Improvements and improved Overground stations.*

4.4.2 Objectives for the Core Strategy relevant to transport are:

- Shape Hackney’s environment to promote healthy and active lifestyles by improving health facilities, encouraging a shift from car usage to public transport, walking and cycling, and providing a safer and more secure environment across the whole borough.

4.4.3 Many of the policies of the Core Strategy have policies that are relevant to delivering an approach to development, infrastructure and design of development to improve sustainable transport.

4.4.4 Several policies cover the focus of new development in locations that have good access to services and public transport and therefore will help support sustainable travel. These are:

- CS Policy 1: Main Town Centres: Focus of development on the main centres of Dalston and Hackney Centre where there are accessible services;
- CS Policy 2 Improved Railway Corridors: Encouraging intensification on and around Shoreditch High Street, Hoxton and Haggerston stations and on the Kingsland Road, reflecting the newly opened East London Line from Dalston Junction to Shoreditch.
- CS Policy 3: City Fringe South Shoreditch;
- CS Policy 4 Woodberry Downs New Community;
- CS Policy 5 Hackney Wick New Community;
- CS Policy 13 Town centres.

4.4.5 There are also several policies that directly address transport and will be influential in delivering the Transport Strategy for the borough. These are:

**“CS Policy 6 Transport and Land Use** *The Council will encourage patterns and forms of development that reduce the need to travel, particularly by car, and will ensure that development results in the highest standard of design quality, environment and facilities for pedestrians and cyclists. The Council will aim to improve the quality of an area and the way it functions in transport terms by:*

- *Meeting access standards, and in turn the mobility requirements of all users, including people with sensory or mobility difficulties,*
- *Maximising accessibility for pedestrians, cyclists and public transport users,*
- *Mitigating any potentially negative impacts of the development on the transport network,*
- *Promoting public transport improvements, including rail,*

- Safeguarding sites for Crossrail 2 alignment and construction access,
- Managing travel demand by car,
- Seeking reductions of through traffic,
- Reduced or preferably no on-site parking in areas of good accessibility; and
- Reallocating road space to sustainable modes of travel where appropriate.”

**“Core Strategy Policy 33 Promoting Sustainable Transport:** Hackney is committed to prioritising sustainable transport, walking and cycling over private car use, and providing safe and convenient access to rail and bus travel. The need to travel will be reduced through the efficient spatial arrangement of activities and land use throughout the borough. Significant trip generating development should be located in areas with high PTAL scores (5 or above), such as Town Centres or identified Growth Areas.

*Travel plans will be required for all development over a certain size. To minimise noise and disturbance, operations that require heavy movement of goods should be located close to the higher level road network as defined by Transport for London.*

*Car parking will be controlled in line with regional policy and the local parking standards in the emerging Sustainable Transport SPD. Where appropriate car-free developments, car club bays and electric vehicle charging provision will be required.”*

- 4.4.6 CS Policy 24 on Design states: “All development should seek to enrich and enhance Hackney’s built environment and create a sense of place and local distinctiveness that is attractive and accessible.” With one of the ways of achieving this is to: enhancing of the Public Realm and ensuring good connection into existing routes, movement patterns and streetscape”
- 4.4.7 All policies of the Core Strategy have been subject to SA/SEA and many of these policies set the context for the delivery of transport and movement proposals that are included in the Transport Strategy.

### Development Management Local Plan

- 4.4.8 The detailed policies that will be used in determining planning applications in the borough are set out in the **Development Management Local Plan (DMLP)**. At the time of writing this Plan had been through Examination but was yet to be adopted. This section refers to the proposed policies in the Publication Version 2013 and main modifications 2014, where necessary. The DMLP is prepared in the context of the Core Strategy policies with the

overall strategic direction determined through the Core Strategy. The DMLP has been subject to SA including policies relating to transport and movement that will aid the implementation of the Transport Strategy.

4.4.9 There are 48 policies in the DMLP. Policy DM45 sets the overall tone for how transport will be addressed in the Borough which sets out the importance placed on non-car transport. This states

***Proposed Policy DM45 - Movement Hierarchy***

*All development proposals should prioritise transport-related users in line with the hierarchy set out below:*

- *Pedestrians and those with mobility difficulties;*
- *Cyclists;*
- *Public transport*
- *Coaches and taxis/private hire vehicles*
- *Motorcycles;*
- *Rail freight;*
- *Commercial and business users including road haulage;*
- *Car borne shoppers and visitors; and*
- *Car borne commuters.*

*All new development must be successfully integrated into the existing transport networks and manage demand through traffic restraint and proven demand management tools. Proposals for development on large sites in particular will be required to promote walking and cycling permeability and ensure that linkages and publicly-accessible through routes are created to successfully integrate the development into the wider street network.”*

4.4.10 The other principal policies for transport are:

**DM46 Development and Transport:** The Council will seek to encourage the closer integration of transport and development in order to reduce the need to travel and to achieve sustainable development. The policy covers:

- The matters development should have regard to including safe, convenient movement and access for pedestrians, cyclists and public transport users, the impact of development on transport capacity, safe servicing, pick-up and drop off.

- where financial contributions will be sought, including on new cycle parking, improvements to the public realm for pedestrians, bus stops, junctions improvements, transport interchanges.
- requirement for Transport Assessments/Statements and Travel Plans in accordance with the TfL *Transport Assessment best practice – guidance document (2010)*.
- Supporting the Transport Strategy and supporting infrastructure secured through planning conditions, section 106 planning obligations and the forthcoming Community Infrastructure Levy.
- Where development would not be acceptable based on impact on safety or amenity.
- The locations that would be suitable for development that would generate significant movement of goods or materials. The policy reserves the right to refuse permission where residual cumulative effects of the development are severe.

**Policy DM47 Walking and Cycling:** The Council promote walking and cycling for all, with the policy having specific criteria relating to:

- Provision for cyclists and pedestrians including those with mobility impairments;
- Provide cycle parking and other cyclist facilities including both secure and public parking
- Improving the public realm for pedestrians;
- Maximising permeability for cyclists and pedestrians along desire lines;
- Road safety including reduced traffic speeds.

**Policy DM48 Parking, Car Free and Car Capped Development:** This sets policy for the expectation for very limited car parking in in most locations in the Borough, but particular those that have high accessibility by other forms of transport (high PTAL rating); are near a range of amenities; in areas of parking

stress or Controlled Parking Zones (CPZ) or where parking would conflict with other pedestrians. This would be subject to other considerations including the need for disabled parking. Other provisions of the policy are:

- Parking stress survey for assessment by the Council in certain areas;
- Support for car club parking;
- Car parking in accordance with the Local Plan [NB the Transport Strategy supporting documents seek to update this] and provision for car parking including spaces for electric car charging.

4.4.11 **Policy DM4 Community Infrastructure Levy and Planning Conditions** set out where planning contributions may be required including for transport.

### Area Action Plans

4.4.12 There are four adopted Area Action Plans (AAP) for specific areas of Hackney and one under preparation. The AAPs set out the policy for development in these areas in the context of the Core Strategy and include proposal of relevance to transport, such as public realm improvements for enhancing the pedestrian environment. All the AAPs have been subject to SA (or will be subject to SA). The AAPs are:

- Dalston AAP;
- Hackney Central AAP;
- Hackney Wick AAP;
- Manor House AAP; and
- Stamford Hill AAP (in preparation).

### Hackney Council's Sustainable Community Strategy

4.4.13 The following outcomes and priorities reported in the Sustainable Community Strategy are directly related to the Transport Strategy and the SEA;

- **Outcome 12:** Use excellent, sustainable urban design across the borough in our streets, on our estates, in our town centres and in other public spaces and local amenities; design which encourages and enables people to walk, cycle, play and spend time together safely in the community.
- **Outcome 16.** To achieve a reduction in CO<sub>2</sub> emissions from the local area in line with national and internationally set standards from domestic, commercial, industrial and transport emissions.
- **Priority 6.** Be a sustainable community, where all citizens take pride in and take care of Hackney and its environment, for future generations.



## 5 SEA Framework & Assessment Methodology

### 5.1 Introduction

5.1.1 This section sets out the approach to the assessment of the Hackney Transport Strategy (and its supporting plans) including the objectives against which the documents have been tested.

### 5.2 SEA Framework and Objectives

5.2.1 The assessment was carried out using the objectives in Hackney's Sustainability Appraisal (SA) Framework (provided at **Appendix A**). The SA Framework is based on the following 20 SA/SEA objectives. However, it is considered highly unlikely that the Transport Strategy and its supporting plans could directly affect the achievement of some of the SEA objectives, therefore those shown in **bold** have not been used in this assessment;

- To protect and enhance the biodiversity, flora and fauna of the borough
- To ensure efficient use of land
- To improve air quality by reducing emissions of pollutants
- To reduce noise and pollution
- To minimise flood risk and encourage Sustainable Urban Drainage Systems (SUDS) for new developments
- To protect and enhance water resources and water quality
- To improve connectivity, reduce the need to travel and encourage use of public transport including walking and cycling
- To tackle climate change through reducing CO<sub>2</sub> emissions, supporting energy production from renewable and low carbon sources
- To protect and enhance the boroughs identified heritage assets, their setting and the wider historic environment and to preserve the archaeological aspects of the borough
- To promote exemplar sustainable design which enhances the visual character in the borough
- To reduce poverty and social exclusion and promote equalities and diversity
- To protect, maintain and enhance Metropolitan Open Land and open spaces
- To improve health in Hackney's local community and promote healthy lifestyles

- To improve educational attainment and the skill level of the population
- To reduce crime and fear of the crime in the borough
- To increase the number of decent and affordable homes
- To improve access to an adequate range of social infrastructure
- To minimise waste and maximize recycling in the borough
- To maximise opportunities for sustainable economic growth
- To generate employment opportunities for everyone

### 5.3 Assessment Scope

#### Geographic Scope

5.3.1 The SEA considers the potential effects across the London Borough of Hackney.

#### Short, Medium and Long-Term Timescales

5.3.2 When considering the timing of potential effects of the Strategy, the effects have been classified as “short”, “medium” or “long term”. For the purposes of this assessment durations are defined as in Table 4.1.

Table 4.1: Duration of Short, Medium and Long Term

Length (years)	Length (years)
Short	0-10 years
Medium	10-25 years
Long	25 + years

### Compatibility Appraisal

- 5.3.3 Testing the compatibility between SEA Objectives and the Overarching Strategy Objectives is a formal requirement of the SEA process. This initial high level appraisal is helpful as it can identify at an early stage where there could be conflict between the two sets of objectives prior to the more detailed assessment.
- 5.3.4 The compatibility appraisal assigns a description of the relationship between the two sets of objectives i.e. unrelated; potentially compatible; or potentially incompatible. The process enables the objectives that are “unrelated” to be removed from the further more detailed assessment.

### Screening of Plans

- 5.3.5 A similar process has also been applied to the individual “supporting plans”. The policies, objectives or actions that are proposed in each supporting plan have been screened in order to identify those which have the potential to result in significant environmental effects (either adverse or beneficial). In addition several of the plans have overlapping or related policies, objectives or actions, these have been identified and repetition has been screened out. The process then enables the further detailed assessment to only focus on those plans that are relevant and for the proposal to only be assessed once. This approach reduces the volume of unnecessary reporting and it is hoped makes the assessment more meaningful.

### Assessment process

- 5.3.6 In line with the ODPM (now CLG) Practical Guide to the SEA Directive, the assessment process seeks to predict the significant environmental effects of the Strategy/Plan. This is done by identifying the likely changes to the baseline conditions as a result of implementing the Strategy/Plan. These changes are

described (where possible) in terms of their geographic scale, the timescale over which they could occur, whether the effects would be temporary or permanent, positive or negative, frequent or rare.

5.3.7 Where numerical information is not available, the assessment has been based on professional judgement and with reference to relevant legislation, regulations and policy. More specifically, in undertaking the assessment, consideration has been given to:

- baseline information including existing environmental problems and their evolution;
- the likely activities and potential effects arising from the interventions outlined in the Strategy/Plan;
- the regulatory framework; and
- the SEA objectives.

5.3.8 Each relevant proposal within the Strategy (and its supporting Plans) has been considered against each of the SEA objectives. This has been informed by the baseline data and evidence gathered in Hackney’s SA Framework. It has also been informed by expert judgement. The assessment is reported in a series of tables using the key below. The tables include an assessment in the short, medium and long-term. These timeframes are defined as:

- Short term: Effects that will be experienced in the first 5 years of implementing the Plan or Strategy;
- Medium term: Effects that will be experienced within 10 years of the implementing the Plan or Strategy (within the period of the strategy to 2025);
- Long-term: Beyond the Plan period.

<b>KEY</b>	<b>++</b> Significant Positive Effect	<b>+</b> Minor positive effects	<b>0</b> No overall effect	<b>-</b> Minor negative effect	<b>--</b> Significant negative effect	<b>?</b> Uncertain	NB: where more than one symbol is presented in a box it indicates that the SEA has found more than one score for the category. A conclusion of uncertainty arises where there is insufficient evidence for expert judgement to conclude an effect.
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## 6 Assessment of Effects

### 6.1 Introduction

6.1.1 This chapter presents the findings of assessment of each document that forms part of the Transport Strategy against the objectives described in section 4.2.

### 6.2 Overarching Transport Strategy

#### Compatibility Appraisal

6.2.1 A compatibility appraisal is provided at **Appendix B** and concludes that there is some potential for incompatibilities between the SEA Objectives and Overarching Strategy Objectives but that all of these potential incompatibilities can be overcome by careful and considered measures to address them.

#### Assessment

6.2.2 This section summarises the findings of the assessment of the Supporting Documents as provided in detail in the latter sections.

Table 5.1: Assessment of the Overarching Transport Strategy against the SEA Objectives

SEA Objectives	Cycling Plan	Walking Plan	Public Transport Plan	Liveable Neighbourhood Plan	Draft Sustainable Transport SPD	Recommendations for Mitigation/Enhancement	Likely residual significant effects
To protect and enhance the biodiversity, flora and fauna of the borough	+	+	+	+	+	None	There is the potential for indirect beneficial effects on biodiversity and nature conservation as the measures in the Strategy will help to improve air quality in the borough and wider London area and that this would have an associated benefit for biodiversity in and around Hackney.
To ensure efficient use of land	+	+	+	+	+	None	Roads are a major use of land in Hackney and wider London. Achieving a reduction in the kilometres travelled by road through the measures in the Strategy could help reduce the area given over to roads, making it available for alternative uses.  Positive effects will be more pronounced in the longer term

SEA Objectives	Cycling Plan	Walking Plan	Public Transport Plan	Liveable Neighbourhood Plan	Draft Sustainable Transport SPD	Recommendations for Mitigation/Enhancement	Likely residual significant effects
To improve air quality by reducing emissions of pollutants	++	++	++	++	++	None	One of the main objectives of the Strategy is to reduce the number of trips made by car which in turn will improve air quality and reduce carbon dioxide emissions in the borough, with car travel one of the principal sources of these pollutants. Over time the benefits are likely to increase as a higher proportion of trips are made by alternative means.
To reduce noise and pollution	+	+	+	+	+	None	One of the greatest contributors to noise in the borough will be from car traffic on the roads. Increasing the proportion of trips that are made by alternative means, with associated decrease in car traffic, will help improve the noise environment that could have a substantial benefit for local residents reducing the adverse effects on health and wellbeing from elevated noise levels.



SEA Objectives	Cycling Plan	Walking Plan	Public Transport Plan	Liveable Neighbourhood Plan	Draft Sustainable Transport SPD	Recommendations for Mitigation/Enhancement	Likely residual significant effects
To minimise flood risk and encourage Sustainable Urban Drainage Systems (SUDS) for new developments	0	0	0	0	0	None	There is no direct relationship between the Strategy and flood risk. .
To protect and enhance water resources and water quality	?	?	?	?	?	None	There is no direct relationship between the Strategy and water quality. There is the possibility that reduction in car traffic could help reduce pollutants in surface water runoff from roads (for example from tyre wear, oil and dust). However, these impacts are too uncertain to quantify.
To improve connectivity, reduce the need to travel and encourage use of public transport including walking and cycling	++	++	++	++	++	Recognise the potential for conflicts between public transport users, pedestrians and cyclists, as well as the needs of different groups sharing the same space. For instance, the needs of fast cycle commuters and couriers are likely to be very different than slower cyclists, leisure cyclists and cargo cycles.	Achieving this sustainability objective is one of the key deliverables from the Strategy. The Strategy sets out a variety of ways that to achieve a greater proportional share of trips in the borough by means other than the private car.  Many measures need to be delivered in partnership with others, such as TfL, the police, developers and Hackney Homes.

SEA Objectives	Cycling Plan	Walking Plan	Public Transport Plan	Liveable Neighbourhood Plan	Draft Sustainable Transport SPD	Recommendations for Mitigation/Enhancement	Likely residual significant effects
To tackle climate change through reducing CO <sub>2</sub> emissions, supporting energy production from renewable and low carbon sources	++	++	++	++	++	None	One of the main objectives for increasing the proportion of trips made by cycle in Hackney is to improve air quality and reducing carbon dioxide emissions in the borough, with car travel one of the principal sources of these pollutants. Over time the benefits are likely to increase as a higher proportion of trips are made by cycle.
To protect and enhance the boroughs identified heritage assets, their setting and the wider historic environment and to preserve the archaeological aspects of the borough	+	+	+	+	+	New transport infrastructure, especially if it passes through the borough's historic parks or on canal towpaths, should be designed so as not to harm the historic character of the borough.	Helping achieve a reduction in cars on the borough's roads has the potential to bring benefit to the historic environment character. Congestion, queuing traffic and parked cars can all detract from the built environment character and therefore measures that will help reduce this may help meet this objective.
To promote exemplar sustainable design which enhances the visual character in the borough	?	?	?	?	?	None	The impact against this objective will differ by scheme and location. However, there is the potential for some positive effects where the change results in roads less dominated by cars.

SEA Objectives	Cycling Plan	Walking Plan	Public Transport Plan	Liveable Neighbourhood Plan	Draft Sustainable Transport SPD	Recommendations for Mitigation/Enhancement	Likely residual significant effects
To reduce poverty and social exclusion and promote equalities and diversity	+	+	+	+	+	Work with partners to engage all parts of the community in travel behaviour change.	Increasing ease and availability of alternative modes of transport in the borough is important in terms of achieving more equitable and low cost transport for all. Measures included in the Transport Strategy that specially aim to address the current relative low cycling and walking levels amongst some groups on lower incomes and in all parts of the borough. This includes in existing Hackney Home estates, targeted smarter travel promoting and awareness raising, including 'Smarter Travel Estates' programme and throughout the borough and work with all schools.

SEA Objectives	Cycling Plan	Walking Plan	Public Transport Plan	Liveable Neighbourhood Plan	Draft Sustainable Transport SPD	Recommendations for Mitigation/Enhancement	Likely residual significant effects
To protect, maintain and enhance Metropolitan Open Land and open spaces	-	+	0	+	0	Ensure that the needs of all users are considered in designing routes through MOL and other open space	Many existing or proposed improvements to routes include those that pass through or near existing areas of open space, including designated Metropolitan Open Land in the borough. There is therefore the potential for high levels of cycling to have a slight adverse impact on the character of some of these areas and their enjoyment by other users. For example, where high speed cycling or many users change the relative tranquillity of open spaces or conflict with people on foot.
	++	++	+	+	+	None	The assessment of effects here relates to two separate considerations. Firstly safety

SEA Objectives	Cycling Plan	Walking Plan	Public Transport Plan	Liveable Neighbourhood Plan	Draft Sustainable Transport SPD	Recommendations for Mitigation/Enhancement	Likely residual significant effects
To improve health in Hackney's local community and promote healthy lifestyles (a) safety (b) health and wellbeing	++	++	+	+	+		and second health and wellbeing from increased physical activity.  <i>Safety:</i> The assessment of impacts related to safety improves over time as currently cycling in Hackney is relatively high risk with recorded fatalities and serious incidents throughout the borough. The Strategy includes measures that will help improve safety, including improved junctions, new cycle lanes, driver awareness and 'Cycle Space'. However, these measures will take time to become fully established as many rely on external funding, behavioural change etc.  <i>Health and Wellbeing:</i> There are clear links between increased participation in physical activity, such as cycling and walking and levels of obesity and associated adverse health conditions. Therefore, encouraging more residents to cycle and walk should result in health benefits.

SEA Objectives	Cycling Plan	Walking Plan	Public Transport Plan	Liveable Neighbourhood Plan	Draft Sustainable Transport SPD	Recommendations for Mitigation/Enhancement	Likely residual significant effects
To reduce crime and fear of the crime in the borough	+	+0	+0	+	+0	None	There is the potential that providing more secure cycle parking spaces; better lit walking routes and more secure public transport provision will reduce people's fear of crime.
To improve access to an adequate range of social infrastructure	+	+	+	+	+	None	Improving walking, cycling and public transport for all parts of the community can help people access the services they need, without needing to travel by car or more expensive forms of transport. The Plan also includes creating new social infrastructure of benefit to communities, such as new parks and recreational routes.
To maximise opportunities for sustainable economic growth	0	0	+	+	0	None	The Strategy will help to decrease local car traffic on the borough's roads, thereby helping to reduce congestion and the movement of goods around the borough. This may have some benefits for the local economy.

SEA Objectives	Cycling Plan	Walking Plan	Public Transport Plan	Liveable Neighbourhood Plan	Draft Sustainable Transport SPD	Recommendations for Mitigation/Enhancement	Likely residual significant effects
To generate employment opportunities for everyone	0	0	0	0	0	None	The Strategy contains several initiatives to provide better links to the employment growth areas, such as iCity/Olympic Park and Shoreditch/TechCity to help support economic growth and accessibility to jobs. Increased participation in cycling may also help open up jobs to people that were previously difficult to access based on travel costs or lack of travel options.

### 6.3 Supporting Plans

#### Screening of policies and actions

- 6.3.1 The policies, objectives or actions proposed in each of the plans has been screened in order to identify those which have the potential to result in significant environmental effects (either adverse or beneficial) and those which are repeated in more than one of the supporting plans.
- 6.3.2 This process has resulted in the Road Safety Plan being removed from any further assessment as all of the policies/objectives/actions included in them either do not have the potential to result in an environmental effect or they are repeated within the Walking Plan, Cycling Plan, Public Transport Plan or Liveable Neighbourhoods Plan.

## 6.4 Cycling Plan

- 6.4.1 This Cycling Plan outlines the commitments towards cycling and sets out a programme of actions for the period 2015 to 2025 to make cycling a normal, safe and attractive choice for travel and recreation for our residents and those that work, visit and pass through the borough. The Plan aims to build upon the borough's success in having the highest cycling rates in London by continuing to support those who already regularly cycle and addressing barriers that prevent other residents from taking up cycling.
- 6.4.2 The SEA of the cycling Plan focuses on key themes of the Cycling Plan where there is the potential for likely significant environmental effects. The assessment does not look at each of the Policies and Proposals of the Cycling Strategy in turn but focuses on key themes of the Strategy. The method has been selected as prior to implementation there are too many inherent uncertainties in implementation to allow clear cause and effect assessment of effects. The key themes SEA is based on the key themes of the Cycling Strategy, these are:
- Working towards targets for the proportion of journeys by Hackney residents made by cycle, related to all journeys, work journeys, council staff journeys and journeys to school;
  - The design of new and replacement road and cycleway infrastructure will ensure the needs of cyclists are prioritised (after pedestrians);
  - Measures are put in place to achieve safer cycling, both related to the physical environment and awareness of other road users;
  - Implementation of the cycle promotion strategies and Smarter Travel Initiative by Hackney Council and their partners.
- 6.4.3 The assessment makes assumptions for the assessment:
- The Cycling Strategy will be successful in securing targets for the increase in cycling;
  - Increased cycling will help in the reduction of car trips originating in and near the borough;
  - Cycling strategy will have limited effects long-distance travel for trips ending or passing through the borough;
  - All relevant policies of the Core Strategy, DMLP and relevant Area Action Plans will be successfully implemented;
  - The Cycling Strategy implementation Plan is effective.



Table 5.2: Assessment of the Cycling Plan against the SA/SEA Objectives

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To protect and enhance the biodiversity, flora and fauna of the borough	0	0	0	<p><b>Assessment of effects:</b> There is the potential for indirect effect on biodiversity and nature conservation if increased cycling helps improve air quality in the borough and wider London area and that this would have an associated benefit for biodiversity in and around Hackney.</p> <p><b>Mitigation/Recommendations:</b> None</p> <p><b>Uncertainties:</b> The contribution of cycling in Hackney to have an impact on the overall air quality of London and the vulnerability of habitats to adverse air quality.</p>	NA
To ensure efficient use of land	+	++	++	<p><b>Assessment of effects:</b> Roads are a major use of land in London. Achieving a reduction in the kilometres travelled by road in London through increasing cycling could help reduce the area given over to roads, making it available for alternative uses. For instance improvements to the public realm, bus lanes or even land for development. Positive effects will be more pronounced in the longer term as cycling levels increase.</p> <p><b>Mitigation/Recommendations:</b> None</p> <p><b>Uncertainties:</b> The release of land for other uses cannot be guaranteed.</p>	C7 Reallocated carriageway space for cyclists.

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To improve air quality by reducing emissions of pollutants	+	+	++	<p><b>Assessment of effects:</b> One of the main objectives for increasing the proportion of trips made by cycle in Hackney is to improve air quality and reducing carbon dioxide emissions in the borough, with car travel one of the principal sources of these pollutants. Over time the benefits are likely to increase as a higher proportion of trips are made by cycle.</p> <p><b>Mitigation/Recommendations:</b> None</p> <p><b>Uncertainties:</b> It is likely that car trips will decrease with increase in cycling, although some increased may be due to a change of trips from other sustainable modes, e.g. tube, train or walking.</p>	<p><b>C1 to C4</b> Targets for proportion of trips made by bike in Hackney to 2025.</p> <p><b>C8:</b> Implement cycling provision in accordance with the road user hierarchy.</p> <p><b>C39-41:</b> Help implement the Cycle Superhighway 1, Central London Cycle Grid and Quietways.</p> <p><b>C42:</b> Area-wide traffic review in areas subject to rat-running and seek ways to address this.</p>
To reduce noise and pollution	+	+	++	<p><b>Assessment of effects:</b> One of the greatest contributors to noise in the borough will be from car traffic on the roads. Increasing the proportion of trips that are made by cycle, with associated decrease in car traffic, will help improve the noise environment that could have a substantial benefit for local residents reducing the adverse effects on health and wellbeing from elevated noise levels.</p> <p><b>Mitigation/Recommendations:</b> None</p> <p><b>Uncertainties:</b> It is likely that car trips will decrease with increase in cycling, although some increased may be due to a change of trips from other sustainable modes, e.g. tube, train or walking</p>	<p><b>C1 to C4</b> Targets for proportion of trips made by bike in Hackney to 2025.</p> <p><b>C39-41:</b> Help implement the Cycle Superhighway 1, Central London Cycle Grid and Quietways.</p> <p><b>C42:</b> Area-wide traffic review in areas subject to rat-running and seek ways to address this.</p>

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To minimise flood risk and encourage Sustainable Urban Drainage Systems (SUDS) for new developments	0	0	0	<p><b>Assessment of effects:</b> There is no direct relationship between cycling and flood risk.</p> <p><b>Mitigation/Recommendations:</b> None</p> <p><b>Uncertainties:</b> None</p>	NA
To protect and enhance water resources and water quality	0	0	0	<p><b>Assessment of effects:</b> There is no direct relationship between cycling and water quality. There is the possibility that reduction in car traffic could help reduce pollutants in surface water runoff from roads (for example from tyre wear, oil and dust). However, these impacts are too uncertain to identify here.</p> <p><b>Mitigation/Recommendations:</b> None</p> <p><b>Uncertainties:</b> Extent to which increased cycling would result in lower levels of pollutants in surface water runoff.</p>	NA

<p>To improve connectivity, reduce the need to travel and encourage use of public transport including walking and cycling</p>	+	++	++	<p><b>Assessment of effects:</b> Achieving this sustainability objective is one of the key deliverables from the Cycling Strategy. The Strategy sets out a variety of ways that to achieve a greater proportional share of trips in the borough by bike. The measures in the Cycling Strategy include improvements to the physical cycling environment, including improving junctions, cycle paths and cycle parking and facilities. There are also measure to encourage greater participated in cycling such as promotion of cycling through schools and improving driver awareness of cyclists for safety.</p> <p>Many measures need to be delivered in partnership with partners, such as TfL, the police, developers and Hackney Homes.</p> <p><b>Mitigation/Recommendations:</b> Recognise the potential for conflicts between pedestrians and cyclists, as well as the needs of different groups of cyclists sharing the same space. For instance, the needs of fast cycle commuters and couriers are likely to be very different than slower cyclists, leisure cyclists and cargo cycles.</p> <p>Greater recognition of cycling for the movement of goods, carrying passengers (especially young children) and adapted bikes for those with disabilities (including more tricycles).</p> <p><b>Uncertainties:</b> It is assumed that improvements can be implemented</p>	<p><b>CS8:</b> Implement cycling provision in accordance with the road user hierarchy.</p> <p><b>C35:</b> Map different cycle routes in the borough e.g. Quietways, principal routes etc.</p> <p><b>C36:</b> Develop and improve the Principal route network for cyclists.</p> <p><b>C39-41:</b> Help implement the Cycle Superhighway 1, Central London Cycle Grid and Quietways.</p> <p><b>C42:</b> Area-wide traffic review in areas subject to rat-running and seek ways to address this.</p> <p><b>C43:</b> Continue rolling programme of cycle permeability measures.</p> <p><b>C44:</b> Look at proposals for a Cycle Hub in Dalston and cycle parking in Homerton Hospital and South Shoreditch.</p> <p><b>C49:</b> Work to expand the Cycle Hire Scheme.</p> <p><b>C50:</b> Continue work with business to improve cycle provision near businesses.</p> <p><b>C52:</b> Cycle training as a guaranteed right for residents.</p> <p><b>C53:</b> Look to implement a number of smarter interventions to encourage cycling amongst</p>
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SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
					residents, especially those in harder to reach communities. <b>C54:</b> Continue to promote cycling through events with partners.
To tackle climate change through reducing CO <sub>2</sub> emissions, supporting energy production from renewable and low carbon sources	+	+	++	<p><b>Assessment of effects:</b> One of the main objectives for increasing the proportion of trips made by cycle in Hackney is to improve air quality and reducing carbon dioxide emissions in the borough, with car travel one of the principal sources of these pollutants. Over time the benefits are likely to increase as a higher proportion of trips are made by cycle.</p> <p><b>Mitigation/Recommendations:</b> None</p> <p><b>Uncertainties:</b> It is likely that car trips will decrease with increase in cycling, although some increased may be due to a change of trips from other sustainable modes, e.g. tube, train or walking.</p>	<p><b>C1 to C4</b> Targets for proportion of trips made by bike in Hackney to 2025.</p> <p><b>C36:</b> Develop and improve the Principal route network for cyclists.</p> <p><b>C49:</b> Work to expand the Cycle Hire Scheme.</p>
To protect and enhance the boroughs identified heritage assets, their setting and the wider historic environment and to preserve the archaeological aspects of the borough	+	+	+	<p><b>Assessment of effects:</b> Helping achieve a reduction in cars on the borough's roads has the potential to bring benefit to the historic environment character. Congestion, queuing traffic and parked cars can all detract from the built environment character and therefore measures that will help reduce this may help meet this objective.</p> <p><b>Mitigation/Recommendations:</b> New cycle lanes, especially if they pass through the borough's historic parks or on canal towpaths, should be designed so as not to harm the historic character of the borough.</p> <p><b>Uncertainties:</b> The impact will depend on the specific location of development and its existing character.</p>	<p><b>C42:</b> Area-wide traffic review in areas subject to rat-running and seek ways to address this.</p>

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To promote exemplar sustainable design which enhances the visual character in the borough	?	?	?	<p><b>Assessment of effects:</b> The impact against this objective will differ by scheme and location. However, there is the potential for some positive effects where the change results in roads less dominated by cars.</p> <p><b>Mitigation/Recommendations:</b> None.</p> <p><b>Uncertainties:</b> Details of schemes will vary and therefore so may effects, e.g. type of scheme, location and existing character.</p>	<p><b>C6:</b> Implement cycling provision in accordance with the road user hierarchy.</p> <p><b>C7:</b> Reallocate carriageway road space.</p> <p><b>C42:</b> Area-wide traffic review in areas subject to rat-running and seek ways to address this.</p> <p><b>C45:</b> Install new cycle parking in the carriageway rather than footway where possible.</p>

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To reduce poverty and social exclusion and promote equalities and diversity	+	+	+	<p><b>Assessment of effects:</b> Increasing ease and availability of cycling in the borough is important in terms of achieving more equitable and low cost transport for all. Measures included in the Transport Strategy that specially aim to address the current relative low cycling levels amongst some groups on lower incomes and in all parts of the borough. This includes the need to address cycle storage in existing Hackney Home estates, targeted smarter travel promoting and awareness raising, including 'Smarter Travel Estates' programme and throughout the borough and work with all schools to encourage cycling.</p> <p><b>Mitigation/Recommendations:</b> Work with partners to engage all parts of the community in travel by cycling.</p> <p><b>Uncertainties:</b> Continued funding and availability of schemes to help those on lower incomes into cycling including bike loans.</p>	<p><b>C16:</b> Tackle lower levels of cycling for people living in estates.</p> <p><b>C17:</b> Work with Hackney Homes to ensure all households have access to secure cycle parking.</p> <p><b>C46-47:</b> Expand on street secure cycle provision and new funding for cycle parking.</p> <p><b>C48:</b> Work with Hackney Homes and other housing associations and RSLs to provide secure cycle parking for their residents.</p> <p><b>C49:</b> Work to expand the Cycle Hire Scheme.</p> <p><b>C52:</b> Cycle training as a guaranteed right for residents.</p> <p><b>C53:</b> Look to implement a number of smarter interventions to encourage cycling amongst residents, especially those in harder to reach communities.</p>



SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To protect, maintain and enhance Metropolitan Open Land and open spaces	-	-	-	<p><b>Assessment of effects:</b> Many existing or proposed improvements to cycle routes include those that pass through or near existing areas of open space, including designated Metropolitan Open Land in the borough. There is therefore the potential for high levels of cycling to have a slight adverse impact on the character of some of these areas and their enjoyment by other users. For example, where high speed cycling or many users change the relative tranquillity of open spaces or conflict with people on foot.</p> <p><b>Mitigation/Recommendations:</b> Ensure that the needs of all users are considered in designing routes through MOL and other open space. Avoid new commuter cycle routes passing through MOL.</p> <p><b>Uncertainties:</b> NA.</p>	<p><b>C13:</b> Presumption in favour of shared paths or spaces in parks and green spaces.</p> <p><b>C14:</b> Allow cycling in Hackney's parks and open spaces, subject to suitable controls.</p> <p><b>C41:</b> Improve Greenway network of routes with partners.</p>
	+	+	+		

<p>To improve health in Hackney's local community and promote healthy lifestyles</p> <p>(a) safety</p> <p>(b) health and wellbeing</p>	+	++	++	<p><b>Assessment of effects:</b> The assessment of effects here relates to two separate considerations. Firstly safety and second health and wellbeing from increased physical activity.</p> <p><i>Safety:</i> The assessment of impacts related to safety improves over time as currently cycling in Hackney is relatively high risk with recorded fatalities and serious incidents throughout the borough. The Cycling Strategy includes measures that will help improve safety, including improved junctions, new cycle lanes, driver awareness and 'Cycle Space'. However, these measures will take time to become fully established as many rely on external funding, behavioural change etc. Therefore, increasing cycling on the roads in the short term and perhaps into the medium term may mean cyclists are at increased risk of direct harm.</p> <p><i>Health and Wellbeing:</i> There are clear links between increased participation in physical activity, such as cycling and levels of obesity and associated adverse health conditions. Therefore, encouraging more residents to cycle, rather than drive or use public transport, may have health benefits. This covers the health benefits of choosing to travel by cycle as part of day-to-day journeys as well as improvements that will encourage more people to cycle for leisure and recreation in their spare time.</p> <p><b>Mitigation/Recommendations:</b> <i>Safety:</i> Prioritise simple wins to improve cyclist safety, such removal of barriers at roundabouts that are known hazards to cyclists.</p> <p><i>Health and Wellbeing:</i> To maximise benefits hard to reach groups must be targeted to encourage cycling, as many of these groups may also be more at risk of being obese and suffering health conditions such as type 2 diabetes.</p> <p>Poor air quality can particularly affect those doing physical exercise, such as cyclists. Therefore, routing key cycle lanes through areas of known exceedance of air quality objectives could be harmful.</p> <p><b>Uncertainties:</b> The impact of smog and poor air quality on those doing infrequent physical activity outdoors.</p>	<p><b>C6:</b> Implement cycling provision in accordance with the road user hierarchy.</p> <p><b>C7:</b> Reallocate carriageway road space.</p> <p><b>C8:</b> Change priorities at junctions to fast track cyclists in suitable locations.</p> <p><b>C9:</b> Ensure cyclist infrastructure takes into account future growth.</p> <p><b>C11:</b> Maintain cycle routes in times of ice and snow</p> <p><b>C18:</b> Implement 20mph speed limits.</p> <p><b>C19:</b> Make all residential roads appropriate for use by those with Bikeability Level 2 skills.</p> <p><b>C20:</b> Review traffic calming on key cycle routes.</p> <p><b>C21:</b> Review junctions with aim of more Advanced Stop Line provision.</p> <p><b>C22:</b> Pursue policy of 'clear safe space for cyclists'</p> <p><b>C23-25:</b> Lobby TfL for improvements to cyclist safety on key roads/junctions.</p> <p><b>C26-27:</b> Other road safety improvements.</p> <p><b>C28-30:</b> Enforcement of traffic rules and improved driver</p>
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SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
					<p>behaviour – work with partners inc. the Met Police.</p> <p><b>C31-32:</b> improve cyclist awareness for drivers for the Council.</p> <p><b>C33:</b> Reduce HGVs on LBH roads.</p> <p><b>C36:</b> Develop and improve the Principal route network for cyclists.</p> <p><b>C42:</b> Area-wide traffic review in areas subject to rat-running and seek ways to address this.</p> <p><b>C49:</b> Work to expand the Cycle Hire Scheme.</p> <p><b>C51:</b> Develop a Cycle to School partnership to improve conditions for cyclists around school clusters.</p> <p><b>C52:</b> Cycle training as a guaranteed right for residents.</p>
To reduce crime and fear of the crime in the borough	+	+	+	<p><b>Assessment of effects:</b> There is the potential that providing more secure cycle parking spaces under this option will reduce people’s fear that cycles will be stolen.</p> <p><b>Mitigation/Recommendations:</b> NA</p> <p><b>Uncertainties:</b> NA</p>	<p><b>C47:</b> Expand on street secure cycle provision.</p>

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To improve access to an adequate range of social infrastructure	+	+	+	<p><b>Assessment of effects:</b> Improving cycling safety, routes and encouraging cycling for all parts of the community can help people access the services they need, without needing to travel by car or more expensive forms of transport. The Cycling Strategy also sets out clearly how cycling infrastructure would be improved.</p> <p><b>Mitigation/Recommendations:</b> NA</p> <p><b>Uncertainties:</b> NA</p>	<p><b>C6:</b> Implement cycling provision in accordance with the road user hierarchy.</p> <p><b>C35:</b> Map different cycle routes in the borough e.g. Quietways, principal routes etc.</p> <p><b>C39-41:</b> Help implement the Cycle Superhighway 1, Central London Cycle Grid and Quietways.</p> <p><b>C49:</b> Work to expand the Cycle Hire Scheme.</p>
To maximise opportunities for sustainable economic growth	+	+	+	<p><b>Assessment of effects:</b> Increasing cycling is one a way of helping to decrease local car traffic on the borough's roads, thereby helping to reduce congestion and the movement of goods around the borough. This may have some benefits for the local economy.</p> <p><b>Mitigation/Recommendations:</b> NA</p> <p><b>Uncertainties:</b> The extent to which increased cycling would reduce cars on the borough's roads or who reduce congestion.</p>	<p><b>C37:</b> High quality cycle routes between iCity/Olympic Park and Shoreditch/TechCity and the West End.</p>

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To generate employment opportunities for everyone	+	+	+	<p><b>Assessment of effects:</b> The Cycling Strategy contains several initiatives to provide better cycling links to the employment growth areas, such as iCity/Olympic Park and Shoreditch/TechCity to help support economic growth and accessibility to jobs. Increased participation in cycling may also help open up jobs to people that were previously difficult to access based on travel costs or lack of travel options.</p> <p><b>Mitigation/Recommendations:</b> NA</p> <p><b>Uncertainties:</b> The extent to which increased cycling would reduce cars on the borough's roads or who reduce congestion.</p>	<p><b>C37:</b> High quality cycle routes between iCity/Olympic Park and Shoreditch/TechCity and the West End.</p> <p><b>C39-41:</b> Help implement the Cycle Superhighway 1, Central London Cycle Grid and Quietways.</p> <p><b>C50:</b> Continue work with business to improve cycle provision near businesses.</p>

## Commentary

- 6.4.4 There is much in the Cycling Strategy that could help deliver benefits for sustainability in the borough and wider London area. These benefits relate to environmental enhancements, such as improved air quality and potential for improved noise environment. There are also economic benefits from reducing congestion and enabling the movement of goods around the borough more quickly. The Cycling Strategy also includes measures to get more people involved in cycling in the borough, including reaching out to hard to reach groups such as those on lower incomes. This may help realise further social benefits of cycling including increased participation in physical activity with consequent health benefits.
- 6.4.5 The SEA of the Plan identifies the following key considerations in implementing the cycling strategy that need to be considered in the implementation of all schemes:
- to accommodate the growth in cycling in the borough there needs to be a step change in the space given to cyclists to allow safe and unimpeded movement to cyclists of all abilities and travelling speeds.
  - Greater acknowledgment of the potential conflict of pedestrians and cyclists needs to be given. The needs of these two non-car road user groups can be very different, especially where non-leisure cyclists come into contact with pedestrians. Infrastructure delivering the borough should consider the

further segregation of cycle commuter routes from pedestrian routes. Many pedestrians, especially those with some mobility impairment and people pushing pushchairs have the potential for significant conflict.

- Ensure safety of cyclists is essential and cyclist may be at particular risk from HGV traffic. A requirement should be included in all Construction Management Plans to ensure HGV drivers making construction site deliveries in Hackney must undergo mandatory cycle safety driving awareness training, for example through FORS training and achieving the FORS Gold Standard..
- Design of roads and junctions on roads need to be designed and improved to recognise that cycling is a major and increasing transport mode in the borough. Cyclist needs need to be catered for even if there is a risk of reducing car travel speeds.
- Working with partners to ensure that drivers are penalised for poor driving that puts cyclist safety at risk, including stopping and driving in cycle lanes, jumping red lights and exceeding speed limits. Also, work with all cyclists to protect the safety of pedestrians and respect on road safety.
- Lobbying TfL to priorities cycling and safety improvements in the borough, such as areas where cyclists are at high risk at junctions on the A10.

## 6.5 Walking Plan

- 6.5.1 The Walking Plan identifies the Council's commitment to walking and continual improvement of the public realm through its strategic vision for walking and the actions and levels of investment required to achieve this vision.
- 6.5.2 The Council considers the Walking Plan to have a key role in providing a fair, equitable and sustainable transport system in the borough. The objectives of the Walking Plan are as follows:
1. To increase walking levels in Hackney for journeys to work, recreation and education and to our town centres by promoting modal shift from private vehicles and buses.
  2. To provide a high quality and fully accessible environment for walking by continuing to develop a safe, convenient, legible and attractive public realm.
  3. To tackle the safety issues and barriers that prevents our residents and visitors from walking more in Hackney.
  4. To promote walking's role in promoting linked trips and strengthen Hackney's visitor economy.
  5. To develop and promote walking as a key public health initiative benefitting resident's health and well-being.
  6. Ensure that the needs of older people and those with visual and mobility impairments and other equality groups are considered in all plans and proposals to upgrade the public realm.
- 6.5.3 The SEA of the Walking Plan focuses on key themes of the Plan where there is the potential for likely significant environmental effects. The assessment does not look at each of the policies and proposal of the Plan in turn but focuses on key themes of the Plan. The method has been selected as prior to implementation there are too many inherent uncertainties in implementation to allow clear cause and effect assessment of effects.
- 6.5.4 The assessment makes assumptions for the assessment:
- The Plan will be successful in securing targets for the proportion of trips made on foot ;
  - Increased walking will help in the reduction of car trips originating in and near the borough;
  - All relevant policies of the Core Strategy, DMLP and relevant Area Action Plans will be successfully implemented;
  - The walking Plan is implemented effectively, for example through successfully securing funding and working with partners.

Table 5.3: Assessment of the Walking Plan against the SEA Objectives



SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To protect and enhance the biodiversity, flora and fauna of the borough	0	+	+	<p><b>Assessment of effects:</b> Proposals include those for new parks and a wildlife trail to encourage walking. These are likely to have some benefit for biodiversity.</p> <p>There is the potential for indirect effect on biodiversity and nature conservation if increased walking helps improve air quality in the borough and wider London area and that this would have an associated benefit for biodiversity in and around Hackney.</p> <p><b>Mitigation/Recommendations:</b> Ensure all park and public realm improvements include appropriate planting to help enhance biodiversity in Hackney. Including consideration of appropriate lighting that takes into account impacts on wildlife.</p> <p><b>Uncertainties:</b> The contribution of walking in Hackney to have an impact on the overall air quality of London and the vulnerability of habitats to adverse air quality.</p>	<p><b>W20</b> Improve and upgrade the New River Path and new wildlife trail.</p> <p><b>W22</b> Pocket parks through road space reallocation.</p>

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To ensure efficient use of land	0	+	+	<p><b>Assessment of effects:</b> Roads are a major use of land in London. Achieving a reduction in the kilometres travelled by road in London through increasing cycling could help reduce the area given over to roads, making it available for alternative uses. For instance improvements to the public realm, bus lanes or even land for development.</p> <p>Schemes that seek public realm improvements in key locations can help ensure the better use of land. Areas such as Old Street Roundabout include unattractive pavements and a very dominant road that use space poorly. There is the potential to substantially enhance this area and make it a more attractive place to be.</p> <p>Most of these are longer term projects so effects will be experience in the medium to longer term.</p> <p><b>Mitigation/Recommendations:</b> None</p> <p><b>Uncertainties:</b> The release of land for other uses cannot be guaranteed.</p>	<p><b>W4</b> Pedestrian needs and those with mobility difficulties over other road users.</p> <p><b>W13-W18</b> Schemes to improve the walking environment in the public realm including Space and Place Shaping Shoreditch, Old Street, Stoke Newington Gyratory, Hackney Wick and Seven Sisters.</p> <p><b>W22</b> Pocket parks through road space reallocation.</p>

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To improve air quality by reducing emissions of pollutants	+	+	++	<p><b>Assessment of effects:</b> One of the main objectives for increasing the proportion of pedestrian trips in Hackney is to improve air quality and reducing carbon dioxide emissions in the borough, with car travel one of the principal sources of these pollutants. Over time the benefits are likely to increase as a higher proportion of trips are made by walking and cycling, train and tube.</p> <p><b>Mitigation/Recommendations:</b> None</p> <p><b>Uncertainties:</b> It is likely that car trips will decrease with increase in walking, although some increased may be due to a change of trips from other sustainable modes, e.g. tube, train or walking.</p>	<p><b>W1</b> Maintain overall walking mode share at 40%</p> <p><b>W2</b> Increase walking to work at 15% by 2025</p> <p><b>W3</b> Increase walking to school to 70% by 2025</p> <p><b>W4</b> Pedestrian needs and those with mobility difficulties over other road users.</p> <p><b>W13-W18</b> Schemes to improve the walking environment in the public realm including Space and Place Shaping Shoreditch, Old Street, Stoke Newington Gyratory, Hackney Wick and Seven Sisters.</p>

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To reduce noise and pollution	+	+	++	<p><b>Assessment of effects:</b> One of the greatest contributors to noise in the borough will be from car traffic on the roads. Increasing the proportion of trips not made by car (or bus) will help improve the noise environment that could have a substantial benefit for local residents reducing the adverse effects on health and wellbeing from elevated noise levels.</p> <p><b>Mitigation/Recommendations:</b> None</p> <p><b>Uncertainties:</b> It is likely that car trips will decrease with increase in more walking, although some increased may be due to a change of trips from other sustainable modes, e.g. tube, train or walking</p>	<p><b>W1</b> Maintain overall walking mode share at 40%</p> <p><b>W2</b> Increase walking to work at 15% by 2025</p> <p><b>W3</b> Increase walking to school to 70% by 2025</p> <p><b>W13-W18</b> Schemes to improve the walking environment in the public realm including Space and Place Shaping Shoreditch, Old Street, Stoke Newington Gyratory, Hackney Wick and Seven Sisters.</p>
To minimise flood risk and encourage Sustainable Urban Drainage Systems (SUDS) for new developments	0	0	0	<p><b>Assessment of effects:</b> NA</p> <p><b>Mitigation/Recommendations:</b> None</p> <p><b>Uncertainties:</b> NA</p>	NA

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To protect and enhance water resources and water quality	0	0	0	<p><b>Assessment of effects:</b> There is no direct relationship between walking and water quality. There is the possibility that reduction in car traffic could help reduce pollutants in surface water runoff from roads (for example from tyre wear, oil and dust). However, these impacts are too uncertain to identify here.</p> <p><b>Mitigation/Recommendations:</b> None</p> <p><b>Uncertainties:</b> Extent to which increased walking would result in lower levels of pollutants in surface water runoff.</p>	NA
To improve connectivity, reduce the need to travel and encourage use of public transport including walking and cycling	+	++	++	<p><b>Assessment of effects:</b> Achieving this sustainability objective is one of the key deliverables from the walking strategy. Therefore, all proposals will help meet the objective. The Strategy sets out a variety of ways that walking levels could be enhanced and connectivity improved to improve the walking experience and encourage more people to participate. The proposals also seek to improve the connectivity for those with more limited mobility or other disability by ensuring walking routes meet their needs. The measures in the Walking Plan include improvements to the physical cycling environment, including improving junctions and crossings.</p> <p><b>Mitigation/Recommendations:</b> In comparison to the cycling strategy there are fewer measures included in the Walking Plan to improve participation in walking for health or for access. More could be included, in particular how more hard to reach groups would be targeted where walking levels are, by comparison, low.</p> <p><b>Uncertainties:</b> NA</p>	All proposals

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To tackle climate change through reducing CO <sub>2</sub> emissions, supporting energy production from renewable and low carbon sources	+	+	++	<p><b>Assessment of effects:</b> One of the main objectives for increasing the proportion of trips made on foot in Hackney is to improve air quality and reducing carbon dioxide emissions in the borough, with car travel one of the principal sources of these pollutants. Over time the benefits are likely to increase as a higher proportion of trips are made by cycle.</p> <p><b>Mitigation/Recommendations:</b> None</p> <p><b>Uncertainties:</b> It is likely that car trips will decrease with increase in walking, although some increased may be due to a change of trips from other sustainable modes, e.g. tube, train or walking.</p>	<p><b>W1</b> Maintain overall walking mode share at 40%</p> <p><b>W2</b> Increase walking to work at 15% by 2025</p> <p><b>W3</b> Increase walking to school to 70% by 2025</p> <p><b>W4</b> Pedestrian needs and those with mobility difficulties over other road users.</p> <p><b>W27</b> Travel plan engagement with existing business, workplaces and schools etc.</p>
To protect and enhance the boroughs identified heritage assets, their setting and the wider historic environment and to preserve the archaeological aspects of the borough	+	+	++	<p><b>Assessment of effects:</b> The public realm enhancement schemes that also include an element of pedestrian improvement have a clear link to improving the historic environment, which may have become degraded by a poor quality setting dominated by roads and parked cars.</p> <p><b>Mitigation/Recommendations:</b> Pedestrian improvements must include consideration of the historic environment context.</p> <p><b>Uncertainties:</b> Details of schemes will vary and therefore so may effects, e.g. type of scheme, location and existing character.</p>	<p><b>W9</b> Reduce street clutter.</p> <p><b>W13-W18</b> Schemes to improve the walking environment in the public realm including Space and Place Shaping Shoreditch, Old Street, Stoke Newington Gyratory, Hackney Wick and Seven Sisters.</p>

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To promote exemplar sustainable design which enhances the visual character in the borough	+	+	++	<p><b>Assessment of effects:</b> The public realm enhancement schemes that also include an element of pedestrian improvement have a clear link to improving the historic environment, which may have become degraded by a poor quality setting dominated by roads and parked cars.</p> <p><b>Mitigation/Recommendations:</b> None.</p> <p><b>Uncertainties:</b> Details of schemes will vary and therefore so may effects, e.g. type of scheme, location and existing character.</p>	<p><b>W6</b> Ensure identified key areas (e.g. town centres and growth locations) have high quality pedestrian provision and taking into account the needs of those with mobility difficulties.</p> <p><b>W9</b> Reduce street clutter.</p> <p><b>W13-W18</b> Schemes to improve the walking environment in the public realm including Space and Place Shaping Shoreditch, Old Street, Stoke Newington Gyratory, Hackney Wick and Seven Sisters.</p> <p><b>W22</b> Pocket parks through road space reallocation.</p>

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To reduce poverty and social exclusion and promote equalities and diversity	+	+	+	<p><b>Assessment of effects:</b> Walking is the most equitable form of transport, it's free travel and most residents can walk at least some distance (or use a wheelchair). The Plan contains measures to further improve the amount of walking people do as part of their day-to-day lives by making it an attractive option for people. The Plan has been informed by a study of barriers to walking that include consultation with many people who may experience barriers to walking such as the elderly and people with learning and physical disabilities. Overcoming the barriers these groups identified is essential and the Plan should help address this, through a variety of proposals. These include general improvements to the public realm as well as specific measures designed to improve access for those with mobility impairments, such as dropped kerbs and pedestrian crossing countdowns.</p> <p>Parts of the east of the borough experience lower levels of walking and therefore there is a need to focus public realm walking environments in these locations, considering designing out crime and improving the attractiveness of the urban environment.</p> <p><b>Mitigation/Recommendations:</b> Include measures to work with Partners to encourage greater participation in walking. Including schemes to encourage people who may be afraid to walk to have a go, for instance the elderly or those with mental and physical disabilities.</p> <p><b>Uncertainties:</b> NA</p>	<p><b>W4</b> Pedestrian needs and those with mobility difficulties over other road users.</p> <p><b>W5</b> Improve road safety for pedestrians by reducing traffic speeds and volume.</p> <p><b>W6</b> Ensure identified key areas (e.g. town centres and growth locations) have high quality pedestrian provision and taking into account the needs of those with mobility difficulties.</p> <p><b>W7</b> Work with partners to implement improvements to key junctions/crossings for pedestrians.</p> <p><b>W9</b> Reduce street clutter.</p> <p><b>W10</b> Maintain the footways.</p> <p><b>W21</b> Create a fully accessible route along the Lea Valley Path.</p> <p><b>W24</b> Pedestrian accessibility improvements.</p> <p><b>W28</b> Work in partnership to promote walking for health and wellbeing.</p>



SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To protect, maintain and enhance Metropolitan Open Land and open spaces	+	+	++	<p><b>Assessment of effects:</b> Many existing or proposed improvements to walking routes are part of the open space network, such as Greenways and the Lea Valley Regional Park. The improvements proposed to these areas could also be of benefit to the open space as a whole, including attracting more people to use the spaces.</p> <p>The Plan also includes the proposals to see improvements to parks and greenways. Including at the Regents Canal and a new linear park and the creation of new pocket parks.</p> <p><b>Mitigation/Recommendations:</b> None</p> <p><b>Uncertainties:</b> NA.</p>	<p><b>W12</b> Actively promotes walking for lined trips for leisure and health.</p> <p><b>W19</b> Progress a traffic free route at the Regents Canal</p> <p><b>W20</b> Improve and upgrade the New River Path and new wildlife trail.</p> <p><b>W22</b> Pocket parks through road space reallocation.</p>
	+	+	++		<b>All proposals</b>

<p>To improve health in Hackney's local community and promote healthy lifestyles</p> <p>(a) safety</p> <p>(b) health and wellbeing</p>	+	++	++	<p><b>Assessment of effects:</b> The assessment of effects here relates to two separate considerations. Firstly safety and second health and wellbeing from increased physical activity.</p> <p><i>Safety:</i> The Walking Plan contains measures to improve pedestrian safety as pedestrian safety is a key concern on the borough's roads. The Plan includes a variety of measure that could help improve safety, most notably improvements at junctions that would be of benefit to all walkers including those with mobility impairments. The Plan also recognises the potential conflict between cyclists (with numbers rapidly increasing in the borough over recent years) and pedestrians as a matter that needs to be addressed.</p> <p><i>Health and Wellbeing:</i> There are clear links between increased participation in physical activity, such as walking and levels of obesity and associated adverse health conditions. Therefore, encouraging more residents to walk, rather than drive or use public transport or as part of a linked trip, may have health benefits. This covers the health benefits of choosing to travel by walk as part of day-to-day journeys as well as improvements that will encourage more people to walk for leisure and recreation in their spare time, such as improvements proposed to leisure routes and creation of pocket parks.</p> <p>There are also the linked benefits to wellbeing of a reduction in car use and travel.</p> <p><b>Mitigation/Recommendations:</b> <i>Health and Wellbeing:</i> To maximise benefits hard to reach groups must be targeted to encourage walking for leisure and for to day-to-day access to services. Many of the groups may also be more at risk of being obese and suffering health conditions such as type 2 diabetes are in areas of lower walking participation in the borough.</p> <p><b>Uncertainties:</b> NA</p>	
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SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To reduce crime and fear of the crime in the borough	?	?	?	<p><b>Assessment of effects:</b> Many measures proposed could have indirect benefits for reducing crime and fear of crime in the pedestrian environment. However, there are no proposals that specifically aim to combat crime and working with patterns to help design out crime on pedestrian routes.</p> <p><b>Mitigation/Recommendations:</b> LBH needs to work with partners, including the police, on designing out crime from the public realm and including measures to reduce fear of crime. This includes lighting and natural surveillance through high levels of use and overlooking.</p> <p><b>Uncertainties:</b> The extent to which public realm improvements have considered measures to design out crime.</p>	NA

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To improve access to an adequate range of social infrastructure	+	+	+	<p><b>Assessment of effects:</b> Improving walking safety, routes and encouraging cycling for all parts of the community can help people access the services they need, without needing to travel by car or more expensive forms of transport. The Plan also includes creating new social infrastructure of benefit to communities, such as new parks and recreational routes.</p> <p><b>Mitigation/Recommendations:</b> NA</p> <p><b>Uncertainties:</b> NA</p>	<p><b>W3</b> Increase walking to school to 70% by 2025.</p> <p><b>W6</b> Ensure identified key areas (e.g. town centres and growth locations) have high quality pedestrian provision and taking into account the needs of those with mobility difficulties.</p> <p><b>W19</b> Progress a traffic free route at the Regents Canal</p> <p><b>W20</b> Improve and upgrade the New River Path and new wildlife trail.</p> <p><b>W22</b> Pocket parks through road space reallocation.</p> <p><b>W26</b> Legible London way finding signage.</p>

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To maximise opportunities for sustainable economic growth	+	+	+	<p><b>Assessment of effects:</b> Public realm improvements to areas such as Shoreditch and Hackney Town Centre can not only be of benefit to the pedestrian environment but can also be of benefit of the image of an area as a good place to work and attractive to investors.</p> <p><b>Mitigation/Recommendations:</b> NA</p> <p><b>Uncertainties:</b> NA</p>	<p><b>W2</b> Increase walking to work at 15% by 2025</p> <p><b>W6</b> Ensure identified key areas (e.g. town centres and growth locations) have high quality pedestrian provision and taking into account the needs of those with mobility difficulties.</p> <p><b>W13-W18</b> Schemes to improve the walking environment in the public realm including Space and Place Shaping Shoreditch, Old Street, Stoke Newington Gyratory, Hackney Wick and Seven Sisters.</p> <p><b>W23</b> Support local shopping centres and street markets through public realm improvements.</p>
To generate employment opportunities for everyone	+	+	+	<p><b>Assessment of effects:</b> The Walking Plan has few specific proposals in relation to job creation or access to work. However, walking is the most equitable travel options for those accessing work. Therefore, improving the safety and attractiveness of the walking environment for all can help people choose this as the method of travel to jobs even when it may involve a longer walk.</p> <p><b>Mitigation/Recommendations:</b> NA</p> <p><b>Uncertainties:</b> The extent to which increased cycling would reduce cars on the borough's roads or who reduce congestion.</p>	<p><b>W2</b> Increase walking to work at 15% by 2025</p> <p><b>W23</b> Support local shopping centres and street markets through public realm improvements.</p>

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		

### Commentary

6.5.5 There is much in the Walking Plan that could help delivery multiple sustainability benefits. Walking is the most equitable way to travel as it is low cost and almost everybody can participate. Improving the public realm and safety could help a greater number of people participate in walking with benefits for health related to physical activity and tackling obesity, increasing in walking participation could help reduce the car traffic on roads. There are also economic benefits from reducing congestion and enabling the movement of goods around the borough more quickly, the public realm improvements can not only aid pedestrian movements but make Hackney an attractive place to invest in. Many effects of the positive impacts may not take place in the short term as are reliant on implementation of proposals that are outside LBHs direct control. There are also some issues that will need to be fully addressed to realise further benefits:

- Tackle issues of lower levels of walking participation in some neighbourhoods of the borough, particularly in the east, this could include physical environment improvements as well as promoting schemes (with partners such as the NHS) to get more people walking in these area to also help tackle higher obesity levels in these areas;
- Fear of crime is an issue that that needs to be addressed to get more people walking. Fear of crime can stop people walking in their neighbourhood or walking outside their immediate area. Therefore, all public realm improvements need to consider ways to design out crime, such as avoiding sinuous routes, providing good lighting and overlooking and encouraging use to improve natural surveillance.

## 6.6 Public Transport Plan

- 6.6.1 This Public Transport Plan outlines the principal proposals for maintaining and enhancing public transport connectivity in the borough. This build on the recent improvements experienced in the borough including the completion of the East London Line and four accessible London Overground Stations, the completion of the full orbital Overground East London route, upgrading of the northern line, improvements in frequency and extensions to some bus routes in the borough. However, it should be noted that some bus services have been reduced.
- 6.6.2 The SEA of the Public Transport Plan focuses on key themes of the Plan where there is the potential for likely significant environmental effects. The assessment does not look at each of the Policies and Proposals of the Plan in turn but focuses on its key themes. The method has been selected as prior

to implementation there are too many inherent uncertainties in implementation to allow clear cause and effect assessment of effects. The proposed objectives of the Public Transport Plan are that by 2025:

1. Crossrail 2 proposals will be well advanced with an alignment through Hackney that maximises benefits to the borough.
2. Hackney will have the most comprehensive and continuous bus priority network in London reflecting the fact we have the highest levels of bus usage in London.
3. There will be improved public transport accessibility for all our residents to access emerging employment centres in Central London, Stratford and the Olympic Park and the Upper Lea Valley.
4. The east of the borough will have seen a substantial improvement in public transport services.
5. The Overground network will have had further improvements providing additional capacity on congested routes.
6. Significant capacity improvements and route upgrades will have been completed on the West Anglia Line.
7. There will have been a smooth transition of the West Anglia Line services to Mayoral control, with improved stations and inner London rail services that have not lost out to non-stopping suburban services.
8. The accessibility of Hackney's public transport will have been vastly improved with a fully accessible bus stop network, increased real-time service information, and step free access to the majority of stations in the borough.
9. Hackney will have improved community transport services for those who find it hard to access public transport, to support independent living so they can access jobs, education and essential services.
10. There will be improved interchange facilities and walking and cycling conditions at our key public transport stations.
11. The rail stations in Hackney will contribute positively to local character and distinctiveness and will be built to the highest standards of design offering a safe, secure and attractive environment at all times.

6.6.3 The assessment makes assumptions for the assessment:

- Increased public transport use will help in the reduction of car trips originating in and near the borough;
- The Plan will have limited effects long-distance travel for trips ending or passing through the borough;



- That LBH are successful in lobbying TfL and the Mayor for continued improvements;
- All relevant policies of the Core Strategy, DMLP and relevant Area Action Plans will be successfully implemented;
- Where necessary all improvement works would be subject to site specific technical assessments and construction environmental management, as required e.g. noise, ecology, air quality;
- Funding remains in place to deliver improvements.

Table 5.4: Assessment of the Public Transport Plan against the SEA Objectives

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To protect and enhance the biodiversity, flora and fauna of the borough	?	?	?	<p><b>Assessment of effects:</b> There is the potential for indirect effect on biodiversity and nature conservation if increased use of public transport helps improve air quality in the borough and wider London area and that this would have an associated benefit for biodiversity in and around Hackney.</p> <p>As railway embankments are often important wildlife corridors proposals such as increase tracks on rail lines or electrification have the potential to have a biodiversity impact.</p> <p><b>Mitigation/Recommendations:</b> Ensure that all proposals on railway corridors and scoped for their potential impact on biodiversity and assessment carried out as needed.</p> <p><b>Uncertainties:</b> The contribution of public transport in Hackney to have an impact on the overall air quality of London and the vulnerability of habitats to adverse air quality.</p> <p>The biodiversity important of LBH's rail corridors.</p>	<p><b>PT7</b> Continue to press TfL for improved Overground services to match increasing demand.</p> <p><b>PT13</b> Four tracking of the Lea Valley Line</p>
To ensure efficient use of land	?	?	?	<p><b>Assessment of effects:</b> Some of the proposed development will have a land take requirement. However, the extent of these schemes is not known, nor is the whether land would be lost that may have a preferable alternative use.</p> <p><b>Mitigation/Recommendations:</b> Minimise land take in new public transport schemes and ensure that layout does not prevent other types of development taking place.</p> <p><b>Uncertainties:</b> Land-take requirements.</p>	NA

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To improve air quality by reducing emissions of pollutants	?	+	+	<p><b>Assessment of effects:</b> One of the main objectives for increasing the proportion of trips made by public transport in Hackney is to improve air quality and reducing carbon dioxide emissions in the borough as car travel is one of the principal sources of these pollutants. However, in London a major source of pollutants is older diesel buses, locations with high concentrations of buses (especially where starting and stopping or idling in congestion) are often where there are air quality objective exceedances. Pollutants including high levels of NOx and particulate matter.</p> <p><b>Mitigation/Recommendations:</b> Lobby TfL for the modernisation or London's buses and more low emission or hybrid buses in Hackney.</p> <p><b>Uncertainties:</b> It is likely that car trips will decrease with increase in public transport use, although some increased may be due to a change of trips from other sustainable modes, e.g. cycling or walking.</p> <p>How quickly the London bus fleet will be replaced with lower emissions vehicles.</p>	<p><b>All capacity improvements on train/underground network.</b></p> <p><b>PT8</b> Cycle parking at stations and public transport interchanges.</p>

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To reduce noise and pollution	-	+	+	<p><b>Assessment of effects:</b> Public transport, such as buses can have an adverse impact on the noise environment. The potential impact of increased services on the noise environment should be a consideration, as unchecked growth of numbers of buses or trains could have an adverse impact on local residents living near the tracks and bus routes and may need mitigation.</p> <p><b>Mitigation/Recommendations:</b> Where necessary monitor the noise environmental and assess the impact of increased train movements/frequencies and bus services. Mitigation may be needed for some existing properties where significant effects are identified.</p> <p><b>Uncertainties:</b> It is likely that car trips will decrease with increase in cycling, although some increased may be due to a change of trips from other sustainable modes, e.g. tube, train or walking</p>	<p><b>PT7</b> Continue to press TfL for improved Overground services to match increasing demand.</p> <p><b>PT13</b> Four tracking of the Lea Valley Line</p>
To minimise flood risk and encourage Sustainable Urban Drainage Systems (SUDS) for new developments	0	0	0	<p><b>Assessment of effects:</b> NA</p> <p><b>Mitigation/Recommendations:</b> None</p> <p><b>Uncertainties:</b> NA</p>	NA
To protect and enhance water resources and water quality	0	0	0	<p><b>Assessment of effects:</b> NA</p> <p><b>Mitigation/Recommendations:</b> None</p> <p><b>Uncertainties:</b> NA</p>	NA

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To improve connectivity, reduce the need to travel and encourage use of public transport including walking and cycling	+	++	++	<p><b>Assessment of effects:</b> Achieving this sustainability objective is one of the key deliverables from the Public Transport Plan. The Plan sets out a variety of ways that public transport infrastructure can be improved to ensure it meets current needs and also meets future needs as demands grows. LBH only has a limited role in implementing or funding many of these schemes and they are reliant on others such as TfL, Mayor for London and Network Rail.</p> <p>The most significant positive effects are unlikely to be realised until the medium to long term as many rely on the work of external partners and funding.</p> <p><b>Mitigation/Recommendations:</b> None</p> <p><b>Uncertainties:</b> It is assumed that improvements can be implemented</p>	<b>All proposals.</b>

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To tackle climate change through reducing CO <sub>2</sub> emissions, supporting energy production from renewable and low carbon sources	+	+	++	<p><b>Assessment of effects:</b> One of the main objectives for decreasing the proportion of trips made by car (and increasing the proportion made by public transport) in Hackney is to improve air quality and reducing carbon dioxide emissions in the borough, with car travel one of the principal sources of these pollutants. Over time the benefits are likely to increase as a higher proportion of trips are made by public transport.</p> <p><b>Mitigation/Recommendations:</b> Lobby TfL for the roll out of lower carbon bus fleet.</p> <p><b>Uncertainties:</b> It is likely that car trips will decrease with increase in cycling, although some increased may be due to a change of trips from other sustainable modes, e.g. tube, train or walking.</p>	<p><b>PT1-PT7</b> Overground and underground improvements</p> <p><b>PT9</b> Crossrail 2</p> <p><b>PT10</b> Hackney Wick Station improvement</p> <p><b>PT13</b> Four tracking of the Lea Valley Line</p> <p><b>P14</b> Stratford as a regional and international hub</p> <p><b>PT15-17</b> Bus improvement measures</p> <p><b>PT21</b> Role of taxis and minicabs facilitate shift to electric and zero emissions vehicles.</p>
To protect and enhance the boroughs identified heritage assets, their setting and the wider historic environment and to preserve the archaeological aspects of the borough	+	+	+	<p><b>Assessment of effects:</b> Helping achieve a reduction in cars on the borough's roads has the potential to bring benefit to the historic environment character. Congestion, queuing traffic and parked cars can all detract from the built environment character and therefore measures that will help reduce this may help meet this objective.</p> <p>Changes to public transport corridors, especially where they will require land take may have an impact on the historic environment.</p> <p><b>Mitigation/Recommendations:</b> The impact of the proposals</p> <p><b>Uncertainties:</b> The impact will depend on the specific location of development and its existing character.</p>	NA

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To promote exemplar sustainable design which enhances the visual character in the borough	0	0	0	<p><b>Assessment of effects:</b> None identified</p> <p><b>Mitigation/Recommendations:</b> None.</p> <p><b>Uncertainties:</b> Details of schemes will vary and therefore so may effects, e.g. type of scheme, location and existing character.</p>	NA
To reduce poverty and social exclusion and promote equalities and diversity	+	++	++	<p><b>Assessment of effects:</b> The Plan includes measures to help tackle the relatively poor public transport access in the East of the borough, where PTAL scores are low. This could help achieve better access to essential low cost public transport for all, to improve the opportunity people have to access the jobs and services they need. Maintaining community transport facilities are essential in allowing equitable access for all parts of the community.</p> <p>Proposals, including station improvements, may help improve equity of access in line with the Disability Discrimination Act.</p> <p>Research was undertaken in preparing the strategy with hard to reach members of the community that has informed the strategy, with a positive benefit for equalities.</p> <p><b>Mitigation/Recommendations:</b> Work with partners to engage all parts of the community in travel.</p> <p><b>Uncertainties:</b> NA.</p>	<p><b>PT11</b> Ticket Hall Improvements</p> <p><b>PT12</b> Alternative uses for stations and co-location of community services and online package pickup.</p> <p><b>PT18</b> Be one of the first boroughs to have fully accessible bus stop network.</p> <p><b>PT22</b> Improving Community Transport Services</p>
To protect, maintain and enhance Metropolitan Open Land and open spaces	0	0	0	<p><b>Assessment of effects:</b> NA</p> <p><b>Mitigation/Recommendations:</b> NA</p> <p><b>Uncertainties:</b> NA.</p>	NA



SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To improve health in Hackney's local community and promote healthy lifestyles	+	+	++	<p><b>Assessment of effects:</b> Trips by public transport are more likely to involve multi-modal trips including walking or cycling. Therefore, there is the potential for some benefits of improving the proportion of people using public transport in improving health. However, this is where it is not displacing trips that are currently entirely (or a greater proportion) are made on foot or by bike or where increased bus use in a deterioration in air quality.</p> <p>Overcrowding of public transport can lead to stress and impacts on wellbeing, therefore increasing capacity could have benefits on health and well-being.</p> <p><b>Mitigation/Recommendations:</b> Continue to encourage walking and cycling on shorter trips.</p> <p><b>Uncertainties:</b> The proportion of new public transport trips that would replace car travel, rather than more active travel such as walking and cycling.</p> <p>TfL programme of replacement bus fleet with lower emission vehicles.</p>	<p><b>PT2</b> Support reopening of Lea Bridge Station and work with Waltham Forest for improvements to pedestrian and cycle access to the station for Hackney residents.</p> <p><b>PT8</b> Increase cycle parking at stations</p> <p><b>P17</b> Progress with road layout changes in Hackney Central and Stoke Newington</p>
To reduce crime and fear of the crime in the borough	+	+	+	<p><b>Assessment of effects:</b> Proposals include station enhancements that can include improved lighting to reduce fear and risk of crime. Proposals to increase staffing levels at stations could also be of benefit in reducing crime and fear of crime on stations.</p> <p><b>Mitigation/Recommendations:</b> NA</p> <p><b>Uncertainties:</b> NA</p>	<p><b>PT11</b> Ticket Hall Improvements</p> <p><b>P12</b> Staffing of stations</p> <p><b>PT20</b> Work with partners to reduce crime and fear of crime on the bus network.</p>

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To improve access to an adequate range of social infrastructure	+	+	+	<p><b>Assessment of effects:</b> Many of the proposals included in the public transport Plan would see improvements to accessibility in terms of improving services. Several would also be of direct benefit for those with mobility impairment and other disabilities under the Disability Discrimination Act.</p> <p><b>Mitigation/Recommendations:</b> NA</p> <p><b>Uncertainties:</b> NA</p>	<p><b>PT1-PT7</b> Overground and underground improvements</p> <p><b>PT9</b> Crossrail 2</p> <p><b>PT10</b> Hackney Wick Station improvement</p> <p><b>PT11</b> Ticket Hall Improvements</p> <p><b>PT12</b> Alternative uses for stations and co-location of community services and online package pickup.</p> <p><b>PT13</b> Four tracking of the Lea Valley Line</p> <p><b>P14</b> Stratford as a regional and international hub</p> <p><b>PT15-17</b> Bus improvement measures</p>

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To maximise opportunities for sustainable economic growth	+	+	+	<p><b>Assessment of effects:</b> Increasing public transport provision is one a way of helping to decrease local car traffic on the borough's roads, thereby helping to reduce congestion and the movement of goods around the borough. This may have some benefits for the local economy.</p> <p><b>Mitigation/Recommendations:</b> NA</p> <p><b>Uncertainties:</b> The extent to which increased cycling would reduce cars on the borough's roads or who reduce congestion.</p>	<p><b>PT1-PT7</b> Overground and underground improvements</p> <p><b>PT9</b> Crossrail 2</p> <p><b>PT10</b> Hackney Wick Station improvement</p> <p><b>PT13</b> Four tracking of the Lea Valley Line</p> <p><b>P14</b> Stratford as a regional and international hub</p> <p><b>PT15-17</b> Bus improvement measures</p>
To generate employment opportunities for everyone	+	+	+	<p><b>Assessment of effects:</b></p> <p><b>Mitigation/Recommendations:</b></p> <p><b>Uncertainties:</b></p>	<p><b>PT1-PT7</b> Overground and underground improvements.</p> <p><b>PT9</b> Crossrail 2</p> <p><b>PT10</b> Hackney Wick Station improvement</p> <p><b>PT13</b> Four tracking of the Lea Valley Line</p> <p><b>P14</b> Stratford as a regional and international hub</p> <p><b>PT15-17</b> Bus improvement measures</p>

## Commentary

6.6.4 There is much in the Public Transport Plan that could help deliver benefits for sustainability in the borough and wider London area. These benefits relate to environmental enhancements, such as improved air quality and potential for improved noise environment. There are also economic benefits from reducing congestion and enabling the movement of goods around the borough more quickly and helping people access the services they need. However, there are some issues that will need to be fully addressed to realise further benefits:

- Tackle issues of inequitable access to public transport in the east of the borough, where PTAL levels are lowest and communities in these locations may be in most need to have access to affordable travel choices;
- Work with TfL to ensure lobby for the bus fleet role out of hybrid or other low emission vehicles to cover Hackney;
- Monitor and mitigate where necessary adverse noise effects from increased frequency and number of services.

## 6.7 Liveable Neighbourhoods Plan

6.7.1 This Liveable Neighbourhoods Plan outlines Hackney Council's commitment towards improving quality of life for its residents. It sets out a programme of actions for the period 2015 to 2025 to ensure Hackney remains the most liveable and sustainable borough in London.

6.7.2 The assessment of the Liveable Neighbourhoods Plan focuses on key themes of the Plan where there is the potential for likely significant environmental effects. The assessment does not look at each of the Policies and Proposals in turn but focuses on key themes of the Plan. The method has been

selected as prior to implementation there are too many inherent uncertainties in implementation to allow clear cause and effect assessment of effects. The key themes on which the SEA is based are the objectives of the Liveable Neighbourhoods Plan. These objectives are to ensure that by 2025:

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

6.7.3 In undertaking the SEA a number of assumptions are made. These are:

- The Plan will be successful in implementing schemes as set out;
- The Plan will be implemented in the context of the Transport Strategy, its other supporting documents and the Sustainable Transport SPD.

Table 5.3: Assessment of the Liveable Neighbourhoods Plan against the SEA Objectives

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To protect and enhance the biodiversity, flora and fauna of the borough	+	++	++	<p><b>Assessment of effects:</b> The Plan includes several proposals that could have a direct positive impact on this objective. This includes increasing the coverage of street trees in the borough and schemes to increase planting in the public realm, which could include space for community food growing. There are also proposals that could have some indirect effects, including use of SuDS and possible benefits of improved air quality.</p> <p><b>Mitigation/Recommendations:</b> Ensure that all new planning applications in the borough make an appropriate contribution to increasing street tree cover.</p> <p><b>Uncertainties:</b> Na</p>	<p><b>LN1:</b> Increase the tree canopy</p> <p><b>LN5</b> Food growing in public spaces</p>
To ensure efficient use of land	+	+	+	<p><b>Assessment of effects:</b> The Plan aim is to make better use of the public realm, by tackling car parking and car dominance to release space for other uses and to improve built environment character. This can include using street space for planting, food growing, to help mitigate climate change impacts and for play.</p> <p><b>Mitigation/Recommendations:</b> None</p> <p><b>Uncertainties:</b> NA</p>	<p><b>LN1:</b> Increase the tree canopy</p> <p><b>LN3</b> Ensure all new development in the borough incorporates SuDS into their design.</p> <p><b>LN5</b> Food growing in public spaces</p> <p><b>LN7</b> Expand the Play Streets initiatives.</p>

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To improve air quality by reducing emissions of pollutants	+	+	++	<p><b>Assessment of effects:</b> Improving air quality is a key theme of the Plan, with a number of strategies proposed to start tackling these issues. This includes the Green Action Zones, Ultra Low Emission Zone, Zero Emissions Network, changing the mode of transport for the last mile of deliveries; working with private hire taxi operators, emissions linked parking charges and review of the LBH vehicle fleet. It is likely some of these will more straightforward to implement than others and relate to the areas where LBH has the greatest potential for control, such as fleet purchasing decisions and how parking charges are set. However, combined there is the significant potential to improve air quality for vehicles originating from within the borough as well as those passing through it. Increased tree coverage can also have benefits for air quality. It is likely that the most positive effects will not be experienced until the long-term.</p> <p><b>Mitigation/Recommendations:</b> None</p> <p><b>Uncertainties:</b> Successful implementation of initiative to improve air quality.</p>	<p><b>LN1:</b> Increase the tree canopy</p> <p><b>LN8</b> Reduce traffic levels on local streets</p> <p><b>LN9</b> Restrain external traffic cutting through the borough</p> <p><b>LN10</b> Tackle poor air quality</p> <p><b>LN12</b> Help make transition to electric vehicles</p> <p><b>LN14</b> Manage car parking to improve air quality and environmental benefits</p>
To reduce noise and pollution	+	+	+	<p><b>Assessment of effects:</b> Reducing car traffic on residential streets may have benefits for the local noise environment. A reduction in HGV passing through the more residential areas of the borough could have similar benefits.</p> <p><b>Mitigation/Recommendations:</b> NA</p> <p><b>Uncertainties:</b> NA</p>	<p><b>LN8</b> Reduce traffic levels on local streets</p> <p><b>LN9</b> Restrain external traffic cutting through the borough</p>

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To minimise flood risk and encourage Sustainable Urban Drainage Systems (SUDS) for new developments	+	+	+	<p><b>Assessment of effects:</b> The Plan includes policies that directly relate to better management of the water environment. This includes ensuring the Council works in its role as the Flood Management Authority and ensuring all SUDS are incorporated into the design of new development. The Plan also sets out the importance of ensuring development can adapt to climate change and the increased risk of heavy intensity rain fall.</p> <p><b>Mitigation/Recommendations:</b> NA</p> <p><b>Uncertainties:</b> The number of schemes where these consideration are incorporate is not known</p>	<p><b>LN2:</b> Proactive role as Flood Management Authority</p> <p><b>LN3:</b> Incorporate SUDS</p> <p><b>LN4:</b> Consideration of climate change adaptation</p>
To protect and enhance water resources and water quality	+	+	+	<p><b>Assessment of effects:</b> As with the previous objective there is the potential that the Plan could help in protecting the water environment from pollution, including through the use of SUDS.</p> <p><b>Mitigation/Recommendations:</b> NA</p> <p><b>Uncertainties:</b> The number of schemes where these consideration are incorporate is not known</p>	<p><b>LN2:</b> Proactive role as Flood Management Authority</p> <p><b>LN3:</b> Incorporate SUDS</p> <p><b>LN4:</b> Consideration of climate change adaptation</p>
To improve connectivity, reduce the need to travel and encourage use of public transport including walking and cycling	+	+	+	<p><b>Assessment of effects:</b> The Liveable Neighbourhoods Plan focus is more on achieving a good quality local environment and the changes to the transport system that can hope to achieve this. However, few of the proposals directly relate to improved connectivity, but help put in place the infrastructure to get there.</p> <p><b>Mitigation/Recommendations:</b> Implementation as part of the wider Transport Strategy will have the greatest benefits against this objective.</p> <p><b>Uncertainties:</b> NA</p>	NA



SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To tackle climate change through reducing CO <sub>2</sub> emissions, supporting energy production from renewable and low carbon sources	+	+	+	<p><b>Assessment of effects:</b> The Liveable Neighbourhood Plan includes some proposals that may help reduce car use and improve air quality and therefore aids climate change mitigation. There are also elements of the Plan that deal with climate change mitigation, including reducing flood risk and tree planting to provide urban shading.</p> <p><b>Mitigation/Recommendations:</b> None</p> <p><b>Uncertainties:</b> It is likely that car trips will decrease with increase in cycling, although some increased may be due to a change of trips from other sustainable modes, e.g. tube, train or walking.</p>	<p><b>LN1:</b> Increase the tree canopy</p> <p><b>LN2:</b> Proactive role as Flood Management Authority</p> <p><b>LN3:</b> Incorporate SUDs</p> <p><b>LN4:</b> Consideration of climate change adaptation</p> <p><b>LN8</b> Reduce traffic levels on local streets</p> <p><b>LN9</b> Restrain external traffic cutting through the borough</p> <p><b>LN10</b> Tackle poor air quality</p> <p><b>LN12</b> Help make transition to electric vehicles</p> <p><b>LN14</b> Manage car parking to improve air quality and environmental benefits</p>
To protect and enhance the boroughs identified heritage assets, their setting and the wider historic environment and to preserve the archaeological aspects of the borough	?	?	?	<p><b>Assessment of effects:</b> There may be the potential for some benefits where changes to the public realm are in locations of high quality built environment, although these are too uncertain to predict any impact.</p> <p><b>Mitigation/Recommendations:</b> NA</p> <p><b>Uncertainties:</b> The impact will depend on the specific location of development and its existing character.</p>	<p><b>LN1:</b> Increasing the tree canopy cover.</p>

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To promote exemplar sustainable design which enhances the visual character in the borough	0	+	++	<p><b>Assessment of effects:</b> There may be the potential for some benefits where changes to the public realm to bring improvement to the visual character, such as increasing tree cover, reducing parking and creating new community gardens. The benefits of these are more likely in the longer term as these schemes become more established.</p> <p><b>Mitigation/Recommendations:</b> NA</p> <p><b>Uncertainties:</b> The impact will depend on the specific location of development and its existing character.</p>	<p><b>LN1:</b> Increasing the tree canopy cover.</p> <p><b>LN5</b> Food growing in public spaces</p>
To reduce poverty and social exclusion and promote equalities and diversity	+	+	+	<p><b>Assessment of effects:</b> The Plan contains elements to help tackle the inequitable access and use of sustainable transport in the borough. This will include promotion of car club bays in the north and east of the borough that currently experience poor provision and the roll out of Play Streets to more deprived neighbourhoods. Increasing availability and access to non-car transport</p> <p><b>Mitigation/Recommendations:</b> NA</p> <p><b>Uncertainties:</b> NA</p>	<p><b>LN7:</b> Expand and enhance the Play Streets initiative</p> <p><b>LN11:</b> Expand car club/car sharing in Hackney.</p>
To protect, maintain and enhance Metropolitan Open Land and open spaces	0	0	0	<p><b>Assessment of effects:</b> There unlikely to be an effects, although there the possibility of some enhancement of the through increased tree cover and community gardens.</p> <p><b>Mitigation/Recommendations:</b> Ensure that the needs of all users are considered in designing routes through MOL and other open space. Avoid new commuter cycle routes passing through MOL.</p> <p><b>Uncertainties:</b> NA.</p>	<p><b>LN1:</b> Increase the tree canopy</p> <p><b>LN5</b> Food growing in public spaces</p>

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To improve health in Hackney's local community and promote healthy lifestyles (a) safety (b) health and wellbeing	0	+	+	<p><b>Assessment of effects:</b> The assessment of effects here relates to two separate considerations. Firstly safety and second health and wellbeing from increased physical activity.</p> <p><i>Safety:</i> The Plan includes proposals for working to improve safety for all road users. This includes safety for powered two wheelers (PTW) (motorcycles/mopeds). Reducing the HGV traffic on Hackney's streets (not including the A12) can also have safety benefits for all road users. Increasing safety may be more achievable in the medium to longer term as part of the wider improvements to junctions etc. in the borough.</p> <p><i>Health and Wellbeing:</i> There are clear links between increased participation in physical activity and health and wellbeing. The Plan may help increase physical activity through improved provision for non-car travel. The strategies to improve air quality also have the potential to help improve health, in particular related to respiratory disease including asthma.</p> <p><b>Mitigation/Recommendations:</b> <i>Safety:</i> Prioritise simple wins to improve safety.</p> <p><i>Health and Wellbeing:</i> To maximise benefits hard to reach groups must be targeted to encourage more sustainable and active travel.</p> <p><b>Uncertainties:</b> NA</p>	<p><b>LN1:</b> Increase the tree canopy</p> <p><b>LN8:</b> Reduce traffic levels on residential streets making it easy and attractive to walk or cycle.</p> <p><b>LN10:</b> Tackle poor air quality.</p> <p><b>LN12:</b> Help make transition to electric vehicles</p> <p><b>LN14:</b> Manage car parking to improve air quality and environmental benefits.</p> <p><b>LN16:</b> Work with the Met Police to reduce the level of PTW casualties and accidents in Hackney.</p>
	+	+	+		

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To reduce crime and fear of the crime in the borough	0	+	+	<p><b>Assessment of effects:</b> There is the potential that providing more secure parking for PTW could help reduce levels of theft in the borough, which are currently very high.</p> <p><b>Mitigation/Recommendations:</b> Ensure the improvements to safe parking are rolled out to all parts of the borough where PTW theft is an identified issue, not only the Shoreditch area.</p> <p><b>Uncertainties:</b> NA</p>	<p><b>LN17:</b> Reduce theft of PTW by installing parking stands etc.</p>
To improve access to an adequate range of social infrastructure	?	?	?	<p><b>Assessment of effects:</b> It is likely that the Plan could help improve access to social infrastructure for Hackney residents through improving non-car connectivity. The Plan may also add to existing infrastructure, such as community gardens and play spaces. However, the extent to which this Plan, as part of the wider Transport Strategy, will achieve these benefits is unclear.</p> <p><b>Mitigation/Recommendations:</b> NA</p> <p><b>Uncertainties:</b> The direct influence of this Plan on accessibility is not clear.</p>	<p><b>LN5</b> Food growing in public spaces</p> <p><b>LN7:</b> Expand the Play Streets initiatives.</p>

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To maximise opportunities for sustainable economic growth	0	?	?	<p><b>Assessment of effects:</b> The Plan contains some elements that will seek to reduce the amount of car and HGV traffic within the borough to protect air quality. This includes reducing the amount of last mile deliveries by non-sustainable transport modes or possibility of road closure, charges and restrictions. There is the potential that this could put some businesses in Hackney at a disadvantage as there would be additional costs in moving goods.</p> <p><b>Mitigation/Recommendations:</b> Ensure that proposals for changes to the road network are tested for economic effects to ensure they would not adversely harm the success of small businesses in Hackney.</p> <p><b>Uncertainties:</b> There are no details of the restrictions that may apply and therefore the effects cannot be predicted with any accuracy at this stage.</p>	<p><b>LN9</b> Restrain external traffic cutting through the borough.</p> <p><b>LN10</b> Tackle poor air quality</p> <p><b>LN14</b> Manage car parking to improve air quality and environmental benefits.</p>
To generate employment opportunities for everyone	0	0	0	<p><b>Assessment of effects:</b> There is no direct identifiable relationship, although consideration should be given to the identification of potential impacts under the 'sustainable economic growth' objective. If proposals result in harm to local businesses this could have an impact on employment in the borough.</p> <p><b>Mitigation/Recommendations:</b> NA</p> <p><b>Uncertainties:</b> The impact of the policy on local business success.</p>	<p><b>NA</b></p>

## Commentary

- 6.7.4 There is much in the Liveable Neighbourhood Plan that could have benefits for sustainability from reclaiming Hackney's neighbourhoods from parked vehicles and traffic congestion. This includes improvements to the local environment. For example, increasing tree planting can have multiple positive impacts on the local environment, from improving air quality, enhancing biodiversity and providing shading to adapt to a changing climate. Other benefits include the potential to help improve air quality by aiding the implementation of the Air Quality Strategy for the borough. There could also be social benefits from increasing health and wellbeing, related to projects such as community gardens and rolling out the Play Streets initiative to the whole borough.
- 6.7.5 The SEA of the Plan identifies the following key considerations in implementing the Plan that need to be considered in the implementation of all schemes:
- Ensuring equity in the way that schemes are implemented, with greater assistance from the Council on improving the character of the built environment in areas of higher deprivation, including the north and east of the borough, in areas that may currently experience less provision of quality public realm improvements.
  - Ensure that full consideration is given of the impact on increase restrictions in road use to local business, especially small business. Increased charges, delivery restrictions etc. could all have an impact on financial viability.

## 6.8 Sustainable Transport SPD

- 6.8.1 The Sustainable Transport SPD has a slightly different purpose to the other supporting documents of the Transport Strategy as it sits within the context of the Local Plan for Hackney and provides specific advice and supporting information to implemented policies of the Core Strategy and Development Management Document.
- 6.8.2 Therefore, the core policies and rationale behind the SPD have already been assessed as part of the SA/SEA of the Core Strategy and Development Management Local Plan.
- 6.8.3 The key policies that the SPD helps to support are shown in Chapter 4.
- 6.8.4 For instance, the SPD sets out measures that should be included in Transport Assessment or Travel Plans, measures to be considered include in construction management and further detail on ways that taxi's and minicabs can be managed.
- 6.8.5 The SPD also sets out the car and cycle parking of the LBH, clearly demonstrating the continued move away from car use in the borough toward cycle use by including high minimum requirements for cycle parking and low maximum standards for car parking.
- 6.8.6 The SEA of the Sustainable Transport SPD focuses on key themes where there is the potential for likely significant environmental effects. The assessment does not repeat any assessment already completed of other supporting documents.
- 6.8.7 Therefore the key themes on which the SEA is based are:
- Location of development: specific proposals are to be implemented to improve sustainable travel infrastructure in the borough, covering walking, cycling and public transport;
  - Transport Assessments and Statements: setting the clear requirements for these assessments/statements as part of planning applications;
  - Travel Plans: requiring plans to be prepared that will reduce car reliance and secure diverse travel modes, for existing and new development;
  - Other management plans: other plans to reduce the transport impact, such as relating to construction and deliveries;
  - Walking and cycling: setting out how walking and cycling should be prioritised in the borough from development layout to signage;
  - Public Transport: ways that development can seek to improve public transport including safeguarding proposed routes;

- On-street car parking and car free development: which includes the need for development to meet LBH car parking standards as set out in the SPD;
  - Off-site parking: covering development where parking would be required off-site
  - Private hire vehicles and powered two wheelers: including additional material on how these forms of lower impact travel can be enhanced in the borough.
6. Hackney residents will not need to own a private car because of the easy availability of car club and car sharing vehicles.

6.8.8 In undertaking the SEA a number the assumption is made that:

- The Development Management Local Plan is adopted.

6.8.9 The assessment also looks at the added value of the SPD rather than the policies it supports.



Table 5.3: Assessment of the Sustainable Transport SPD against the SEA Objectives

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To protect and enhance the biodiversity, flora and fauna of the borough	0	0	0	<p><b>Assessment of effects:</b> NA</p> <p><b>Mitigation/Recommendations:</b> NA</p> <p><b>Uncertainties:</b> NA</p>	NA
To ensure efficient use of land	?	?	?	<p><b>Assessment of effects:</b> The protection of land for future public transport uses will prevent alternative uses, not all future improvements can be guaranteed.</p> <p>The standards for cycle parking the SPD go beyond the minimum of what is required by the London Plan. This will have an inevitable demand for space and therefore some flexibility in the policy may be suitable where there are competing landuses. For instance, where cycle parking would reduce space in properties or conflict with provision of sufficient open space.</p> <p><b>Mitigation/Recommendations:</b> Some flexibility in the application of cycle standards on sites where space is very limited and adherence to the full standards would risk other sustainability benefits not being met, e.g. homes size, public health provision or space for biodiversity enhancement.</p> <p>Consideration of how retrofitting secure cycling into existing development in the borough, for instance as part of planning applications for extensions etc.</p> <p><b>Uncertainties:</b> The extent to which higher standards for cycle parking and lower car parking standards will balance each other out in terms of landuse.</p>	<p><b>ST7</b> Seek the highest levels and quality of cycle provision in accordance with the Cycle Parking Standards.</p> <p><b>ST9</b> Car parking provision in accordance with the car parking standards.</p>

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To improve air quality by reducing emissions of pollutants	+	+	++	<p><b>Assessment of effects:</b> Measures included in as part of a Transport Assessment, Travel Plans and delivery and construction management plans have an important role to play in reducing cars and HGVs on the borough's roads and therefore have the potential to improve local air quality.</p> <p><b>Mitigation/Recommendations:</b> None</p> <p><b>Uncertainties:</b> None</p>	<p><b>ST1</b> Transport Assessments</p> <p><b>ST2</b> Travel Plans</p> <p><b>ST3</b> Delivery and servicing and construction management plans.</p> <p><b>ST5</b> All new development will need to prioritise pedestrians and cyclists.</p>
To reduce noise and pollution	+	+	++	<p><b>Assessment of effects:</b> Measures included as part of a Transport Assessment, Travel Plans and delivery and construction management plans have an important role to play in reducing cars and HGVs on the borough's roads and therefore have the potential to improve the local noise environment.</p> <p><b>Mitigation/Recommendations:</b> None</p> <p><b>Uncertainties:</b> None</p>	<p><b>ST1</b> Transport Assessments</p> <p><b>ST2</b> Travel Plans</p> <p><b>ST3</b> Delivery and servicing and construction management plans.</p> <p><b>ST5</b> All new development will need to prioritise pedestrians and cyclists.</p>
To minimise flood risk and encourage Sustainable Urban Drainage Systems (SUDS) for new developments	0	0	0	<p><b>Assessment of effects:</b> NA</p> <p><b>Mitigation/Recommendations:</b> NA</p> <p><b>Uncertainties:</b> NA</p>	<b>NA</b>
To protect and enhance water resources and water quality	0	0	0	<p><b>Assessment of effects:</b> NA</p> <p><b>Mitigation/Recommendations:</b> NA</p> <p><b>Uncertainties:</b> NA</p>	<b>NA</b>

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To improve connectivity, reduce the need to travel and encourage use of public transport including walking and cycling	+	+	+	<p><b>Assessment of effects:</b> The Plan seeks to help reduce the need to travel and encourages more sustainable travel modes through a variety of measures including the preparation of Travel Plans.</p> <p><b>Mitigation/Recommendations:</b> None</p> <p><b>Uncertainties:</b> NA</p>	<p><b>ST1</b> Transport Assessments</p> <p><b>ST2</b> Travel Plans</p> <p><b>ST5</b> All new development will need to prioritise pedestrians and cyclists.</p> <p><b>ST6</b> All development should contribute to improvements to the pedestrian and cyclist environment.</p> <p><b>ST7</b> Ensure new development contributes to significantly improved public transport infrastructure.</p> <p><b>Cycle Parking Guidance</b></p>
To tackle climate change through reducing CO <sub>2</sub> emissions, supporting energy production from renewable and low carbon sources	?	?	?	<p><b>Assessment of effects:</b> The SPD includes proposals that may help reduce car use and reduce car emissions and therefore help in militating against climate change.</p> <p><b>Mitigation/Recommendations:</b> None</p> <p><b>Uncertainties:</b> NA</p>	<p><b>ST1</b> Transport Assessments</p> <p><b>ST2</b> Travel Plans</p> <p><b>ST3</b> Delivery and servicing and construction management plans.</p> <p><b>ST5</b> All new development will need to prioritise pedestrians and cyclists.</p>

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To protect and enhance the boroughs identified heritage assets, their setting and the wider historic environment and to preserve the archaeological aspects of the borough	?	?	?	<p><b>Assessment of effects:</b> There may be the potential for some benefits where changes to the public realm are in locations of high quality built environment, although these are too uncertain to predict any impact.</p> <p><b>Mitigation/Recommendations:</b> NA</p> <p><b>Uncertainties:</b> The impact will depend on the specific location of development and its existing character.</p>	<p><b>ST6</b> All development should contribute to improvements to the pedestrian and cyclist environment.</p> <p><b>ST10</b> Off-street parking proposals will be resisted that will have a detrimental impact on visual amenity.</p>
To promote exemplar sustainable design which enhances the visual character in the borough	?	+	+	<p><b>Assessment of effects:</b> There may be the potential for some benefits where changes to the public realm to bring improvement to the visual character, such as reducing road space for cars, traffic volumes and parked cars dominating the street character. The benefits of these are more likely in the medium and longer term as these schemes become more established.</p> <p><b>Mitigation/Recommendations:</b> NA</p> <p><b>Uncertainties:</b> The impact will depend on the specific location of development and its existing character.</p>	<p><b>ST6</b> All development should contribute to improvements to the pedestrian and cyclist environment.</p> <p><b>ST10</b> Off-street parking proposals will be resisted that will have a detrimental impact on visual amenity.</p>

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To reduce poverty and social exclusion and promote equalities and diversity	?	?	?	<p><b>Assessment of effects:</b> The SPD contains elements to help tackle the inequitable access and use of sustainable transport in the borough from prioritising pedestrians and improving the pedestrian environment. .</p> <p><b>Mitigation/Recommendations:</b> NA</p> <p><b>Uncertainties:</b> NA</p>	<p><b>ST5</b> All new development will need to prioritise pedestrians and cyclists.</p> <p><b>ST6</b> All development should contribute to improvements to the pedestrian and cyclist environment.</p> <p><b>ST10</b> Commercial development to have consideration for taxis and minicabs.</p>
To protect, maintain and enhance Metropolitan Open Land and open spaces	0	0	0	<p><b>Assessment of effects:</b> NA</p> <p><b>Mitigation/Recommendations:</b> NA</p> <p><b>Uncertainties:</b> NA.</p>	NA
	?	+	++		<p><b>ST4</b> Construction and servicing operators in the borough are expected to be FORS Registered</p>

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
<p>To improve health in Hackney's local community and promote healthy lifestyles</p> <p>(a) safety</p> <p>(b) health and wellbeing</p>	+	++	++	<p><b>Assessment of effects:</b> The assessment of effects relates to two separate considerations. Firstly safety and second health and wellbeing from increased physical activity.</p> <p><i>Safety:</i> The SPD includes proposals for improving safety for all road users. This includes safety for powered two wheelers (PTW) (motorcycles/mopeds). Importantly, the SPD includes the need for more HGV drivers in the borough having cyclist awareness training, which is essential as HGV and cyclist collisions are the main cause of cyclist fatalities in London.</p> <p><i>Health and Wellbeing:</i> There are clear links between increased participation in physical activity and health and wellbeing. The SPD may help increase physical activity through improved provision for non-car travel. For instance through the use of Travel Planning for large workplaces and schools to encourage and help people make more trips on foot or by bike.</p> <p>The strategies to improve air quality also have the potential to help improve health, in particular related to respiratory disease including asthma.</p> <p><b>Mitigation/Recommendations:</b> <i>Health and Wellbeing:</i> To maximise benefits hard to reach groups must be targeted to encourage more sustainable and active travel.</p> <p><b>Uncertainties:</b> NA</p>	<p>with HGV drivers undertaken cyclist awareness training.</p> <p><b>ST6</b> All development should contribute to improvements to the pedestrian and cyclist environment.</p>

SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To reduce crime and fear of the crime in the borough	0	+	+	<p><b>Assessment of effects:</b> There is the potential that providing more secure parking for PTW could help reduce levels of theft in the borough, which are currently very high.</p> <p>The measures for improving the public realm include consideration of designing out crime and fear of crime.</p> <p><b>Mitigation/Recommendations:</b> Ensure the improvements to safe parking are rolled out to all parts of the borough where PTW theft is an identified issue, not only the Shoreditch area.</p> <p><b>Uncertainties:</b> NA</p>	<p><b>ST6</b> All development should contribute to improvements to the pedestrian and cyclist</p> <p><b>ST12</b> Secure street parking for Powered Two Wheel vehicles</p>
To improve access to an adequate range of social infrastructure	?	?	?	<p><b>Assessment of effects:</b> It is likely that the SPD could help improve access to social infrastructure for Hackney residents through improving non-car connectivity. However, the extent to which this SPD will achieve these benefits is unclear.</p> <p><b>Mitigation/Recommendations:</b> NA</p> <p><b>Uncertainties:</b> The direct influence of this Plan on accessibility is not clear.</p>	NA



SEA Objectives	Timescale			Commentary	Relevant Policies and Proposals
	Short term	Medium term	Long term		
To maximise opportunities for sustainable economic growth	?	?	?	<p><b>Assessment of effects:</b> There is the potential for decreased traffic on the roads as a result of the Transport Assessments etc. and as a result quicker journey times for business. However, the SPD also places tight restrictions on car parking which could have an impact on some types of business choosing to locate in the area.</p> <p>The guidance in the SPD provides additional certainty to developer on when particularly transport requirements, such as when a survey, will or will not be required. This could be of benefit to encourage viable development proposals in the borough. There may also be benefits from preparing Travel Plans as developers can reduce the financial contributions that they would have to pay should they have appropriate sustainable transport measures in place.</p> <p><b>Mitigation/Recommendations:</b> Ensure appropriate application of car parking standards, especially where they would harm expanding existing businesses.</p> <p>Consider the financial burden on small and medium sized existing companies of fulfilling requirement of the SPD, such as Travel Planning or parking restriction.</p> <p><b>Uncertainties:</b> The extent of SPD and parking restricts on business success.</p>	<p><b>ST1</b> Transport Assessments</p> <p><b>ST2</b> Travel Plans</p> <p><b>ST9</b> Car parking provision in accordance with the car parking standards.</p>
To generate employment opportunities for everyone	0	0	0	<p><b>Assessment of effects:</b> None.</p> <p><b>Mitigation/Recommendations:</b> NA</p> <p><b>Uncertainties:</b> NA</p>	NA

- 6.8.10 There is much in the Sustainable Transport SPD that could help to better implement the policies of the Core Strategy and the DMLP and secure enhanced benefits for sustainability. This includes clarification on what the expectations are for any Travel Plan, Transport Assessment and the other tools for managing traffic in the borough. There are also likely to be health benefits, with a particular benefit being the roll out of FORS certification and cycle awareness training for HGV drivers. Environmental benefits come from the role the SPD will play in reducing the car / HGV traffic in the borough, as well as the built environment benefits from an improved public realm for pedestrians and cyclists.
- 6.8.11 The SEA of the SPD identifies the following key considerations in implementing the cycling strategy that need to be considered in the implementation of all schemes:
- The requirement Cycle Parking Standards (secure and non-secure) exceeds requirements in the London Plan and the Cycle Parking Guidance this could help make a step change in the level of cycle parking delivered in Hackney. However, care needs to be taken in applying these requirements too inflexibly as there is a need to ensure what is being requested is reasonable on a site-by-site basis, especially where land is limited and delivering cycle parking could lead to adverse impact on sustainable delivery of development e.g. space for open space, internal space standards for homes etc.;
  - Consideration should be given to measures required to help encourage greater participation in cycling and walking for the more deprived parts of the borough; and
  - Ensure that full consideration is given of the impact on increase restrictions in road use to local business, especially small business. Increased charges, delivery restrictions etc. could all have an impact on financial viability.

## 7 Monitoring

### 7.1 Introduction

7.1.1 There is a requirement for monitoring of the SEA. The purpose is to monitor any significant environmental effects identified as well as monitor for unforeseen effects. This will need to consider positive and negative impacts, triggering a review of all or part of the Transport Strategy as necessary. The specific requirements of the SEA Regulations on monitoring are to:

*“Monitor the significant environmental effects of the implementation...with the purpose of identifying unforeseen adverse effects at an early stage”.*  
(Regulation 17(1))

7.1.2 The sustainability framework is a good starting point for developing targets and indicators for monitoring. The SEA Regulations specifically state that monitoring for SEA can be incorporated into other monitoring arrangements (Regulation 17(2)), and therefore monitoring for the SEA should be incorporated into monitoring arrangements already proposed as part of the Transport Strategy supporting documents.

7.1.3 For a successful Transport Strategy monitoring framework the Council must ensure that the indicators they choose for monitoring are manageable, really measure the effects of the Transport Strategy implementation and are matters over which the Plan can have a direct influence.

7.1.4 **Table 7.1** sets out how the monitoring proposals of the Transport Strategy supporting documents can be used to monitor the SEA. In addition, monitoring proposals for the Local Plan in the **Authority Monitoring Report** (AMR)<sup>1</sup> can be used in monitoring for the SEA and in particular the impact of the Sustainability Transport SPD. Other key data sources for monitoring include the **Travel in London Report** prepared annually by TfL and the **Local Implementation Plan Performance Indicators** (prepared by LBH for TfL).

<sup>1</sup> <http://www.hackney.gov.uk/Assets/Documents/AMR-2012-13.pdf>

Table 7.1: Indicative monitoring framework for the SEA of the Transport Strategy based on monitoring proposals of the supporting documents

SEA Objectives	Proposed Monitoring Criteria
To protect and enhance the biodiversity, flora and fauna of the borough	Increase tree canopy coverage in Hackney from current 18.5% to 25% by 2025 (LBH)
To ensure efficient use of land	On street cycle parking (LBH)
To improve air quality by reducing emissions of pollutants	<p>Air Strategy Monitoring (LBH)</p> <p>Number of vehicles using specific links or count points (DfT/TfL)</p> <p>No household further than 500m from the nearest electric vehicle charging point by 2018 (LBH)</p> <p>All Hackney car parks to have a rapid charging point for electric vehicles by 2018 (LBH)</p> <p>Air quality based emission parking permits for Controlled Parking Zones. (LBH)</p> <p>Contribute to reductions in NO<sub>2</sub> to meet national air quality objective standards and continue to meet PM10 targets (LBH)</p>
To reduce noise and pollution	Number of vehicles using specific links or count points (DfT/TfL)
To minimise flood risk and encourage Sustainable Urban Drainage Systems (SUDS) for new developments	Public realm enhancements that help manage surface water runoff (Environmental Agency)
To protect and enhance water resources and water quality	Public realm enhancements that help manage surface water runoff (Environmental Agency)

<p>To improve connectivity, reduce the need to travel and encourage use of public transport including walking and cycling</p>	<p>15% of all journeys made by Hackney residents are by bicycle by 2025(TfL)</p> <p>25% of all journeys made to work by Hackney residents are by bicycle by 2025 (TfL)</p> <p>28% of Council staff journeys to and from work are by bicycle by 2025 (TfL)</p> <p>5% of all journeys made by Hackney children to and from school are by bicycle by 2025 (TfL)</p> <p>Maintain overall walking mode share at 40% (TfL/LBH)</p> <p>Increase walking to work at 15% by 2025 (TfL/LBH)</p> <p>Increase walking to school to 70% by 2025 (TfL/LBH)</p> <p>Cycle Heat Maps (LBH)</p> <p>Cycle flow monitoring across the borough (LBH)</p> <p>School and workplace Travel Plan monitoring (LBH)</p> <p>A LIP target to reducing Excess Waiting time for bus arrivals from a baseline of 1.2 minutes in 2009/10 to a target of 1.1 minutes by 2017/18. (LBH)</p> <p>A LIP commitment for 100% of bus stops on Hackney borough roads to be fully accessible by 2015 (LBH)</p> <p>On street cycle parking (LBH)</p> <p>Travel Demand Survey (TfL)</p> <p>All people in Hackney living within 3 minutes walk of a car club bay (LBH)</p>
<p>To tackle climate change through reducing CO<sub>2</sub> emissions, supporting energy production from renewable and low carbon sources</p>	<p>Number of vehicles using specific links or count points (DfT/TfL)</p>

SEA Objectives	Proposed Monitoring Criteria
	<p>No household further than 500m from the nearest electric vehicle charging point by 2018 (LBH)</p> <p>All Hackney car parks to have a rapid charging point for electric vehicles by 2018 (LBH)</p> <p>Air quality based emission parking permits for Controlled Parking Zones. (LBH)</p>
<p>To protect and enhance the boroughs identified heritage assets, their setting and the wider historic environment and to preserve the archaeological aspects of the borough</p>	<p>None required.</p>
<p>To promote exemplar sustainable design which enhances the visual character in the borough</p>	<p>Number of Play Streets (LBH)</p>

SEA Objectives	Proposed Monitoring Criteria
<p>To reduce poverty and social exclusion and promote equalities and diversity</p>	<p>15% of all journeys made by Hackney residents are by bicycle by 2025 (TfL)</p> <p>25% of all journeys made to work by Hackney residents are by bicycle by 2025 (TfL)</p> <p>28% of Council staff journeys to and from work are by bicycle by 2025 (TfL)</p> <p>5% of all journeys made by Hackney children to and from school are by bicycle by 2025 (TfL)</p> <p>Maintain overall walking mode share at 40% (TfL/LBH)</p> <p>Increase walking to work at 15% by 2025 (TfL/LBH)</p> <p>Increase walking to school to 70% by 2025 (TfL/LBH)</p> <p>Cycle Heat Maps (LBH)</p> <p>School and workplace Travel Plan monitoring (LBH)</p> <p>A LIP commitment for 100% of bus stops on Hackney borough roads to be fully accessible by 2015 (LBH)</p> <p>Number of Play Streets, with attention to the number adopted in high deprivation areas with higher levels of childhood obesity (LBH)</p> <p>Number of vehicles using specific links or count points (DfT/TfL)</p> <p>All people in Hackney living within 3 minutes walk of a car club bay (LBH)</p>
<p>To protect, maintain and enhance Metropolitan Open Land and open spaces</p>	<p>None required.</p>



<p>To improve health in Hackney’s local community and promote healthy lifestyles</p> <p>(a) safety</p> <p>(b) health and wellbeing</p>	<p>A reduction of 40% in road casualties in Hackney by 2020 compared to the baseline of 2005-2009 (TfL)</p> <p>A reduction in cyclist casualties (based on a rate based measurement). (TfL/LBH)</p> <p>Total number of killed or seriously injured in the high risk sites, including a measure for cyclist casualties, identified in the borough. (TfL/LBH)</p> <p>Identify the effectiveness of Road Safety measures implemented by carrying out ‘before and after’ monitoring. (LBH)</p> <p>Monitoring against the 17 indicators of the Road Safety Plan. (TfL/LBH)</p> <p>15% of all journeys made by Hackney residents are by bicycle by 2025 (TfL)</p> <p>25% of all journeys made to work by Hackney residents are by bicycle by 2025 (TfL)</p> <p>28% of Council staff journeys to and from work are by bicycle by 2025 (TfL)</p> <p>5% of all journeys made by Hackney children to and from school are by bicycle by 2025 (TfL)</p> <p>Maintain overall walking mode share at 40% (TfL/LBH)</p> <p>Increase walking to work at 15% by 2025 (TfL/LBH)</p> <p>Increase walking to school to 70% by 2025 (TfL/LBH)</p> <p>School and workplace Travel Plan monitoring (LBH)</p> <p>Number of Play Streets, with attention to the number adopted in high deprivation areas with higher levels of childhood obesity (LBH)</p>
<p>To reduce crime and fear of the crime in the borough</p>	<p>None identified – possible use of AMR indicators.</p>

SEA Objectives	Proposed Monitoring Criteria
To improve access to an adequate range of social infrastructure	<p>5% of all journeys made by Hackney children to and from school are by bicycle by 2025 (TfL)</p> <p>Cycle flow monitoring across the borough (LBH)</p> <p>Maintain overall walking mode share at 40% (TfL/LBH)</p> <p>Increase walking to work at 15% by 2025 (TfL/LBH)</p> <p>Increase walking to school to 70% by 2025 (TfL/LBH)</p> <p>Number of vehicles using specific links or count points (DfT/TfL)</p> <p>Pedestrian footfall in town centres (LBH)</p> <p>A LIP target to reducing Excess Waiting time for bus arrivals from a baseline of 1.2 minutes in 2009/10 to a target of 1.1 minutes by 2017/18. (LBH)</p> <p>A LIP commitment for 100% of bus stops on Hackney borough roads to be fully accessible by 2015 (LBH)</p> <p>All people in Hackney living within 3 minutes walk of a car club bay (LBH)</p>
To maximise opportunities for sustainable economic growth	None identified – possible use of AMR indicators.
To generate employment opportunities for everyone	<p>Cycling levels of major employers in Hackney (LBH)</p> <p>School and workplace Travel Plan monitoring (LBH)</p>

## 8 Conclusions and Recommendations

### 8.1 Need for mitigation

- 8.1.1 Some of the Borough's conservation areas are located next to the key areas of predicted growth i.e. Dalston, Hackney Central, Shoreditch, and railway corridors. There is potential for adverse impacts as a result of this.
- 8.1.2 Inequalities experienced in the borough related to travel choices and opportunities must be addressed to ensure the Transport Strategy meets all resident's needs. For instance, the parts of the borough with higher deprivation (principally the north and east) currently do not have equitable access to a good quality cycling environment, are less likely to cycle, have fewer car club bays and are also the parts of the borough with lower levels of physical activity and higher levels of obesity.

### 8.2 Monitoring Strategy

- 8.2.1 The SEA Regulations require monitoring of significant environmental effects of the Strategy's implementation with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action (regulation 17 (1)). The Regulations state that monitoring arrangements may comprise or include arrangements established for other purposes (regulation 17 (2)).
- 8.2.2 The Council are committed to providing an annual Transport Strategy 'dashboard' that will report on the monitoring criteria proposed in Table 7.1 above. This reporting will enable the Council to gauge whether the targets are being achieved and will trigger action when where targets are not being met.

## Appendix A Hackney's SA Framework

Sustainability Appraisal Framework			
	Sustainability Appraisal Objectives	Decision Making Criteria	Key Borough Sensitivities
1	To protect and enhance the biodiversity, flora and fauna of the borough	<ul style="list-style-type: none"> <li>• Will it impact on national, regional or local BAP habitats and/or species?</li> <li>• Does the project take any opportunities to enhance biodiversity?</li> <li>• Will it impact on sites designated for their nature conservation interest?</li> <li>• Will it impact on access to nature?</li> <li>• Will it impact on the existing network of open spaces and the creation of new green spaces?</li> <li>• Will it impact on woodland cover and management?</li> <li>• Will it impact on native invasive species</li> </ul>	Increases in air pollution, noise and waste could impact on the integrity of Walthamstow Marshes and Reservoirs SSSI are located within Lea Valley SPA. Adverse impacts on Hackney's SINCS (Hackney has six Sites of Metropolitan Importance, 8 Sites of Borough Importance and 11 Sites of Local Importance). Adverse impacts on Hackney's local and regionally important species, including Black Poplar which has been identified in Springfield Park and the Pipistrelle bats have been identified in Clissold Park.
2	To ensure efficient use of land	<ul style="list-style-type: none"> <li>• Does it optimise on the use of previously developed land, buildings and existing infrastructure?</li> <li>• Does it impact on open space deficiency levels?</li> <li>• Does it impact on natural resources, soil and groundwater quality?</li> <li>• Does it impact on local density levels?</li> <li>• Will it impact on soil or groundwater quality?</li> </ul>	The north and east of Hackney are designated Source Protection Zones (SPZ)s. These are areas where groundwater quality is of particular importance due to the proximity of an abstraction point for public water supply. Open space deficiency levels are high in Dalston, Hackney Downs, Cazenove, Hackney Central, Lordship and New river wards in particular. Development on open space is likely to exacerbate this in these locations. Local PTAL scores are a key factor in determining density levels. High density levels in inaccessible locations can increase the use of the private car and generate air pollution.
3	To improve air quality by reducing emissions of pollutants	<ul style="list-style-type: none"> <li>• Will it impact on air quality in the short, medium or long term?</li> </ul>	Levels of nitrogen dioxide and fine particulate matter are above recommended levels in Hackney.

		<ul style="list-style-type: none"> <li>Will it reduce emissions of pollutants particularly Nitrogen Dioxide and fine particulate matter</li> <li>Will it impact on locations that are sensitive to air pollution?</li> </ul>	<p>Community facilities such as schools, old people's homes and areas where there are protected habitats and species are examples of locations that are particularly vulnerable to increases in air pollution.</p> <p>All of Hackney falls within an Air Quality Management Area.</p>
4	To reduce noise and pollution	<ul style="list-style-type: none"> <li>Will it impact on noise levels in the short, medium or long term?</li> <li>Will it impact on locations that are sensitive to noise?</li> </ul>	<p>Hackney is characterised by a broad mix of coinciding uses such as light industry, housing, retail and community uses and industry in Shoreditch. Where residential developments does exist next to light industry or other employment uses it is particularly important impacts such as noise are considered.</p> <p>Community facilities as old people's homes and areas where there are protected habitats and species are examples of locations that are particularly vulnerable to increases in noise levels.</p>
5	To minimise flood risk and encourage Sustainable Urban Drainage Systems (SUDS) for new developments	<ul style="list-style-type: none"> <li>Will it impact on the risk of flooding to people and property in Flood Zones 2, 3a and 3b?</li> <li>Will it promote the sustainable urban drainage systems in the new developments?</li> <li>Will it impact on of ground and surface water flooding?</li> <li>Will it delver Sustainable Urban Drainage Systems?</li> </ul>	<p>Hackney Wick which contains Flood Zones 2 and 3a. Flood Zone 3a is extremely sensitive to flooding.</p> <p>Critical Drainage Areas have been identified in Hackney. Surface water flooding is a risk with increases of urbanisation anticipated in the borough.</p> <p>Hackney Central and Stoke Newington are classified as areas at risk to groundwater pollution.</p>
6	To protect and enhance water resources and water quality	<ul style="list-style-type: none"> <li>Does it impact on water resources?</li> <li>Does it improve water quality?</li> <li>Will it impact on the character of Hackney's inner-city waterfronts?</li> </ul>	<p>The LB of Hackney has a high population with high water demands and limited water availability. It is categorised by the EA as an area of 'serious' water stress.</p> <p>The EA highlight that Hackney's watercourses are in poor condition and fall below the standards advised in the Water Framework Directive.</p>
7	To improve connectivity, reduce the need to travel and encourage use of public transport including walking and cycling	<ul style="list-style-type: none"> <li>Will it impact on traffic congestion?</li> <li>Will it encourage the public transport?</li> <li>Is it in a location with appropriate PTAL levels.</li> <li>Will it have a positive impact on climate change?</li> </ul>	<p>The New East London Line improves connectivity from Dalston Junction to New Cross.</p>
8	To tackle climate change through reducing CO <sub>2</sub> emissions, supporting	<ul style="list-style-type: none"> <li>Will it impact on the emission of by reducing energy consumption?</li> </ul>	<p>The projected population growth for Hackney of 13.3% by 2008 ad 23.5% by 2030 may increase emissions especially around the growth areas.</p>

	<p>energy production from renewable and low carbon sources</p>	<ul style="list-style-type: none"> <li>• Will it impact on the adaptation measures of existing dwellings to support climate change?</li> <li>• Will it impact on the incorporation of renewable technology in new developments?</li> <li>• Is it in keeping with the principles of sustainable design and construction?</li> <li>• Are any measures to tackle climate change undertaken sensitively to avoid impacts on the historic environment and urban character of the area?</li> </ul>	<p>According DEFRA in 2005, 45% of carbon emissions are from domestic uses, 32% industrial and commercial and 23% road transport. Hackney's carbon reduction target of 80% reduction by 2050 against 2005 levels. Hackney's Climate Change Strategy was adopted in 2009. This sets out a three year action plan which runs to 2011. For reducing carbon dioxide emissions from the main activities of the borough and provides an overarching strategy of how Hackney's residents, schools, businesses and organisations.</p>
9	<p>To protect and enhance the boroughs identified heritage assets, their setting and the wider historic environment and to preserve the archaeological aspects of the borough</p>	<ul style="list-style-type: none"> <li>• Does it promote heritage related tourism?</li> <li>• Where sites are being allocated have opportunities been identified which make a contribution to the local character and sense of place?</li> <li>• Will it impact on the settings of heritage assets and supporting new design which enhances local character?</li> <li>• Where a new development is being designed will it enhance the local character?</li> <li>• Does it promote heritage-led regeneration?</li> <li>• Does it impact on the boroughs identified heritage assets?</li> <li>• Does it impact on the boroughs wider historic environment i.e. undesignated areas of historic value?</li> <li>• Will it impact on archaeological remains?</li> <li>• Will it impact on the management or restoration of the boroughs identified</li> </ul>	<p>There are large areas of archaeological importance in the growth areas. These are sensitive areas that need to be considered as part of development. Views to the World Heritage Site of Tower of London should be protected. Hackney has 25 conservation areas including in growth areas of Shoreditch, Hackney Central, Dalston and surrounding Woodberry Down as well as other pockets in the borough.</p> <p>Hackney has undesignated areas of high quality landscape character which are also of historic value. Hackney's waterfronts have very valuable historic character. Hackney has areas of industrial heritage value especially along its railway corridors which will be subject to significant growth and may be vulnerable to the associated impacts upon this. Potential threat to the historic and archaeological environment from increases in densities in Hackney's identified growth areas. Potential sensitivities around retrofitting of buildings of historic value.</p>

		<p>historic assets and wider historic environment?</p> <ul style="list-style-type: none"> <li>• Will it impact to views to the World Heritage site of St Paul's or the Tower of London?</li> </ul>	
10	To promote exemplar sustainable design which enhances the visual character in the borough	<ul style="list-style-type: none"> <li>• Will it impact on the local character and appearance of the borough?</li> <li>• Will it impact on natural resources?</li> <li>• Have local environmental factors and resources been factored into the design?</li> <li>• Will it impact on local distinctiveness and sense of place in the borough?</li> <li>• Will it impact on the satisfaction of people with their neighbourhoods as places to live?</li> <li>• Will it impact on access to facilities especially for those with special needs/disabilities?</li> </ul>	<p>Employment uses in proximity to residential or community uses (especially along the boroughs railway corridors) are particularly sensitive and new development should be of high standards of design.</p> <p>It is not just protected areas but the landscape character of wider historic environment and its settings that are sensitive areas to new development.</p> <p>Potential sensitivities around retrofitting of existing buildings.</p> <p>Designated Flood Zone 2 and 3a in Hackney Wick will require design considerations.</p> <p>Hackney has Critical Drainage Areas which will require particular flood resilient design and sustainable drainage systems.</p>
11	To reduce poverty and social exclusion and promote equalities and diversity	<ul style="list-style-type: none"> <li>• Will it reduce the poverty and social exclusion in those areas most affected?</li> <li>• Will it promote the culture diversity/social inclusion?</li> <li>• Will it reduce light pollution?</li> <li>• Will it reduce nuisance from artificial light?</li> </ul>	<p>Hackney is ranked in the top three of the most deprived boroughs in the indices of deprivation from 2004 – 2007.</p> <p>The GLAs summary report shows New River, Hackney Wick, Queensbridge, Chatham, Hoxton and Dalston as London's most deprived wards that warrant particular attention.</p> <p>The Borough Profile of 2006 illustrates Hackney has the second highest proportion of children and older people income deprivation.</p>
12	To protect, maintain and enhance Metropolitan Open Land and open spaces	<ul style="list-style-type: none"> <li>• Will it impact on local open space deficiency levels?</li> <li>• Will it impact on existing open spaces or MOL?</li> <li>• Will it improve connectivity between existing open spaces?</li> <li>• Will it improve the local landscape character?</li> </ul>	<p>There are open space deficiencies in Dalston, Hackney Downs, Cazenove, Hackney Central, Lordship and New River wards.</p> <p>Not all of Hackney's open spaces are actively managed.</p>

13	To improve health in Hackney's local community and promote healthy lifestyles	<ul style="list-style-type: none"> <li>• Will it impact on access to health facilities?</li> <li>• Will it impact on death rates or life limiting illness?</li> <li>• Will it encourage healthy life styles?</li> </ul>	Mortality rates from circulatory disease and cancer - the main cause of death in Hackney have been declining over the last 10 years but are higher than the London average. Hackney has higher levels of people who are suffering from mental illness and tuberculosis. HIV levels are higher in the City and in Hackney than the rest of London. Teenage pregnancy has been declining since 1998 but Hackney is still the highest of the inner London Boroughs.
14	To improve educational attainment and the skill level of the population	<ul style="list-style-type: none"> <li>• Will it improve qualifications and skills of the young people?</li> <li>• Will it improve qualifications and skills of adult?</li> </ul>	Residents in the Borough have a relatively low levels of educational attainment compared to the London average. A high proportion compared to the London average of residents have no qualifications.
15	To reduce crime and fear of the crime in the borough	<ul style="list-style-type: none"> <li>• Will it reduce the actual crime level?</li> <li>• Will it reduce the fear of crime?</li> </ul>	Although crime has fallen in Hackney by over 30% in recent years incidents still remain higher than the London average. Crime hotspots have been identified in the borough profile. These are sensitive areas. Fear of crime is higher in Hackney than in England as identified in the Borough Profile (2006)
16	To increase the number of decent and affordable homes	<ul style="list-style-type: none"> <li>• Will it increase the number of affordable homes built?</li> <li>• Will it reduce the number of unfit homes?</li> </ul>	There is a significant disparity between the cost of housing and the average earnings in the borough. There is a high demand of 3 bed family accommodation and one bed flats in the borough.
17	To improve access to an adequate range of social infrastructure	<ul style="list-style-type: none"> <li>• Will it improve accessibility to key local services?</li> <li>• Will it improve the level of investment in key community services?</li> </ul>	The projected population increase, estate renewal projects and economic development will increase the Borough's requirements for social infrastructure significantly.
18	To minimize waste and maximise recycling in the borough	<ul style="list-style-type: none"> <li>• Will it reduce consumption of materials and resources?</li> <li>• Will it reduce household waste?</li> <li>• Will it increase waste recycling?</li> </ul>	The demand for waste management will increase as the population increases. Fly tipping is a problem which needs to be adequately managed.
19	To maximise opportunities for sustainable economic growth	<ul style="list-style-type: none"> <li>• Will it improve business development?</li> <li>• Will it impact on the environmental economy?</li> <li>• Will it improve growth in key sectors?</li> </ul>	The global economic recession will restrict growth internationally. The current economic recession is likely to adversely affect the growth of new sectors in the borough i.e. cultural, financial and business services. Will the recession have this impact for the whole life of the Plan?
20	To generate employment opportunities for everyone	<ul style="list-style-type: none"> <li>• Will it increase employment opportunities?</li> <li>• Will it increase training and skilled employment?</li> </ul>	Employment in Hackney is predominately low skilled jobs. The weekly wages of those living in Hackney are significantly lower than those working in the London area.





## Appendix B Compatibility Appraisal

SEA Objectives	Draft Transport Strategy Goals														
	Hackney is renowned for having the most pedestrian and cyclist friendly neighbourhoods, streets and public realm in London.	Hackney remains one of London's most liveable boroughs with green, safe and thriving neighbourhoods, streets and public spaces where different communities get on and interact.	To have played an important role in improved resident's health and well-being, as well as tackling obesity levels through higher rates of active travel.	To have substantially reduced road danger for all our residents but particularly more vulnerable groups such as older people and children and especially vulnerable road users such as cyclists, pedestrians and motorcyclists.	To have continued the reduction in car ownership and created an environment where owning a private car is not the norm.	To have continued to reduce the need to travel by car for any journey purpose, whether it be shopping, leisure or work.	To have restrained the levels of external traffic entering and exiting the borough and using it as rat-run to get elsewhere.	To have strengthened sustainable transport's role in facilitating Hackney's continued regeneration and supporting the local economy through initiatives such as the 'Love Hackney. Shop Local' campaign.	To have integrated the Queen Elizabeth Olympic Park into the fabric of the borough and maintained the successful legacy of the Games.	Continued to advance the case for key public transport infrastructure improvements in Hackney and promoting linked trips, with Crossrail 2 at an advanced stage of implementation.	Enhanced residents' access to jobs, training and essential services without increasing congestion on public transport or roads.	Enhanced accessibility and mobility options for vulnerable groups allowing them to live independently.	To have significantly improved air quality and lowered carbon emissions from our transport system.	To be better prepared for the implications of climate change on the public realm and transport network.	To have reduced crime and improved safety on our transport network, in particular to have lower levels of cycle
To protect and enhance the biodiversity, flora and fauna of the borough	0	+	0	0	0	0	0	0	0	-	0	0	+	+	0
To ensure efficient use of land	0	0	0	0	0	+	0	0	0	-	0	0	0	0	0
To improve air quality by reducing emissions of pollutants	0	+	0	0	0	+	+	+	0	-	0	0	+	0	0
To reduce noise and pollution	+	+	0	0	0	0	0	0	0	-	0	0	0	0	0
To minimize flood risk and encourage Sustainable Urban Drainage Systems (SUDS) for new developments	0	0	0	0	0	0	0	0	0	-	0	0	0	+	0
To protect and enhance water resources and water quality	0	0	0	0	0	0	0	0	0	0	0	0	0	+	0
To improve connectivity, reduce the need to travel and encourage use of public transport including walking and cycling	0	0	0	0	0	+	0	0	0	+	0	0	0	0	0
To tackle climate change through reducing CO <sub>2</sub> emissions, supporting energy production from renewable and low carbon sources	0	0	0	0	0	0	0	0	0	0	0	0	+	0	0
To protect and enhance the boroughs identified heritage assets, their setting and the wider historic environment and to preserve the archaeological aspects of the borough	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0

SEA Objectives	Draft Transport Strategy Goals														
	Hackney is renowned for having the most pedestrian and cyclist friendly neighbourhoods, streets and public realm in London.	Hackney remains one of London's most liveable boroughs with green, safe and thriving neighbourhoods, streets and public spaces where different communities get on and interact.	To have played an important role in improved resident's health and well-being, as well as tackling obesity levels through higher rates of active travel.	To have substantially reduced road danger for all our residents but particularly more vulnerable groups such as older people and children and especially vulnerable road users such as cyclists, pedestrians and motorcyclists.	To have continued the reduction in car ownership and created an environment where owning a private car is not the norm.	To have continued to reduce the need to travel by car for any journey purpose, whether it be shopping, leisure or work.	To have restrained the levels of external traffic entering and exiting the borough and using it as rat-run to get elsewhere.	To have strengthened sustainable transport's role in facilitating Hackney's continued regeneration and supporting the local economy through initiatives such as the 'Love Hackney. Shop Local' campaign.	To have integrated the Queen Elizabeth Olympic Park into the fabric of the borough and maintained the successful legacy of the Games.	Continued to advance the case for key public transport infrastructure improvements in Hackney and promoting linked trips, with Crossrail 2 at an advanced stage of implementation.	Enhanced residents' access to jobs, training and essential services without increasing congestion on public transport or roads.	Enhanced accessibility and mobility options for vulnerable groups allowing them to live independently.	To have significantly improved air quality and lowered carbon emissions from our transport system.	To be better prepared for the implications of climate change on the public realm and transport network.	To have reduced crime and improved safety on our transport network, in particular to have lower levels of cycle
To promote exemplar sustainable design which enhances the visual character in the borough	0	0	0	0	0	0	0	0	0	0	0	0	+	+	0
To reduce poverty and social exclusion and promote equalities and diversity	0	0	+	+	0	0	0	0	0	0	0	0	+	0	0
To protect, maintain and enhance Metropolitan Open Land and open spaces	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
To improve health in Hackney's local community and promote healthy lifestyles	0	0	+	0	0	0	0	0	0	0	0	0	0	0	0
To reduce crime and fear of the crime in the borough	0	0	0	0	0	0	0	0	0	0	0	0	0	0	+
To improve access to an adequate range of social infrastructure	0	0	0	0	0	0	0	0	0	0	0	0	+	0	0
To maximise opportunities for sustainable economic growth	0	0	0	0	0	0	0	0	+	0	0	0	0	0	0
To generate employment opportunities for everyone	0	0	0	0	0	0	0	0	+	0	0	0	+	0	0

Key:

Unrelated	0
Potentially compatible	+
Potentially incompatible	-

## London Borough of Hackney Equality Impact Assessment Form

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

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

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

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

The form must be reviewed and agreed by the relevant Assistant Director, who is responsible for ensuring it is made publicly available and is in line with guidance. Guidance on completing this form is available on the intranet.

<http://staffroom.hackney.gov.uk/equalities-based-planning-and-decision-making>

### **Title of this Equality Impact Assessment:**

Equalities Impact Assessment for Transport Strategy 2015-2025
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### **Purpose of this Equality Impact Assessment:**

The purpose of this Equality Impact Assessment is to assess the impact of Hackney's Transport Strategy 2015-2025 on the nine protected characteristics identified in the Public Sector Equality Duty. The Equality Duty requires public bodies to consider equalities and good community relations at every stage of the decision making process in order that the Council's policies and practices eliminate unlawful discrimination; advance equality of opportunity; and, foster good relations.
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### **Officer Responsible: (to be completed by the report author)**

<b>Name:</b> Kevin Burke	<b>Ext:</b> 6189
<b>Directorate:</b> Health & Community Services	<b>Department/Division:</b> Streetscene

<b>Assistant Director:</b> Tom McCourt	<b>Date:</b>
<b>Comment :</b>	

**PLEASE ANSWER THE FOLLOWING QUESTIONS:**

**STEP 1: DEFINING THE ISSUE**

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

The London Borough of Hackney has updated its Transport Strategy for the years 2015-2025. Though not a statutory document, the revised Strategy is intended to replace the previous Transport Strategy which was adopted in 2006 and covered a five year period up to 2011. The borough's second Local Implementation plan (LIP2) was adopted in 2011 but expired at the end of March 2014.

The aim of the Transport Strategy is to establish a clear long term vision to guide the work of the Council and its Streetscene Service over the next 10 years. It will also underpin the development of Hackney's third Local Implementation Plan (LIP3) 2014-2016/17 and subsequent LIP documents up to 2024 which the Council are required to prepare under the Greater London Authority (GLA) Act 1999.

The Strategy sets out a coherent set of sustainable transport policies, proposals and actions that aim to further improve walking, cycling and public transport conditions and options for all residents in the borough. The Strategy aims to support other Council policies, strategies and initiatives to contribute to addressing the overall aim to reduce inequality and social exclusion within communities and between Hackney and the rest of the country.

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

The Strategy consists of main document which will set out the policy context and transport background and trends (including analysis of Census 2011) to Hackney Council's strategic transportation aims, objectives and priorities for

2015-2025. In addition to this document, there are six supporting Plans that will make up the entire Hackney Transport Strategy as follows:

- Walking Plan
- Cycling Plan
- Public Transport Plan
- Liveable Neighbourhoods Plan
- Road Safety Plan
- Sustainable Transport SPD

These separate but related documents will give more detail on plans, policies and proposals for specific modes and areas.

The vision for Hackney's Transport Strategy 2015-2025 is as follows:

*“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 transport challenges of the 21<sup>st</sup> Century.”*

This vision is consistent with the Mayor of Hackney's priority of tackling inequality and the desired outcomes articulated in the Council's Corporate Plan to 2018, 'A Place for Everyone'. The Strategy will contribute to the stated objectives of the Plan such as safeguarding clean streets that are friendly for pedestrians and cyclists, ensuring a high quality built environment and working with residents and London-wide partners on a range of sustainability issues including tackling poor air quality.

Tackling inequalities such as improving access to clean, safe and affordable transport for our residents and businesses and promoting engagement are key priorities underpinning this Strategy. The vision and following objectives for the strategy were decided upon following engagement with a wide range of

stakeholders both internal to the Council and external through the public consultation process for the draft Strategy undertaken in 2014.

By 2025, this Transport Strategy will have achieved the following objectives:

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

13. To have significantly improved air quality and lowered carbon emissions from our transport system.
14. To be better prepared for the implications of climate change on the public realm and transport network.
15. To have reduced crime and improved safety on our transport network, in particular to have lower levels of cycle theft.

The key task within the Transport Strategy 2015-2025 is to set out what measures and policies the Council intends to implement in future years to achieve these transport objectives. It is not intended that we depart from the emphasis of the Council's previous transport strategy or adopted second Local Implementation Plan (LIP2) document which emphasised the importance of walking and cycling schemes, road safety and public realm projects.

In terms of policy, the proposed Transport Strategy 2015-2025 is consistent with the Mayor of London's Transport Strategy, the emerging Local Plan, the Hackney Sustainable Community Strategy 2008-2018, the and a whole raft of Council, London wide and national policy documents. The emphasis within the document is firmly upon the promotion of sustainable modes of transport such as walking, cycling and public transport and promoting road safety.

**2. Who are the main people that will be affected?** Consider staff, residents, and other

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

How relevant is the Strategy to the following equality strands?

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



## **Demographic context and transport issues**

### **Age**

Hackney's population is estimated at 257,400 using the ONS mid-year estimates in 2013. Hackney is a young borough with 25% of its population under 20 and a further 23% aged between 20-29 years old; people aged over 55 make up only 14% of the population. Hackney's young population is likely to experience little change between 2001 and 2041.

In contrast, the working age population (aged 16-64) is projected to rise significantly by over 45,000 over the next 30 years. The 65+ age group is also projected to rise both in terms of numbers and the proportion of the population, particularly after 2021.

The health of young and old are impacted disproportionately from the effects of poor air quality. The Strategy's objectives to improve air quality through extending green action zones and prioritising sustainable travel over private motor travel will particularly benefit these groups. Schemes that target improved footway improvements, crossing facilities are also important to both young and old, while improving accessibility to bus services and other forms of public transport are equally important to older people and parents with young children. The Strategy's proposals to increase 20mph limits to cover the entire borough should help to reduce the number and severity of road traffic accidents for young and old.

Older people are more likely to feel vulnerable and suffer from mobility issues so measures outlined in the Strategy for footway improvements, better lighting and accessible bus stops and stations are likely to benefit this group.

Younger people are also more likely to walk or cycle than other groups, so measures that aim to improve walking and cycling for the wider community will particularly benefit this group. The School Travel Plan programme will assist those young people who are at school and encourage them to travel more healthily.

## Disability

In the 2011 Census, 14.6% of Hackney respondents said they a long-term illness that limited their daily activities in some way, compared with 13.6% for London and 17.9% for England and Wales. Hackney's lower than average rates for disability and long-term illness are likely to be due to its relatively young population, as disability rates tend to increase with age. In February 2012, 15,240 people, 6.1% of Hackney's population, were claiming Disability Living Allowance or Attendance Allowance. There are also an estimated 17,385 carers within Hackney who are similarly protected under the Equality Act.

The main modes of transport used by disabled Londoners at least once a week are walking (78%), bus (55%), car as a passenger (44%) and car as a driver (24%). Disabled Londoners are most likely to use public transport for the purposes of shopping, personal business and leisure. They are considerably less likely to commute than non-disabled Londoners due to lower rates of employment (partly due to the older age profile of disabled people) (TfL, 2012). While barriers to public transport use are dependent upon their physical impairment the most commonly raised issues include; varying levels of physical accessibility of the transport system, over-crowding; concerns over anti-social behaviour and crime and accessibility of public transport information (ibid).

Within Hackney, common barrier to travel raised by groups representing disabled people include; obstructions to movement caused by cars parked on the pavement, off-carriageway cycle parking and poorly located advertising boards, accessibility to the Overground network and bus stops; difficulties with pedestrian crossings and dropped kerbs; lack of street seating; concerns shared surface schemes and a need to implement more 20mph schemes. There are also some concerns raised about the reliability of Dial-a-ride, Community Transport and Taxicard services and fears over the loss of ticket hall staff at public transport stations. Those that use cars have called for more

parking bays dedicated to disabled people. Similarly, the needs of non-cohabiting carers parking permits may be an issue.

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

### **Race and Ethnicity**

Just over a third (36%) of respondents to the 2011 Census in Hackney described themselves as White British. The remainder is made up of Black and minority ethnic groups, with the largest group Other White, followed by Black African, 11.4%. The number of Black Caribbean people has fallen slightly in the past 10 years. They now make up 7.8% of Hackney's population, as opposed to 10.3% in 2001.

Hackney is home to a number of smaller national and cultural communities and it is estimated that over 100 languages are spoken in the borough. Hackney has the largest group of Charedi Jewish people in Europe who predominately live in the north east of the borough and represent an estimated 7.4% of the boroughs overall population. Hackney also has a well-established Turkish and Kurdish community; The Turkish population is estimated to be 6% (ONS Household Survey, 2004). This figure is slightly higher than the Census 2011 estimate of 5.6%, but is preferred due to the numerous dimensions used in Census e.g. language, ethnicity, nationality etc, which can lead to only partial capture of the Turkish population. Other significant communities in Hackney include Chinese, Vietnamese and Eastern Europeans.

Minority ethnic groups have relatively low access to cars and generally are more likely to work unsociable hours when the level and frequency of public transport services are less than during peak periods. Some Black and minority ethnic (BAME) groups tend to have lower levels of active travel and suffer disproportionately from obesity and being overweight. BAME groups will generally benefit from the policies in the Transport Strategy that promote improvements to public transport and those elements that will improve service reliability, safety and security. People from the BAME backgrounds want to be able to feel safe from harassment and abuse when accessing public transport or as pedestrians on the street. General improvements to safety, such as improved street lighting and a well-frequented quality public realm will help to achieve this. The Strategy's emphasis on walking and cycling will also help in addressing low levels of active travel by the group.

### **Gender**

The ONS mid-year estimates show that Hackney has slightly more female residents than male with 127,002 females and 125,117 males.

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

### **Gender Re-assignment**

Data on gender re-assignment is not available at a borough level but a Home Office funded study for the Gender Reassignment Education and Research

Society, estimated the number of transgender people in the UK at 300,000 to 500,000 people. This would equate to around 60 people in Hackney.

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

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/85499/transgender-survey.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/85499/transgender-survey.pdf)

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

### **Religion and belief**

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

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

Trips where a large number of people travel to other destinations, including sites of worship, can have a significant impact on travel movements. Other factors to consider may include; the times that services are held -often these will be outside the peak 'rush hour' timings which may mean that public transport is less crowded, but also it may run less frequently, making

alternatives to the car potentially less attractive/viable compared to people travelling to their place of work; the size of the groups travelling (typically a family as opposed to an individual; and cultural and religious customs e.g. in some interpretations of Jewish Law, operating a motor vehicle constitutes multiple violations of the prohibited activities on Shabbat (the Jewish holy day) (TfL 2012). Such issues are very much on a case-by-case basis and may need to be researched and discussed with the relevant groups involved e.g. through a site or faith-specific Travel Plan.

### **Sexual orientation**

It is difficult to accurately gauge the size of the lesbian, gay and bisexual community as under-reporting is a recognised issue. Official estimates vary but the upper estimate for London suggests around 10% of the population is lesbian, gay or bisexual. The 2010/11 GP patient survey indicates the number of people in Hackney who identify as gay or lesbian is 4% and bisexual is 1%. These figures may under-represent the size of this population, given the problems involved in disclosure of sexual orientation

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

### **Race and Ethnicity**

Just over a third (36%) of respondents to the 2011 Census in Hackney described themselves as White British. The remainder is made up of Black and minority ethnic groups, with the largest group Other White, followed by Black African, 11.4%. The number of Black Caribbean people has fallen slightly in the past 10 years. They now make up 7.8% of Hackney's population, as opposed to 10.3% in 2001.

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Minority ethnic groups have relatively low access to cars and generally are more likely to work unsociable hours when the level and frequency of public transport services are less than during peak periods. Black and minority ethnic (BAME) groups will generally benefit from the policies in the Transport Strategy that promote improvements to public transport and those elements that will improve service reliability, safety and security. People from the BAME backgrounds want to be able to feel safe from harassment and abuse when accessing public transport or as pedestrians on the street. General improvements to safety, such as improved street lighting and a well-frequented quality public realm will help to achieve this.

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Safety and security on trains, buses and stations is known to be of concern to people from this group who often feel vulnerable to attack. Many of the same situations that apply to women, faith groups, and minority ethnic groups will also therefore apply to people in this community.

### **Pregnancy and maternity**

There were 4,450 births in the City & Hackney in 2011 a lower fertility rate in than in London and England (ONS, 2012).

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



bus stops and rail stations will improve accessibility for parents travelling with young children in pushchairs.

### Key transport issues relating to EIA groups.

The key transport issues relating to this EIA include; improving accessibility for all to employment, essential services and leisure facilities, road safety, personal security and environmental concerns such as public realm and air quality improvements. The table below provides a summary of the expected impacts of the Transport Strategy 2015-2025 EQIA.

## **STEP 2: ANALYSING THE ISSUES**

- 3. What research or consultation(s) have been carried out?** Please provide more details, together with a summary of what you learned.

As stated in the Step 1 of this report, the initial draft and subsequent final Strategy was informed through a thorough analysis of past, previous and predicted transport trends, through analysis of Census data and review of national, regional and sub-regional policy and guidance that were in themselves, subject to EIAs for example, the Mayor of London's Transport Strategy (MTS) and the Council's previous Transport Strategy. As part of the initial stages of the development of the draft documents, Council officers held a series of wide-ranging discussions and workshops with cross-Council internal staff and members as well as key external stakeholder groups and organisations such as the, Living Streets, Hackney Head-teachers, Disability Back-up and the London Cycling Campaign in Hackney. Previous consultation responses from the LIP2 document and issues raised by the Council's Sensory Team and Disability Back-Up Report 'Getting There' were also considered in the preparation of the draft documents.

The draft Transport Strategy was subject to an extensive consultation exercise that was open to the public and stakeholders for a 14 week period

from 28 July 2014 to the 7 November 2014. Publicity and stakeholder involvement included;

- Meetings with key internal and partner officers and organisations
- Workshops and forums with key stakeholders including disability groups, pedestrian groups, faith groups, cyclist and environmental groups.
- Workshop sessions with lead and ward members
- presentations at ward forums
- Drop-in sessions at libraries around the borough.
- Use of consultation programmes such as Citizen Space and social media including regular Twitter updates

Members of the public and residents were able to feedback their comments in the following ways:

- Online questionnaire ('The Future of Transport in Hackney')
- Paper questionnaire found in Libraries and sent out on request
- By email to the Council's [movegreener@hackney.gov.uk](mailto:movegreener@hackney.gov.uk) address. These responses tended to be more detailed than those sent to the online questionnaire.
- Verbally at ward forum events
- Feedback given to officers in person at library drop-in events and ward forums.

There were 139 online and paper respondents from members of the public and interest groups through the 'Future of Transport in Hackney' questionnaire. Respondents to the closed question format were broadly very supportive of the draft Strategy's vision (79%) and a strong majority ticked either 'strongly agree' or 'agree' with each of the goals outlined in 6.1.5 above.

In addition to this, there were further detailed responses received from a wide range of stakeholders including councillors, Transport for London, Living

Streets in Hackney, London Cycling Campaign in Hackney and Sustainable Hackney. Some of the key issues of concern for some respondents included;

- Broad support for more modal filtering/ traffic calming/ 20mph zones.
- Broad support for plans/policies but doubts on the Council's ability to deliver
- Concern at instances of pedestrian/cyclist conflict on footways and particularly at entrances/exits to parks
- Despite generally broad support for the aims and objectives of the Cycling Plan, many respondents called for segregated cycle routes particularly on main roads to avoid cyclists sharing with buses, HGVs and general motor traffic.
- Some objections to the Strategy in terms of it been seen as anti-motorist.

The Strategy has been amended in many cases to take into account submitted responses where appropriate. The full consultation paper outlines the Council's response to these and other issues and will be submitted with the final Cabinet Report.

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

The Strategy prioritises walking, cycling and public transport in addition to improving road safety, our public realm and reducing pollution and harmful emissions suggesting that the overall equalities impact will be generally positive. The overall impact of the Strategy should result in a more accessible borough for all groups to move around easily through a choice of transport modes. The Strategy will build on the progress that the first Transport Strategy and LIP 1 and 2 made in the borough, through supporting the growth of Hackney by prioritising sustainable transport. The Strategy's strong emphasis on walking, cycling, improved public transport and road safety (which differentially affects various ethnic groups), in addition to new initiatives such as the cycle loan scheme and continuation of successful programmes

such of Ways into Work are all considered to have a positive impact upon the community.

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

### Assessment of the Transport Strategy's goals on equality groups.

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

Transport Strategy Goals	Age	Disability	Gender	Gender reassignment	Race	Religious beliefs	Sexuality	Pregnancy & maternity	Commentary
1. Hackney is renowned for having the most pedestrian and cyclist friendly neighbourhoods, streets and public realm in London.	P	P	P	P	P	P	P	P	All residents of the borough should benefit through increased access to employment, goods and essential services which should reduce deprivation. Pedestrian improvements should benefit all groups but particularly older persons, parents with young children and those with mobility impairments
2. Hackney remains one of London's most liveable boroughs with green, safe and thriving neighbourhoods, streets and public spaces where different communities get on and interact.	P	P	P	P	P	P	P	P	All residents of the borough should benefit through safe and pleasant access to employment, goods and essential services which should reduce deprivation. The goal also helps to improve interaction and promote social cohesion between all groups.
3. To have played an important role in improved resident's health and well-being, as well as tackling obesity levels through higher rates of active travel.	P	P	P	P	P	P	P	P	Improved health through active travel will have positive impacts for all EQIA groups particularly those groups in Hackney that have been identified as having particular issues with Type 2 diabetes and obesity.

<p>4. To have substantially reduced road danger for all our residents but particularly more vulnerable groups such as older people and children and especially more vulnerable road users such as cyclists and pedestrians.</p>	P	P	P	P	P	P	P	P	<p>This objective will benefit all residents in the borough.</p> <p>Schoolchildren, older people and BAME groups have been identified as being most at risk of being injured on our roads. Targeted measures outlined in the TS will particularly benefit these Equality groups.</p>
<p>5. To have continued the reduction in car ownership and made it unnecessary for residents to need to own a private vehicle.</p>	P	P	P	P	P	P	P	P	<p>Reduced car ownership will have positive impacts on all equality groups in terms of congestion, air quality and health. The majority of Hackney's households (65%) do not own cars. Any measures to provide alternatives to private ownership will benefit them.</p> <p>It is recognised that some residents including disabled and older people and carers that will require the use of a car particularly where the use of Community Transport or Dial A Ride cars or car clubs are unsuitable. These considerations will be taken into account in applications for car free/capped housing, planning applications generally and through the consultation process for changes to street design.</p>
<p>6. To have continued to reduce the need to travel by car for any journey purpose, whether it be shopping, leisure or work.</p>	P	N	P	P	P	P	P	P	<p>Increased walking and cycling has health and congestion reduction benefits - these include improved air quality and a safer environment.</p> <p>However as above it is accepted that cycling and walking may not be appropriate for some groups reliant on motorised transport and will need to be assessed on a case by case basis and through on-going consultation.</p>

7. To have restrained the levels of external traffic entering and exiting the borough and using it as rat-run to get elsewhere.	P	P	P	P	P	P	P	P	A reduction in through traffic will result in less congestion and better air quality for all residents. BAME groups tend to live nearer busy arterial roads – therefore a reduction in traffic should benefit this group in particular.
8. To have strengthened sustainable transport's role in facilitating Hackney's continued regeneration and supporting the local economy through initiatives such as the 'Love Hackney. Shop Local' campaign.	P	P	P	P	P	P	P	P	All residents of the borough should benefit through increased access to employment, goods and services which should reduce deprivation.
9. To have integrated the QE Olympic Park into the fabric of the borough and maintained the successful legacy of the Games.	P	P	P	P	P	P	P	P	Integrating the QEOP will facilitate Hackney residents better access to open space opportunities, thus reducing deprivation and improving health.
10. Continued to advance the case for key public transport infrastructure improvements in Hackney and promoting linked trips, with Crossrail 2 at an advanced stage of implementation	P	P	P	P	P	P	P	P	All residents of the borough should benefit through increased access to employment, goods and services which should reduce deprivation. Travel pattern of BAME and school children groups show high public transport trips. Therefore this objective should benefit these groups in particular. New stations will be required to be Equality Act 2010 -compliant thus benefiting older people, those with children and those with mobility impairments.
11. Enhanced residents' access to jobs, training and essential services without increasing congestion on public transport or roads.	P	P	P	P	P	P	P	P	All residents of the borough should benefit through increased access to employment, goods and services which should reduce deprivation

12. Enhanced accessibility and mobility options for vulnerable groups allowing them to live independently.	P	P	N	N	N	N	N	P	Improving the public realm and access to public transport should have positive impacts for older people and those with visual and mobility impairments. Accessibility improvements (such as lifts, dropped kerbs, etc) also tend to benefit those with buggies etc.
13. To have significantly improved air quality and lowered carbon emissions from our transport system	P	P	P	P	P	P	P	P	Reducing CO2 emissions will benefit all members of society. The young and old are traditionally more at risk from CO2 emissions and poor air quality.
14. To be better prepared for the implications of climate change on the public realm and transport network	P	P	P	P	P	P	P	P	This objective will benefit all Equality groups particularly those that live near areas of localised flooding and heat stress.
15 To have reduced crime and improved safety on our transport network, in particular to have lower levels of cycle theft	P	P	P	P	P	P	P	P	<p>The TS should help reduce the fear of crime and improve the safety for all groups. Contained within the TS are policies to improve safety on public transport which will help address these fears.</p> <p>These will include measures to improve lighting and in some instances the installation of CCTV.</p>

## Assessment of Potential Impacts of the Strategies key proposals

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

Transport Strategy proposals	Age	Disability	Gender	Gender Identity	Race	Faith	sexuality	Pregnancy & Maternity	Commentary
Proposed public Realm Schemes at Hackney Central, Finsbury Park Manor House, Stoke-Newington, Shoreditch etc	P	P	P	P	P	P	P	P	Improving the public realm and accessibility to public transport stations should benefit the entire community and particularly those who live, work and visit within the vicinity of the scheme. Decluttering the public realm particularly benefits older people, those with mobility impairments and parents using pushchairs
Pedestrian Improvement schemes - Pedestrian Accessibility Programme - Footway Parking Removal - Pedestrian countdown rollout - Pedestrian signal improvements - Local/ School site specific safety schemes	P	P	P	P	P	P	P	P	Improving the pedestrian environment and accessibility to public transport should benefit the entire community and particularly those who live, work and visit within the vicinity of the scheme but particularly the young, older people and those with mobility impairments.  The roll-out of pedestrian countdown schemes and footway parking removal has been specifically requested by Disability back Up, Living Streets and Age UK.



Cycling route and infrastructure improvements	P	P	P	P	P	P	P	P	Increased cycling has health, congestion and air quality benefits for all EIA groups. Improved cycle routes and conditions should also lead to less conflict with pedestrians and other road users (all EIA groups)
Boroughwide 20 mph speed limit	P	P	P	P	P	P	P	P	Reduced speed limits should improve road safety for all groups, particularly the young and BAME groups that are disproportionately impacted by collisions.
Proposed accessibility improvements to all borough bus stops and at Hackney Central/Downs, Hackney Wick and Dalston Kingsland rail stations.	P	P	P	P	N	N	N	P	Improving the accessibility of public transport stations should have positive impacts for older people, those with children and those with visual and mobility impairments.
Car club expansion	P	P	P	P	P	P	P	P	Most groups should benefit through reduced congestion, improved air quality etc and have access to a car when needed.
Community Transport, Dial a Ride, Taxicard	P	P	N	N	N	N	N	N	The schemes benefits are primarily targeted at older people and/or disabled groups and improve mobility options.
Travel planning	P	N	P	P	N	P	P	N	There are numerous environmental, social and health benefits for all groups through reduced motorised travel and promotion of more active travel.
Sustainable transport awareness programmes including Shoreditch Zen programme, Walk to Work week, Bike around the Borough, Dr Bike sessions etc	P	N	P	P	P	P	P	N	There are numerous environmental, social and health benefits for all sectors. However cycling improvements may not have specific benefit for those with mobility impairments.

Cycle Training (school and individual)	P	P	P	P	P	P	P	P	P	Increased cycling has health, congestion and air quality benefits for young and old.  Cycle training should also encourage more considerate cycling which will have benefits for all.
Area Safety Schemes – these schemes will identify locations for specific local safety measures and specific local safety measures and area wide traffic management measures	P	P	P	P	P	P	P	P	N	These schemes will benefit all Equality groups but particularly those that live in presently traffic dominated areas that have high instances of traffic accidents.
Permeability measures	P	P	P	P	P	P	P	P	P	These schemes will particularly benefit pedestrians and cyclists. The associated environmental, social and safety benefits of schemes will benefit all groups.
Pocket Parks	P	P	P	P	P	P	P	P	P	These schemes will allow all groups better access to open space and traffic calmed areas particularly those in areas that have a recognised deficiency to access to open space.

Road Safety Education and Engineering measures	P	P	P	P	P	P	P	P	<p>There is some evidence to suggest that some members of newly arrived immigrant groups from developing areas of the world may be unfamiliar with high levels of traffic that they will experience in Hackney and beyond.</p> <p>Much road safety educational work has gone into and will continue to go into working with ethnic minority groups.</p> <p>The Council has an extensive programme of initiatives aimed at BME groups.</p> <p>In addition, people who class themselves as Black (African, Caribbean or Black other) are more likely to travel as pedestrians, and are therefore also more likely to be exposed to road injury risk</p>
Play Streets	P	P	P	P	P	P	P	P	<p>These schemes will have positive impacts for parents and children in particular. Playstreets are also beneficial for social cohesion and community spirit which benefits all groups.</p>

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

As outlined above, the Transport Strategy prioritises walking, cycling and public transport in addition to improving road safety, our public realm and reducing pollution and harmful emissions suggesting that the overall impact on cohesion and good relations will be generally positive. This view has been supported by the Strategic Environment Assessment which concluded that the Strategy is unlikely to give rise to any significant adverse effects and is likely

to result in beneficial effects in social, economic and environmental terms and most directly on human health.

Comments have been received from groups representing older people and disabled people including Age UK in Hackney and Disability Back Up as well as from the Council's Policy and Legal team throughout the consultation process expressing concern at incidences of footway cycling and other forms of inconsiderate cycling in Hackney. These comments suggest that in certain instances, there may potentially be conflicts between cyclists and vulnerable EIA groups for example, in instances in shared use proposals, in parks, on footways and where cyclists have to cross paths or pavements to get between two paths.

The Council does not condone unlawful or inconsiderate cycling e.g. cyclists speeding through parks and other shared surfaces. The Council also does not generally seek to encourage footway cycling and will always look to promote, provide for and prioritise cycling in the carriageway wherever possible to do so. The Council will continue to discourage footway cycling (except in circumstances where areas of footway have been formally designated as shared use) and other forms of unlawful or inconsiderate cycling (e.g. cyclists speeding through parks and other shared surfaces) and will work with residents, park users, groups representing vulnerable people and the Police to identify and address these issues. Pedestrians will continue to have priority over cyclists at all times in these shared spaces and the Council will work to ensure the cyclists are aware that they are guests in these spaces and need to act accordingly.

In addition, the Cycling Plan outlines measures to further increase spending on cycle training and 'Considerate Cycling' campaigns in shared spaces (for example, with the Canal & River Trust, residents groups and the Parks team) in addition to engineering and cycle route improvements to encourage cyclists to safely cycle on the carriageway. In relation to parks and open spaces, the Council has recently approved the following bye-law 'No person shall ride a

cycle in the ground in such a manner as to cause danger or give reasonable grounds for annoyance to other persons’.

To support considerate cycling, the Council will continue to consult with residents, parents and organisations representing EIA groups to discuss existing issues and when proposing any changes to the highway. This engagement process was carried out as part of the consultation phase for the draft Strategy and will continue to feature regularly as part of Streetscene's on-going day-to-day work.

With regard to shared spaces, the Transport Strategy does not have a specific policy regarding the introduction of Shared Spaces/Surfaces and does not proactively seek to introduce shared spaces/surfaces in the borough. The Council investigates each prospective project on a case by case basis taking into consideration the overarching strategic objectives of the project and the localised issues, constraints and characteristics associated with the location under investigation (including both static/spatial characteristics - built environment and physical layout, and dynamic characteristics - respective pedestrian and vehicle volumes, movements and interactions). If the Council does consider a shared space/surface solution to be preferable in terms of meeting the objectives of a particular project, given the characteristics of how the space is being used or is intended to be used, and wishes to pursue this type of approach then the Council will then look at how the design can be developed to meet the needs and requirements of blind and visually impaired users.

Any projects promoted and developed by the Council's Highways Design department and delivered under Highways Powers are done so in consultation with representatives of the Council's Local Disability Stakeholder Group - Age UK East London - which represents a range of users including those who are blind or partially sighted. The Council has an agreed process whereby all stakeholder/campaign/interest groups are invited to comment and provide feedback on proposed scheme designs at a pre-consultation stage, and then again as part of any formal public

consultation process. Dependent on the project under consideration the Council will also, where appropriate, seek early design involvement with stakeholder groups at the very beginning of the project process to capture any specific issues, problems or ideas and help steer the option/design development accordingly. The Council will also periodically arrange general liaison meetings with representatives of Age UK East London to discuss a range of issues - both location/scheme specific and strategic objectives

#### STEP 4 DELIVERY – MAXIMISING BENEFITS AND MANAGING RISKS

No	Objective	Actions	Outcomes highlighting how these will be monitored	Timescales / Milestones	Lead Officer
1	Ensure that issues and concerns raised by EIA groups in the Strategy are addressed satisfactorily	The Council will continue to periodically arrange general liaison meetings with representatives of Age UK East London, Disability Back Up, Living Streets, Hackney Head teachers and other relevant stakeholders to discuss a range of issues - both location/scheme specific and strategic objectives.	The objectives and outcomes of the Transport Strategy will be monitored on a regular basis to identify if and where adverse impacts occur and mitigation measures will be proposed if required	On-going (meetings expected to continue at least 2/3 times a year)	Kevin Burke/ Chris Proctor
2	Minimising pedestrian cyclist conflict	<ul style="list-style-type: none"> <li>Continue to promote Considerate Cycling through campaigns with Parks &amp; Road Safety, the Canal &amp; River Trust, Park Users Groups etc.</li> <li>Work with the Police and other bodies to address instances of poor cyclist behaviour</li> </ul>	New considerate cycling signage/ banners at problematic locations	On-going	Maryann Allen/Kevin Burke/ Chris Proctor

3	Ensure that the design of proposed proposals and schemes (E.g. public realm schemes and plans for new cycle routes) do not discriminate against EIA groups	<ul style="list-style-type: none"> <li>Continue to frontload early involvement with stakeholder groups at throughout the project design process to capture any specific issues, problems or ideas and help steer the option/design development accordingly.</li> </ul>	Continue to hold these meetings at scheme concept, pre-design and scheme implementation stages	On-going	Chris Proctor/ Emma Browning/ Kevin Burke
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## References

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<i>Table of "10.Continued to advance the case for key public transport infrastructure improvements in Hackney and promoting linked trips, with Crossrail 2 at an advanced stage of implementation."</i>	17
<i>Table of "11.Enhanced residents' access to jobs, training and essential services without increasing congestion on public transport or roads."</i>	18
<i>Table of "12.Enhanced accessibility and mobility options for vulnerable groups allowing them to live independently."</i>	19
<i>Table of "13.To have significantly improved air quality and lowered carbon emissions from our transport system."</i>	20
<i>Table of "14.To be better prepared for the implications of climate change on the public realm and transport network."</i>	21
<i>Table of "15.To have reduced crime and improved safety on our transport network, in particular to have lower levels of cycle theft."</i>	22
<b>Cycling Plan</b>	24
<i>Question 3: How much do you agree with and support the vision of the Cycling Plan?</i>	24
<i>Table of "To make Hackney's roads the most attractive and safest roads for cycling in the UK, and a place where it is second nature for everyone, no matter what their age, background or ethnicity."</i>	24
<i>Question 4: How much do you agree with and support the objectives of the Cycling Plan?</i>	24
<i>Table of "1.To encourage presently reluctant cyclists to cycle; providing them with the confidence, information, skills and incentives they need."</i>	24
<i>Table of "2.To ensure every household has access to secure cycle parking facilities."</i>	25
<i>Table of "3.To tackle the causes of real and perceived road danger for cyclists through improvements to the physical environment and addressing instances of poor driver behaviour and danger from HGV's through education and enforcement campaigns."</i>	26
<i>Table of "4.To promote cycling's role in strengthening the borough's economy, and resident's health and well being."</i>	27
<i>Table of "5.To ensure that pedestrians and cyclists co-exist harmoniously, with cyclists adhering to road rules and being considerate to pedestrians."</i>	28
<i>Table of "6.Cycle training will continue to be a guaranteed right for everyone in Hackney"</i>	29
<i>Question 5: If you do not support the objectives and visions of the cycling plan, please state your reasons below.</i>	30



<i>Question 6: Please specify which policies and proposals that you agree with the most and why? Refer to proposals C1 to C54 in Appendix A of the Executive Summary</i>	30
<b>Walking Plan</b>	<b>31</b>
<i>Question 7: How much do you agree with and support the objectives of the Walking Plan?</i>	31
<i>Table of "1.To increase walking levels in Hackney for journey's to work, recreation and education and our town centres by promoting modal shift from private vehicles and buses."</i>	31
<i>Table of "2.To provide a high quality and fully accessible environment for walking by continuing to develop a safe, convenient, legible and attractive public realm."</i>	31
<i>Table of "3.To tackle the safety issues and barriers that prevents our residents and visitors from walking more in Hackney."</i>	32
<i>Table of "4.To promote walking's role in promoting linked trips and strengthening Hackney's visitor economy."</i>	33
<i>Table of "5.To develop and promote walking as a key public health initiative benefiting resident's health and well-being."</i>	34
<i>Question 8: If you do not agree, please tell us why?</i>	35
<i>Question 9: Please specify which policies and proposals that you agree with the most and why? Refer to proposals W1 to W28 in Appendix A of the Executive Summary</i>	35
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<i>Table of "1.To reduce the number of KSI casualties by 40% from a 2005-2009 baseline average of 127 to 76 on all roads, by 2020"</i>	36
<i>Table of "2.To reduce the number of casualties of all severities by 40% from a 2005-2009 baseline average of 948 to 569 on all roads, by 2020"</i>	36
<i>Question 11: Do you generally agree with and support the contents of the Road Safety Plan?</i>	37
<i>Table of "Please state here"</i>	37
<i>Question 12: If you do not agree, please tell us why?</i>	38
<i>Question 13: Please tell us about specific Road Safety Plan policies and proposals that you strongly support, and why? Refer to proposals RS1 to RS42 in Appendix A of the Executive Summary</i>	38
<b>Public Transport Plan</b>	<b>39</b>

<i>Question 14: Do you agree with and support the objectives of the Public Transport Plan?</i>	39
<i>Table of "1.Crossrail 2 proposals will be well advanced with an approved alignment through Hackney that maximises the benefits to the borough."</i>	39
<i>Table of "2.There will be improved public transport accessibility for all our residents to access emerging employment centres in Central London, Stratford and the Olympic Park and the Upper Lea Valley."</i>	39
<i>Table of "3.The East of the borough will have seen a substantial improvement in public transport services."</i>	40
<i>Table of "4.The Overground network will have had further improvements to provide additional capacity to keep up with increasing demand."</i>	41
<i>Table of "5.Significant capacity improvements and route upgrades will have been completed on the West Anglia Line."</i>	42
<i>Table of "6.There will have been a smooth transition of the West Anglia Line services to Mayoral control, with improved inner London rail services that have not lost out to non-stopping suburban services."</i>	43
<i>Table of "7.There will be improved interchange facilities and walking and cycling conditions at our key public transport stations."</i>	44
<i>Table of "8.The accessibility of Hackney's public transport will have been vastly improved with a fully accessible bus stop network, real-time service information, and step free access to the majority of stations in the borough."</i>	45
<i>Table of "9.Hackney will have the most comprehensive and continuous bus priority network in London reflecting the fact we have the highest levels of bus usage in London."</i>	46
<i>Table of "10.The stations in Hackney will be safe and secure with all day activity and oversight"</i>	47
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<b>Liveable Neighbourhoods Plan</b>	<b>50</b>

<i>Question 18: How much do you agree with and support the objectives of the Liveable Neighbourhoods Plan?</i>	50
<i>Table of "1.Hackney has the most liveable and sustainable neighbourhoods and streets in London."</i>	50
<i>Table of "2.Hackney's neighbourhoods and streets are healthy, safe and attractive places to enjoy and spend time in for residents from every age and background, and places which support community cohesion."</i>	50
<i>Table of "3.Hackney's neighbourhoods and streets will be prepared for the implications of climate change."</i>	51
<i>Table of "4.Hackney's neighbourhoods and streets will have been retrofitted to facilitate the transition to electric vehicle technology, and traffic based air pollution is no longer affecting the health of residents"</i>	52
<i>Table of "5.Hackney residents will not need to own a private car because of the easy availability of car club and car sharing vehicles."</i>	53
<i>Question 19: Do you generally agree with and support the contents of the Liveable Neighbourhoods Plan?</i>	54
<i>Table of "Agreement"</i>	54
<i>Question 20: If you do not agree, please tell us why?</i>	55
<i>Question 21: Please specify which policies and proposals that you agree with the most and why? Refer to proposals LN1 to LN18 in Appendix A of the Executive Summary</i>	55
<b>Draft Sustainable Transport Supplementary Planning Document</b>	<b>56</b>
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<i>Table of "To ensure that development in Hackney does not adversely impact on, and takes every opportunity to, enhance the safety, efficiency, attractiveness and sustainability of the transport network."</i>	56
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<b>About you</b>	<b>57</b>
<i>Question 24: Age: what is your age group?</i>	57
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<i>Question 25: Caring responsibilities: A carer is someone who spends a significant proportion of their time providing unpaid support to a family member, partner or friend who is ill, frail disabled or has mental health or substance misuse problems.Do you regularly provide unpaid support caring for someone?</i>	58
<i>Table of "Caring responsibilities"</i>	58
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<i>Question 26: Do you consider yourself to be disabled?</i>	59
<i>Table of "Disability"</i>	59
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<i>Question 29: Are you...</i>	61
<i>Table of "Gender"</i>	61
<i>Question 30: Is your gender identity different to the sex you were assumed to be at birth?</i>	61
<i>Table of "Gender Identity"</i>	61
<i>Question 31: If you prefer to use your own term please provide this here</i>	62
<b>Religion or belief</b>	63
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<i>Table of "Religion/Faith"</i>	63
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<i>Table of "Postcode"</i>	65
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## Overview

This report was created on Monday 05 January 2015 at 11:45.

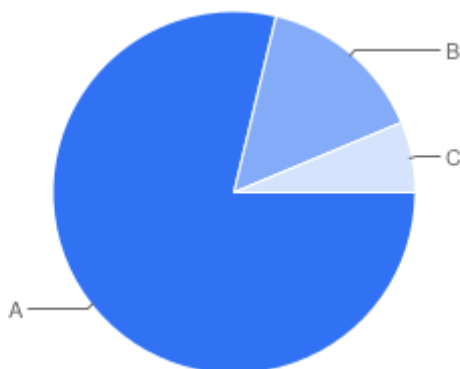
From **28/07/2014** to **07/11/2014**, Hackney Council ran a consultation entitled '*Hackney Draft Transport Strategy 2014 - 2024*'. This report covers the online element of the consultation process, which was run from <http://consultation.hackney.gov.uk/streetscene/draft-hackney-transport-strategy>

## Introduction

### The Vision

**Question 1: Do you agree with and support the Vision and Goals of the Transport Strategy?**

Table of "Vision"



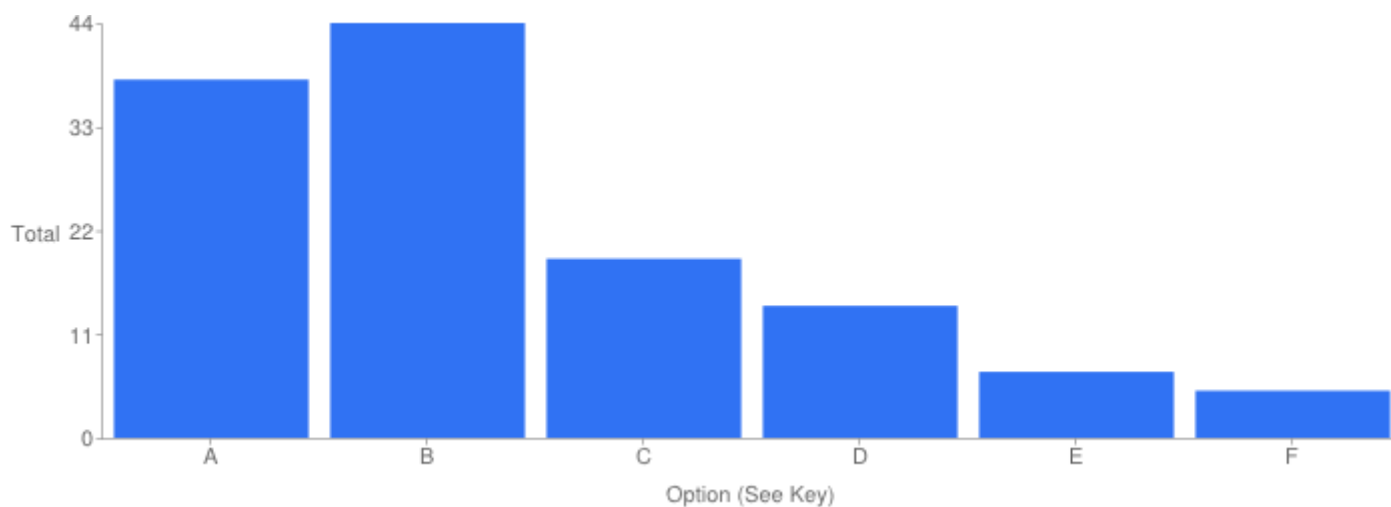
Key	Option	Total	Percent of All
A	Yes	100	78.74%
B	No (If not please specify below)	19	14.96%
C	Not Answered	8	6.299%

There are **42** responses to this part of the question.

## Goals

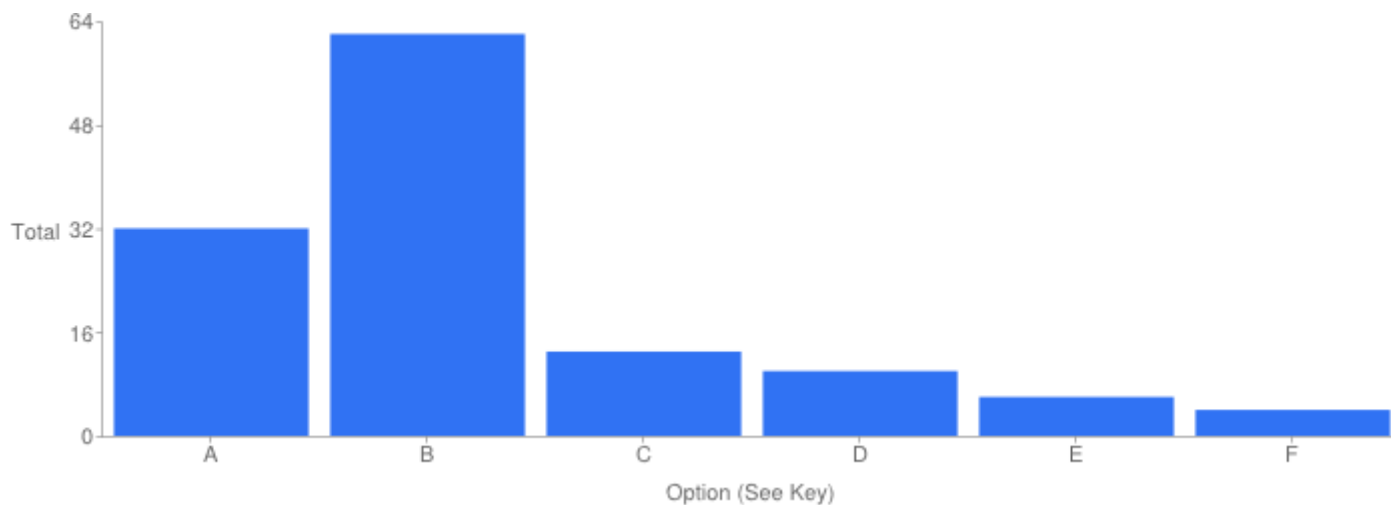
**Question 2: How much do you agree with and support the Goals of the Transport Strategy?**

**Table of "1.Hackney is renowned for having the most pedestrian and cyclist friendly neighbourhoods, streets and public realm in London."**



Key	Option	Total	Percent of All
A	Strongly agree	38	29.92%
B	Agree	44	34.65%
C	Neither agree or disagree	19	14.96%
D	Disagree	14	11.02%
E	Strongly disagree	7	5.512%
F	Not Answered	5	3.937%

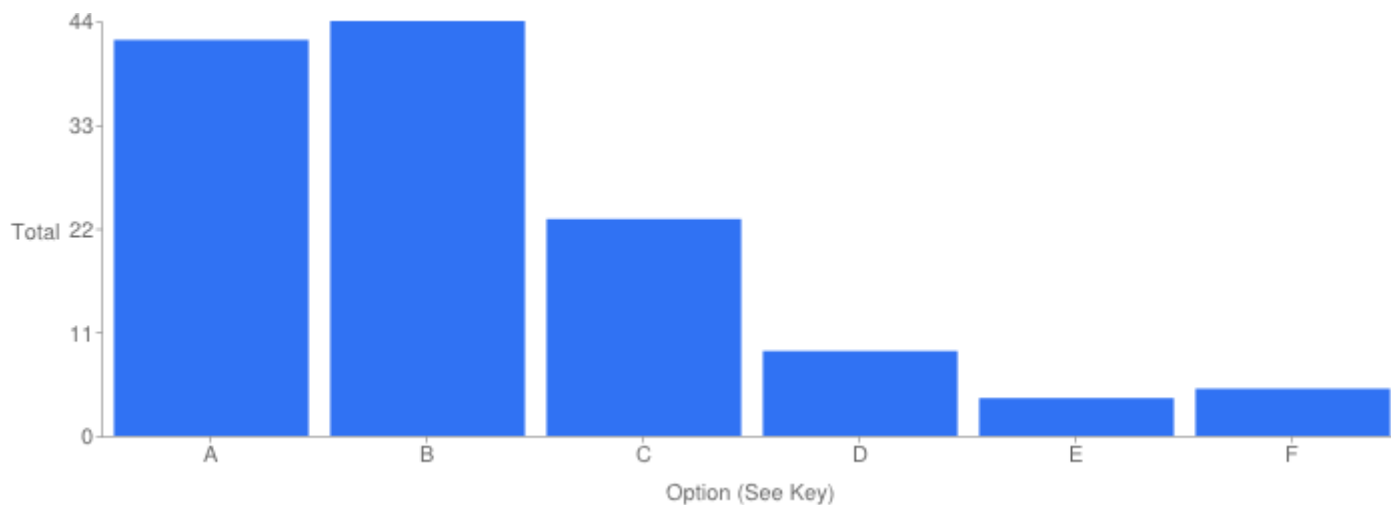
**Table of "2.Hackney remains one of London's most liveable boroughs with green, safe and thriving neighbourhoods, streets and public spaces where different communities get on and interact."**



Key	Option	Total	Percent of All
A	Strongly agree	32	25.20%
B	Agree	62	48.82%
C	Neither agree or disagree	13	10.24%
D	Disagree	10	7.874%
E	Strongly disagree	6	4.724%
F	Not Answered	4	3.150%

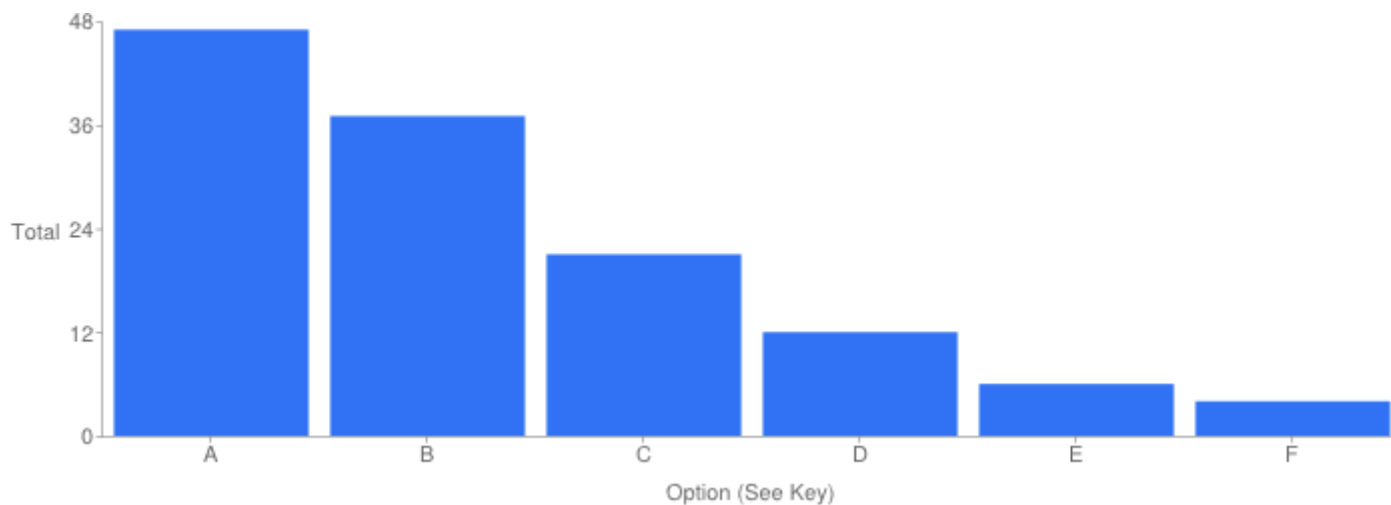
Table of "3.To have played an important role in improved resident’s health and well being, as well as tackling obesity levels through higher rates of active travel."





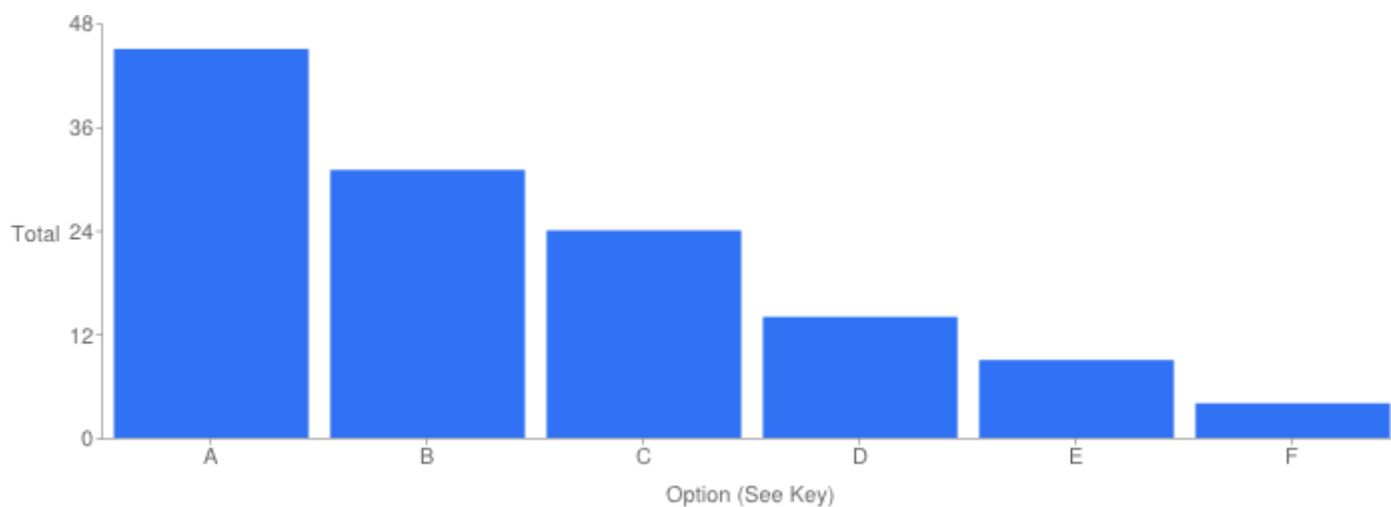
Key	Option	Total	Percent of All
A	Strongly agree	42	33.07%
B	Agree	44	34.65%
C	Neither agree or disagree	23	18.11%
D	Disagree	9	7.087%
E	Strongly disagree	4	3.150%
F	Not Answered	5	3.937%

Table of "4.To have substantially reduced road danger for all our residents but particularly more vulnerable groups such as older people and children and especially vulnerable road users such as cyclists, pedestrians and motorcyclists."



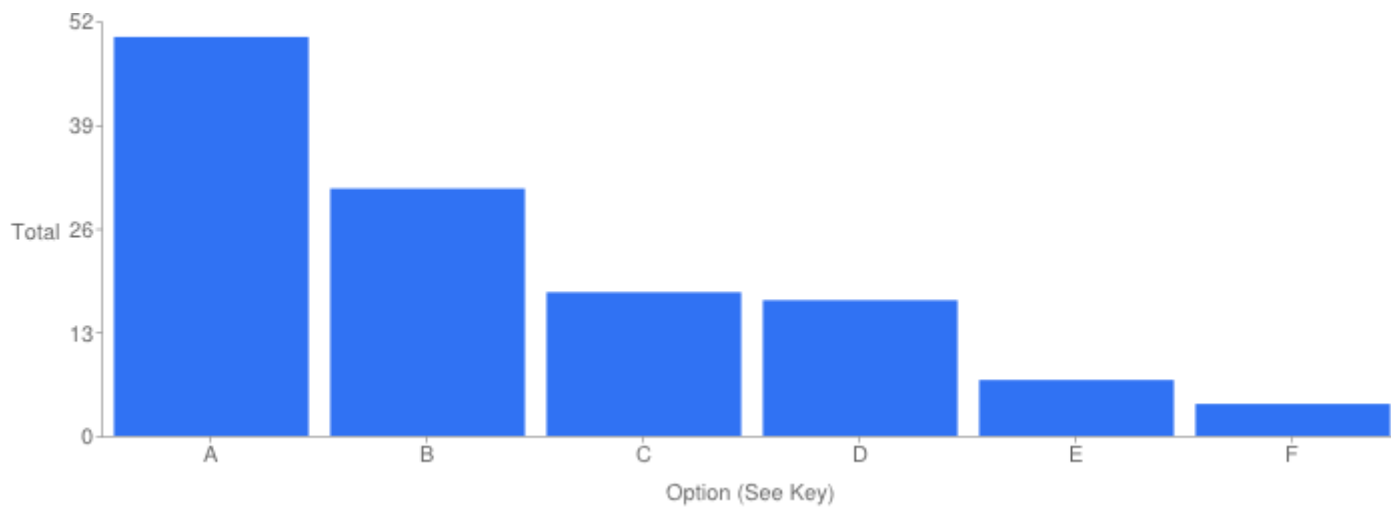
Key	Option	Total	Percent of All
A	Strongly agree	47	37.01%
B	Agree	37	29.13%
C	Neither agree or disagree	21	16.54%
D	Disagree	12	9.449%
E	Strongly disagree	6	4.724%
F	Not Answered	4	3.150%

Table of "5.To have continued the reduction in car ownership and created an environment where owning a private car is not the norm."



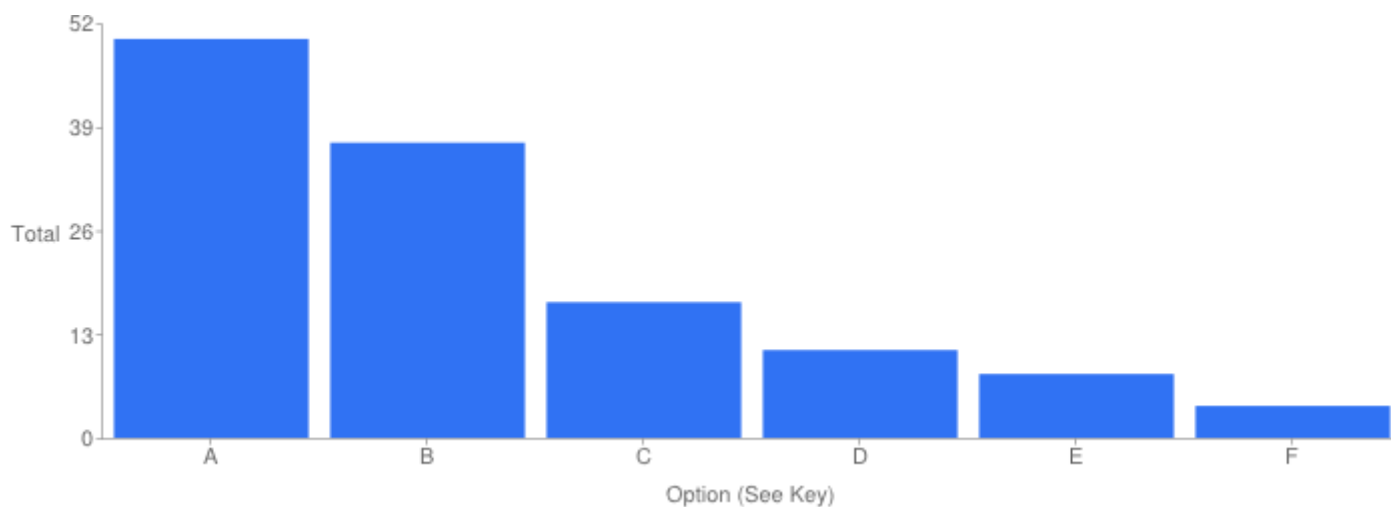
Key	Option	Total	Percent of All
A	Strongly agree	45	35.43%
B	Agree	31	24.41%
C	Neither agree or disagree	24	18.90%
D	Disagree	14	11.02%
E	Strongly disagree	9	7.087%
F	Not Answered	4	3.150%

Table of "6.To have continued to reduce the need to travel by car for any journey purpose, whether it be shopping, leisure or work."



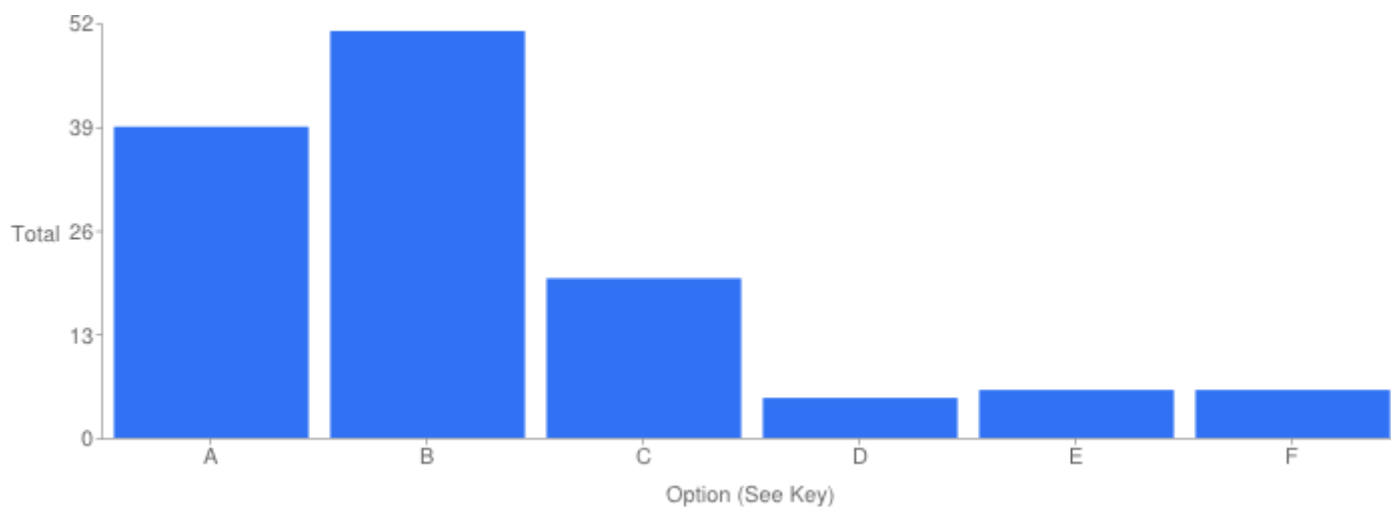
Key	Option	Total	Percent of All
A	Strongly agree	50	39.37%
B	Agree	31	24.41%
C	Neither agree or disagree	18	14.17%
D	Disagree	17	13.39%
E	Strongly disagree	7	5.512%
F	Not Answered	4	3.150%

**Table of "7.To have restrained the levels of external traffic entering and exiting the borough and using it as rat-run to get elsewhere."**



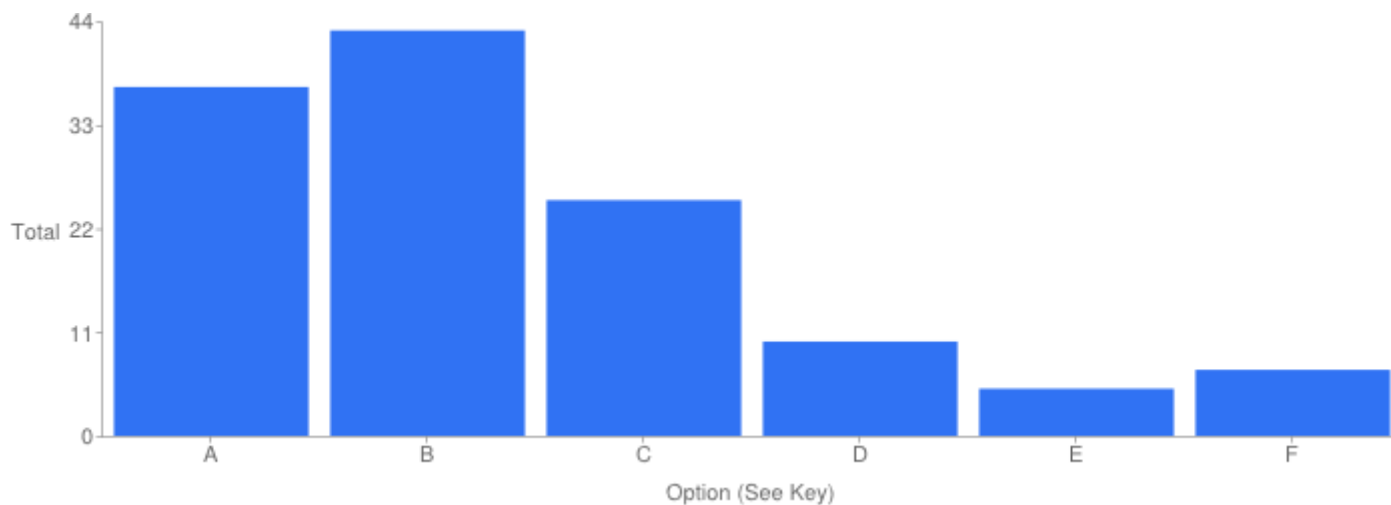
Key	Option	Total	Percent of All
A	Strongly agree	50	39.37%
B	Agree	37	29.13%
C	Neither agree or disagree	17	13.39%
D	Disagree	11	8.661%
E	Strongly disagree	8	6.299%
F	Not Answered	4	3.150%

Table of "8.To have strengthened sustainable transport’s role in facilitating Hackney’s continued regeneration and supporting the local economy through initiatives such as the ‘Love Hackney. Shop Local’ campaign."



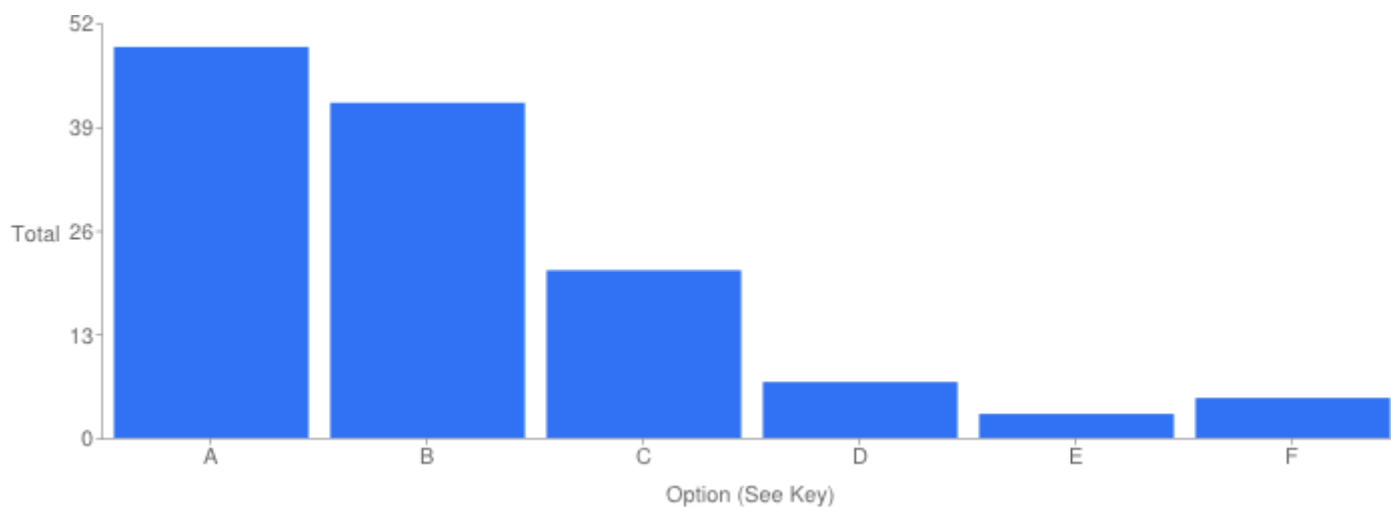
Key	Option	Total	Percent of All
A	Strongly agree	39	30.71%
B	Agree	51	40.16%
C	Neither agree or disagree	20	15.75%
D	Disagree	5	3.937%
E	Strongly disagree	6	4.724%
F	Not Answered	6	4.724%

**Table of "9.To have integrated the Queen Elizabeth Olympic Park into the fabric of the borough and maintained the successful legacy of the Games."**



Key	Option	Total	Percent of All
A	Strongly agree	37	29.13%
B	Agree	43	33.86%
C	Neither agree or disagree	25	19.69%
D	Disagree	10	7.874%
E	Strongly disagree	5	3.937%
F	Not Answered	7	5.512%

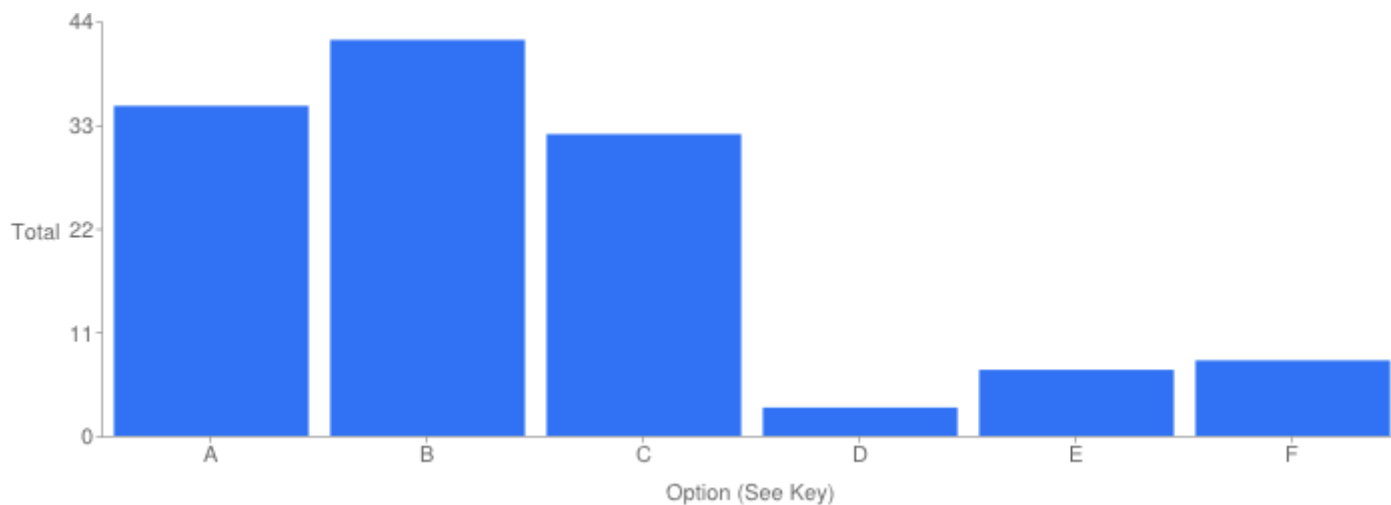
Table of "10.Continued to advance the case for key public transport infrastructure improvements in Hackney and promoting linked trips, with Crossrail 2 at an advanced stage of implementation."



Key	Option	Total	Percent of All
A	Strongly agree	49	38.58%
B	Agree	42	33.07%
C	Neither agree or disagree	21	16.54%
D	Disagree	7	5.512%
E	Strongly disagree	3	2.362%
F	Not Answered	5	3.937%

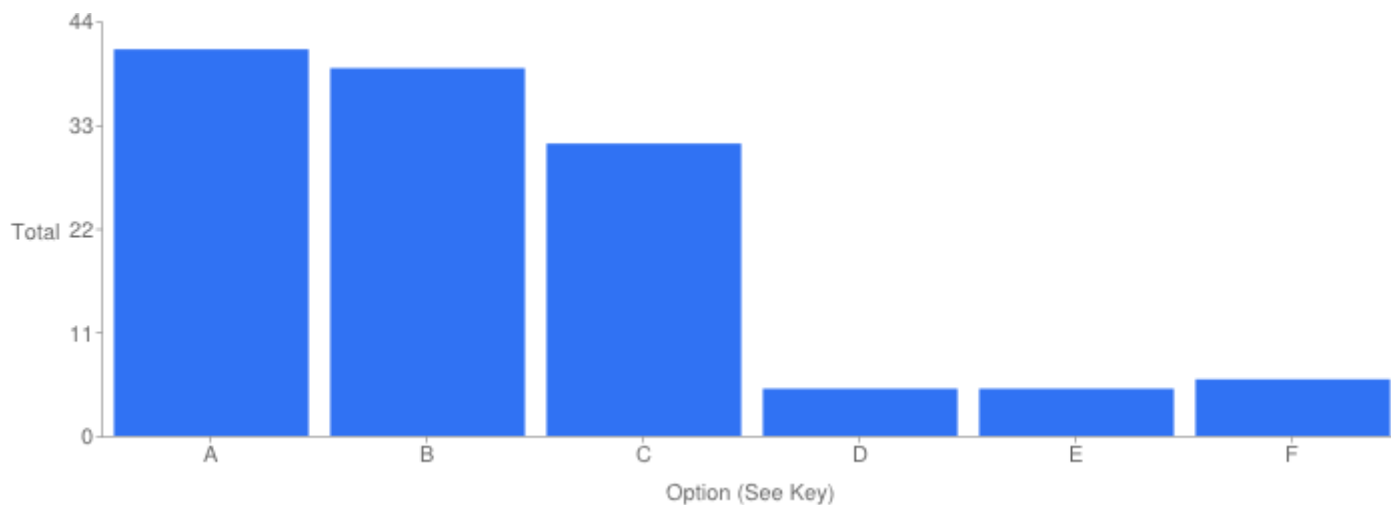
**Table of "11.Enhanced residents' access to jobs, training and essential services without increasing congestion on public transport or roads."**





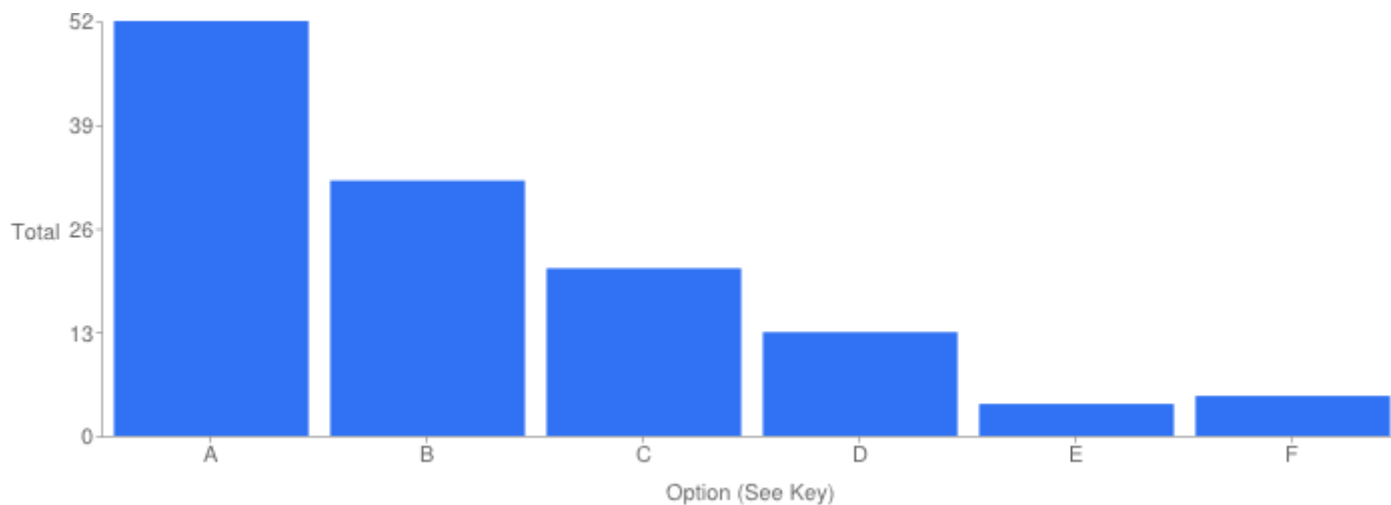
Key	Option	Total	Percent of All
A	Strongly agree	35	27.56%
B	Agree	42	33.07%
C	Neither agree or disagree	32	25.20%
D	Disagree	3	2.362%
E	Strongly disagree	7	5.512%
F	Not Answered	8	6.299%

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



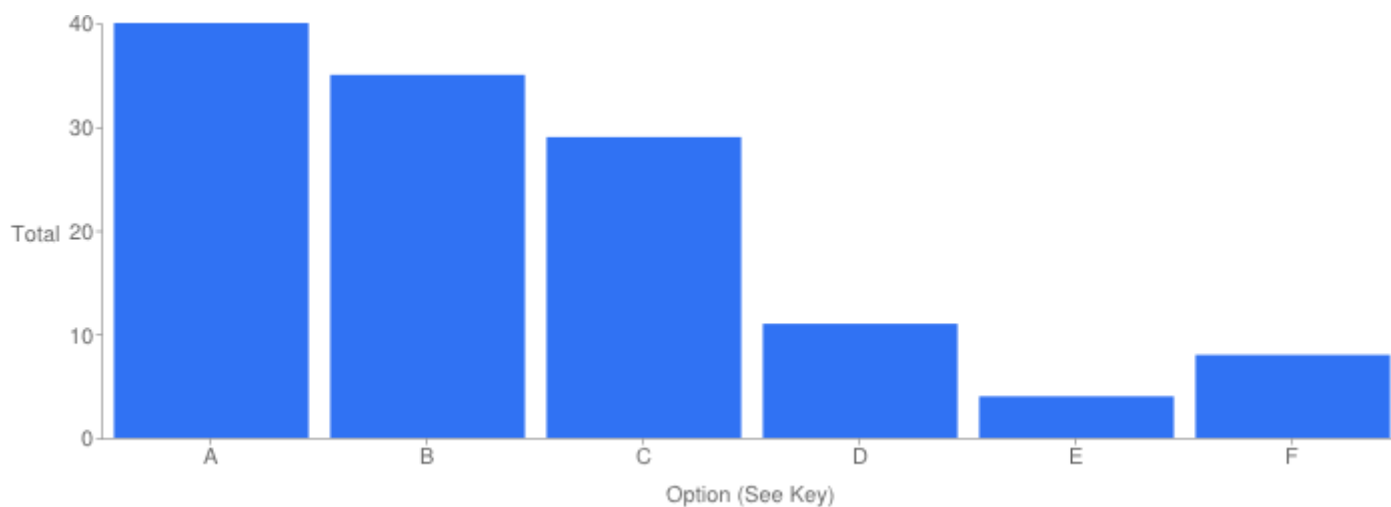
Key	Option	Total	Percent of All
A	Strongly agree	41	32.28%
B	Agree	39	30.71%
C	Neither agree or disagree	31	24.41%
D	Disagree	5	3.937%
E	Strongly disagree	5	3.937%
F	Not Answered	6	4.724%

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



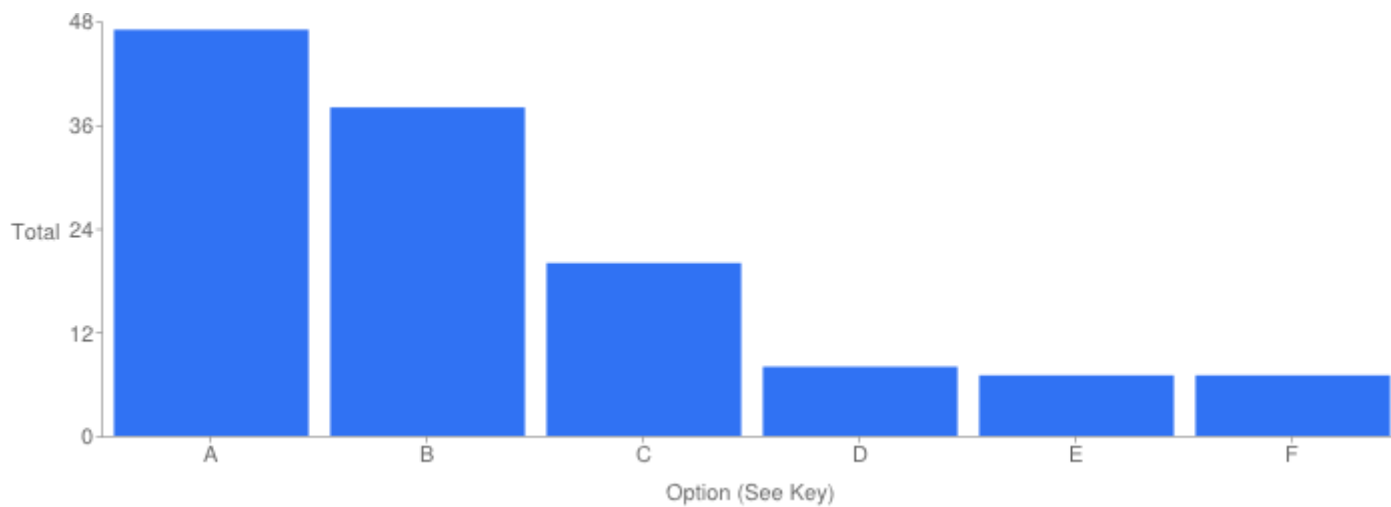
Key	Option	Total	Percent of All
A	Strongly agree	52	40.94%
B	Agree	32	25.20%
C	Neither agree or disagree	21	16.54%
D	Disagree	13	10.24%
E	Strongly disagree	4	3.150%
F	Not Answered	5	3.937%

Table of "14.To be better prepared for the implications of climate change on the public realm and transport network."



Key	Option	Total	Percent of All
A	Strongly agree	40	31.50%
B	Agree	35	27.56%
C	Neither agree or disagree	29	22.83%
D	Disagree	11	8.661%
E	Strongly disagree	4	3.150%
F	Not Answered	8	6.299%

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

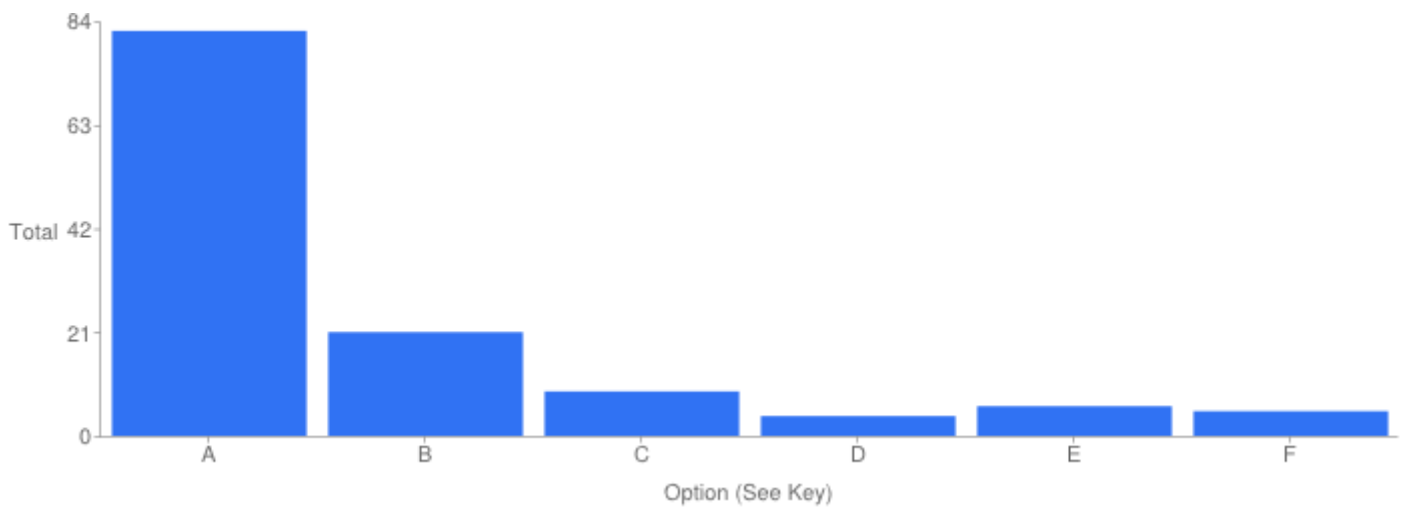


Key	Option	Total	Percent of All
A	Strongly agree	47	37.01%
B	Agree	38	29.92%
C	Neither agree or disagree	20	15.75%
D	Disagree	8	6.299%
E	Strongly disagree	7	5.512%
F	Not Answered	7	5.512%

## Cycling Plan

**Question 3: How much do you agree with and support the vision of the Cycling Plan?**

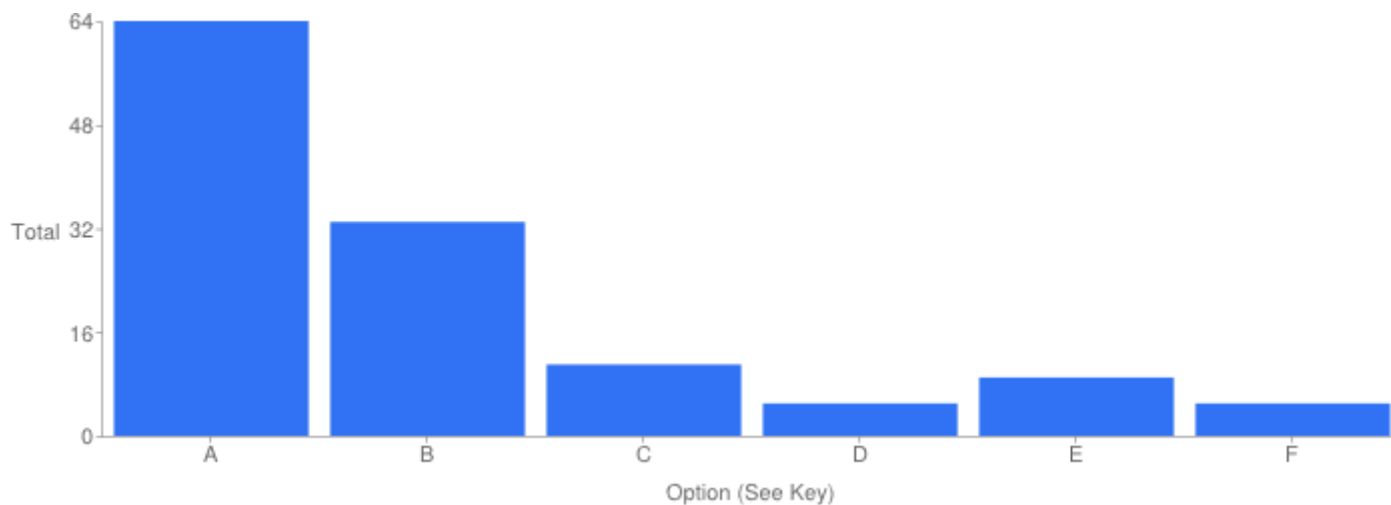
Table of "To make Hackney's roads the most attractive and safest roads for cycling in the UK, and a place where it is second nature for everyone, no matter what their age, background or ethnicity."



Key	Option	Total	Percent of All
A	Strongly agree	82	64.57%
B	Agree	21	16.54%
C	Neither agree or disagree	9	7.087%
D	Disagree	4	3.150%
E	Strongly disagree	6	4.724%
F	Not Answered	5	3.937%

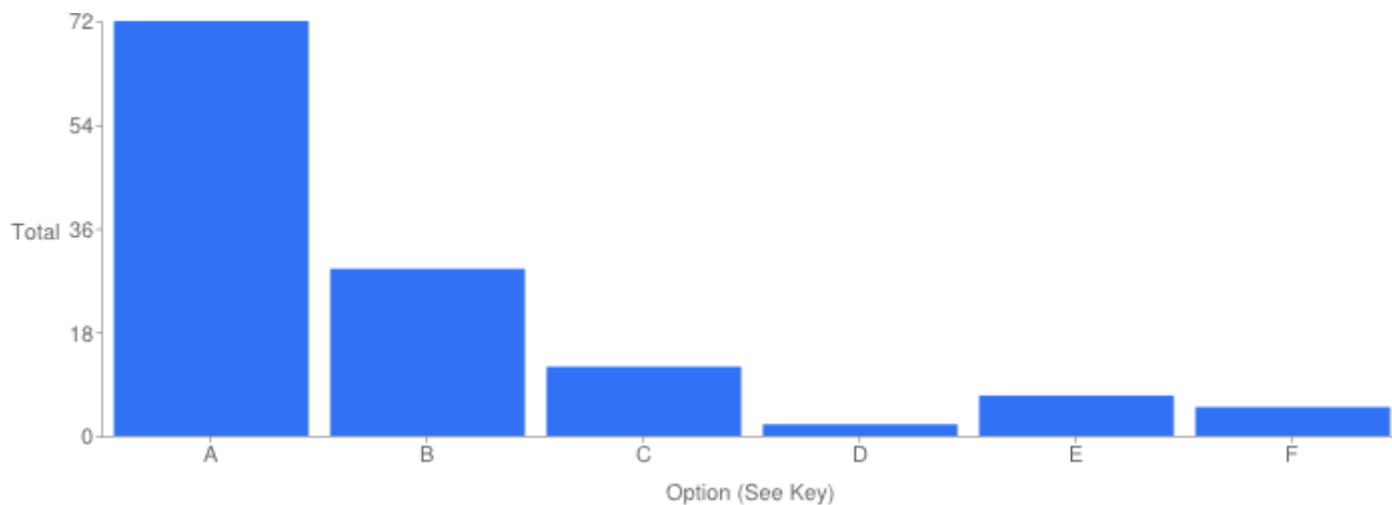
**Question 4: How much do you agree with and support the objectives of the Cycling Plan?**

Table of "1.To encourage presently reluctant cyclists to cycle; providing them with the confidence, information, skills and incentives they need."



Key	Option	Total	Percent of All
A	Strongly agree	64	50.39%
B	Agree	33	25.98%
C	Neither agree or disagree	11	8.661%
D	Disagree	5	3.937%
E	Strongly disagree	9	7.087%
F	Not Answered	5	3.937%

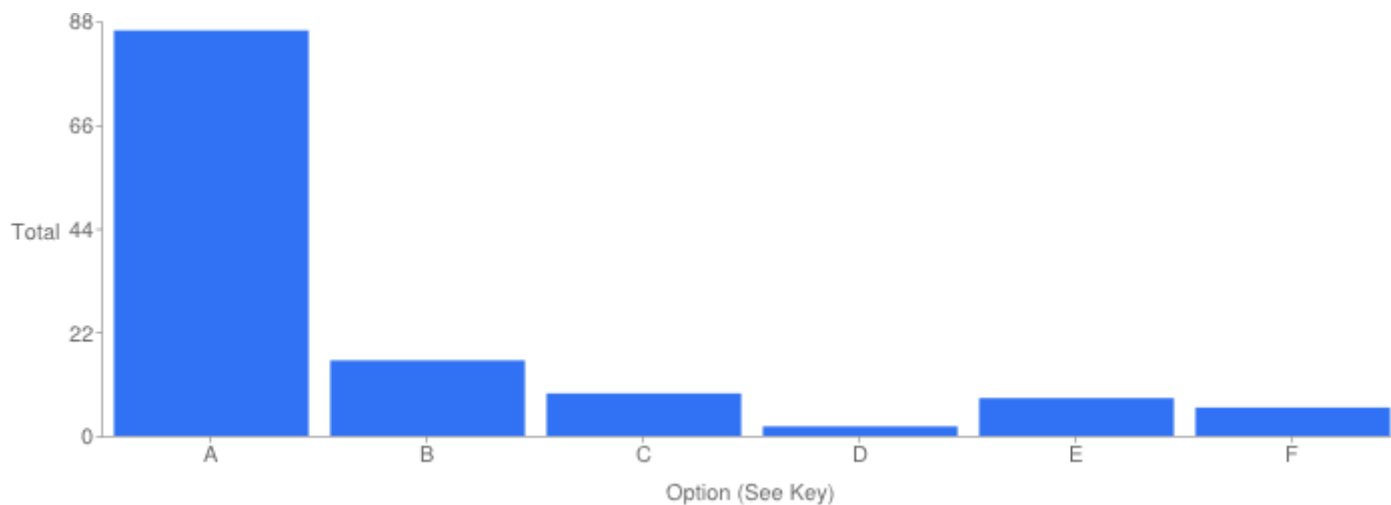
Table of "2.To ensure every household has access to secure cycle parking facilities."



Key	Option	Total	Percent of All
A	Strongly agree	72	56.69%
B	Agree	29	22.83%
C	Neither agree or disagree	12	9.449%
D	Disagree	2	1.575%
E	Strongly disagree	7	5.512%
F	Not Answered	5	3.937%

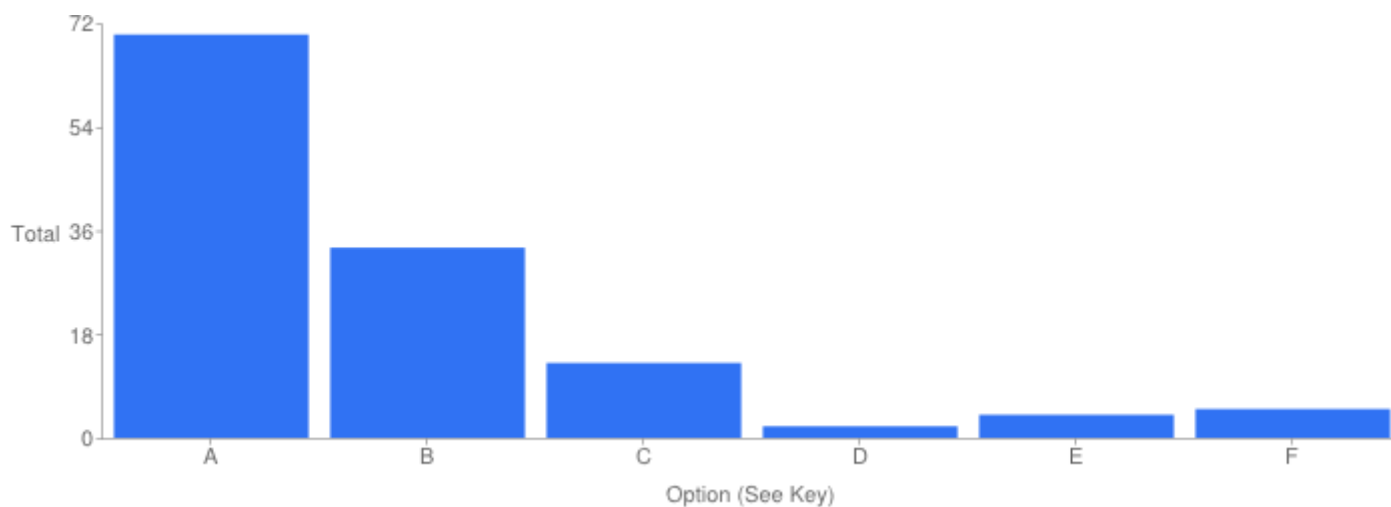
Table of "3.To tackle the causes of real and perceived road danger for cyclists through improvements to the physical environment and addressing instances of poor driver behaviour and danger from HGV's through education and enforcement campaigns."





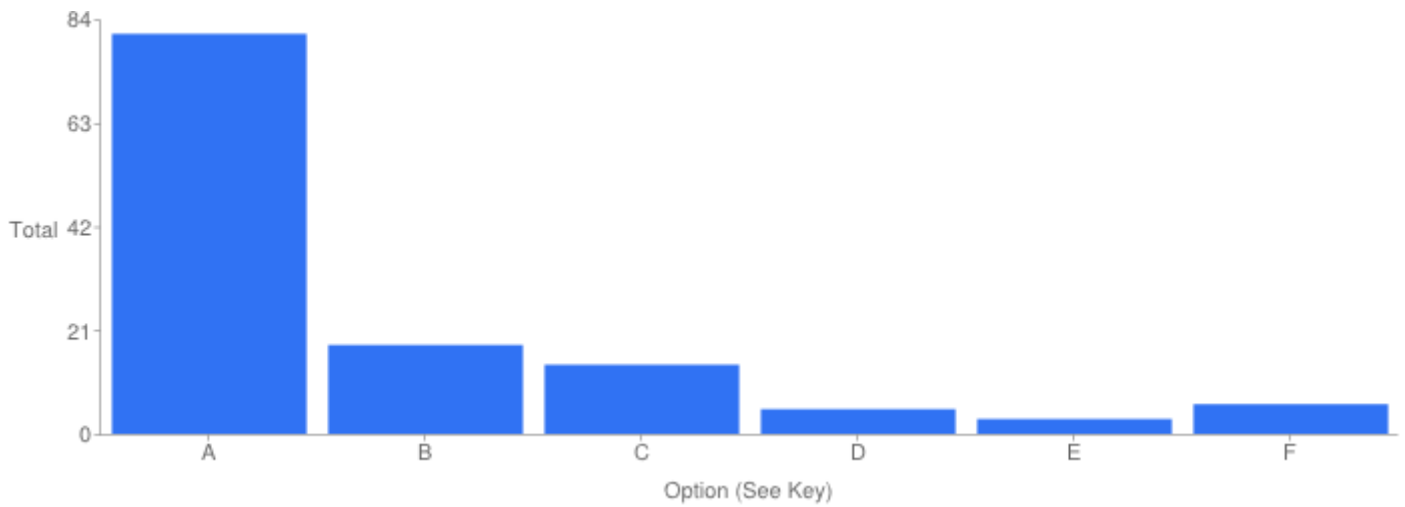
Key	Option	Total	Percent of All
A	Strongly agree	86	67.72%
B	Agree	16	12.60%
C	Neither agree or disagree	9	7.087%
D	Disagree	2	1.575%
E	Strongly disagree	8	6.299%
F	Not Answered	6	4.724%

Table of "4.To promote cycling’s role in strengthening the borough’s economy, and resident’s health and well being."



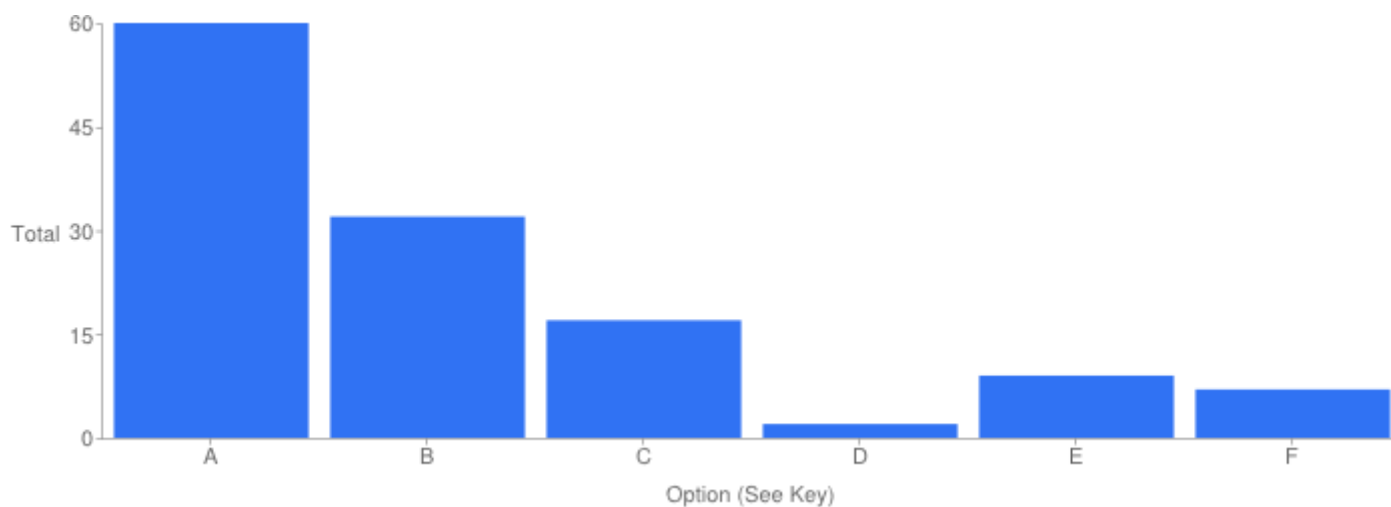
Key	Option	Total	Percent of All
A	Strongly agree	70	55.12%
B	Agree	33	25.98%
C	Neither agree or disagree	13	10.24%
D	Disagree	2	1.575%
E	Strongly disagree	4	3.150%
F	Not Answered	5	3.937%

Table of "5.To ensure that pedestrians and cyclists co-exist harmoniously, with cyclists adhering to road rules and being considerate to pedestrians."



Key	Option	Total	Percent of All
A	Strongly agree	81	63.78%
B	Agree	18	14.17%
C	Neither agree or disagree	14	11.02%
D	Disagree	5	3.937%
E	Strongly disagree	3	2.362%
F	Not Answered	6	4.724%

Table of "6.Cycle training will continue to be a guaranteed right for everyone in Hackney"



Key	Option	Total	Percent of All
A	Strongly agree	60	47.24%
B	Agree	32	25.20%
C	Neither agree or disagree	17	13.39%
D	Disagree	2	1.575%
E	Strongly disagree	9	7.087%
F	Not Answered	7	5.512%

**Question 5: If you do not support the objectives and visions of the cycling plan, please state your reasons below.**

There are **39** responses to this part of the question.

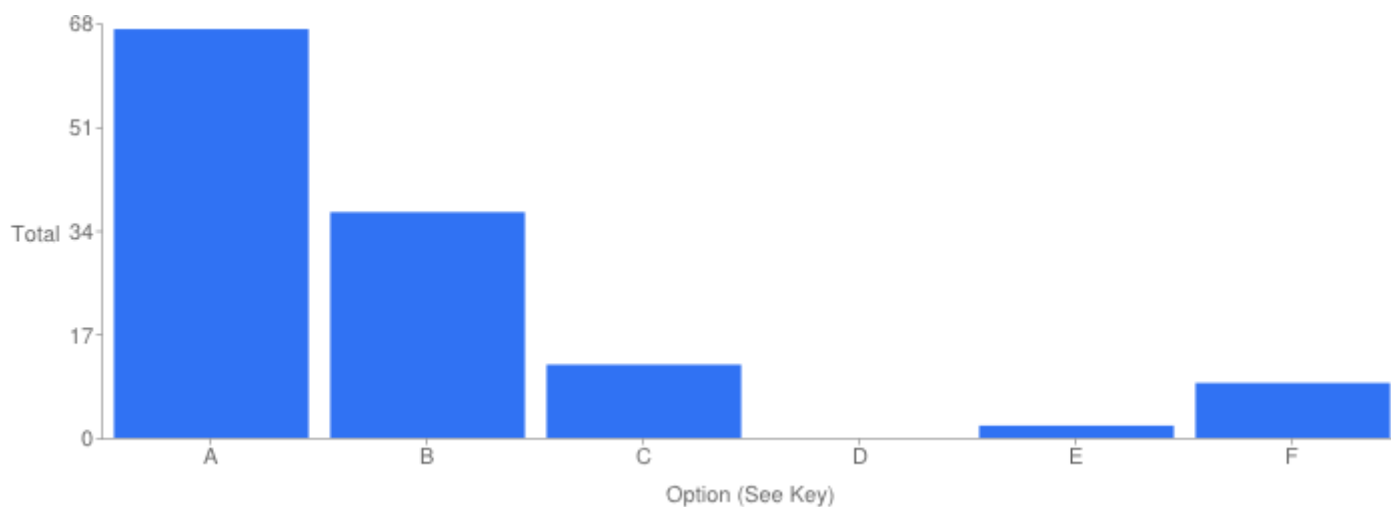
**Question 6: Please specify which policies and proposals that you agree with the most and why? Refer to proposals C1 to C54 in Appendix A of the Executive Summary**

There are **70** responses to this part of the question.

## Walking Plan

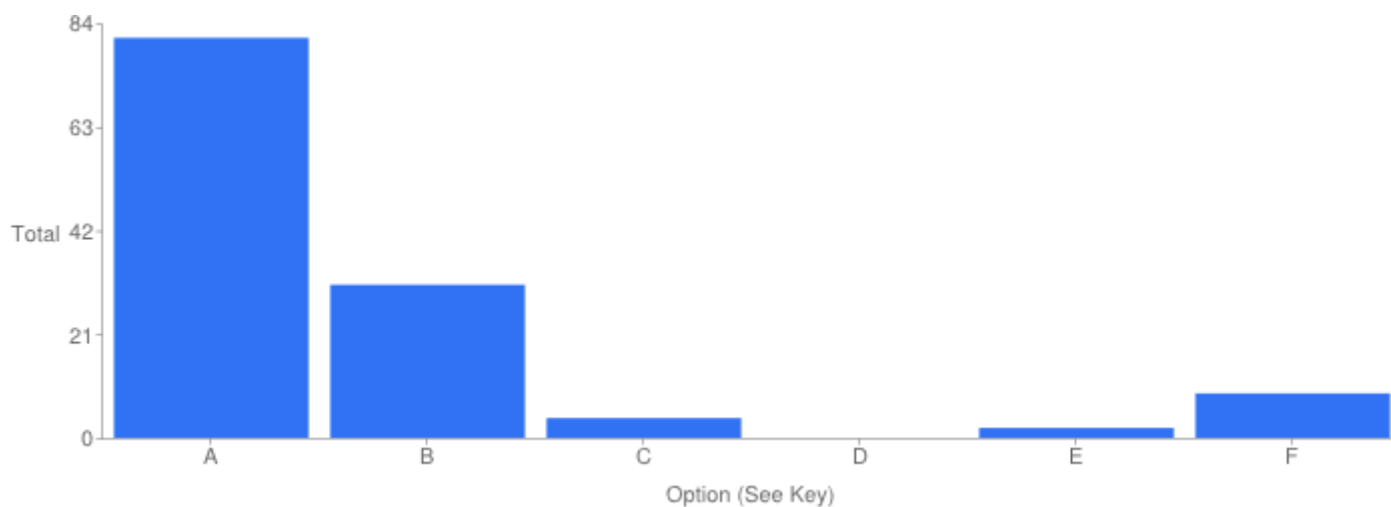
**Question 7: How much do you agree with and support the objectives of the Walking Plan?**

**Table of "1.To increase walking levels in Hackney for journey’s to work, recreation and education and our town centres by promoting modal shift from private vehicles and buses."**



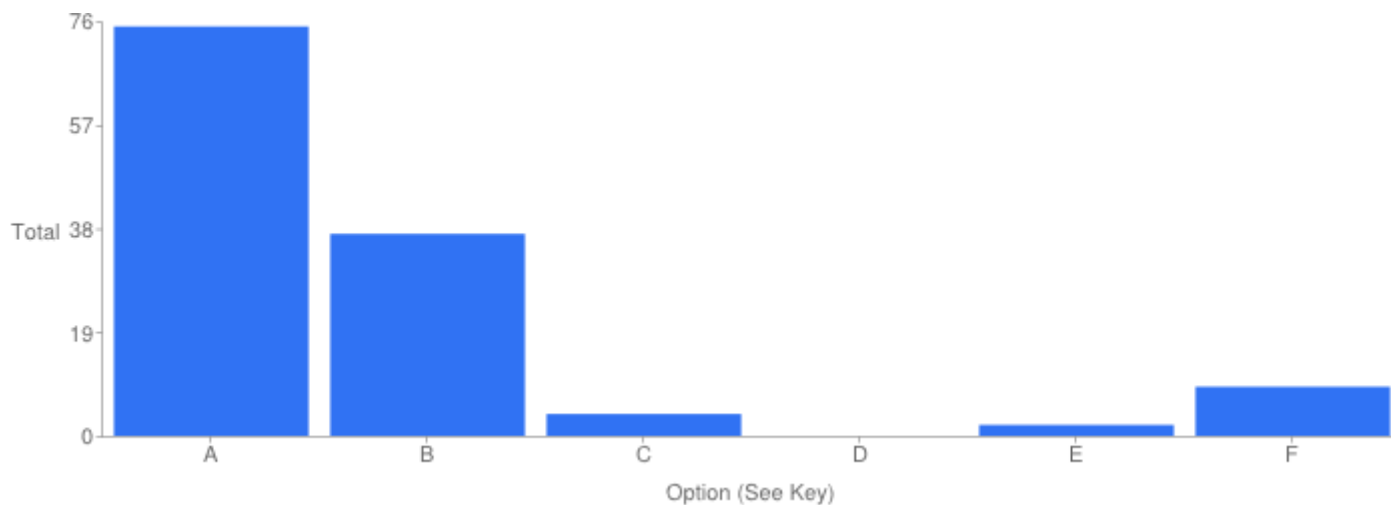
Key	Option	Total	Percent of All
A	Strongly agree	67	52.76%
B	Agree	37	29.13%
C	Neither agree or disagree	12	9.449%
D	Disagree	0	0%
E	Strongly disagree	2	1.575%
F	Not Answered	9	7.087%

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



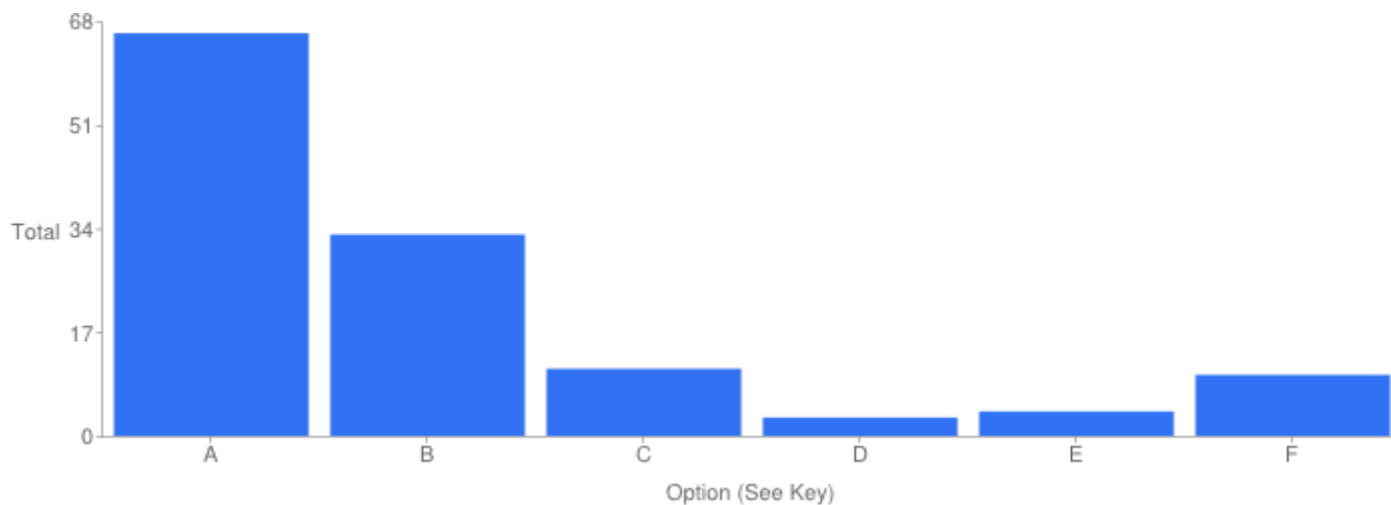
Key	Option	Total	Percent of All
A	Strongly agree	81	63.78%
B	Agree	31	24.41%
C	Neither agree or disagree	4	3.150%
D	Disagree	0	0%
E	Strongly disagree	2	1.575%
F	Not Answered	9	7.087%

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



Key	Option	Total	Percent of All
A	Strongly agree	75	59.06%
B	Agree	37	29.13%
C	Neither agree or disagree	4	3.150%
D	Disagree	0	0%
E	Strongly disagree	2	1.575%
F	Not Answered	9	7.087%

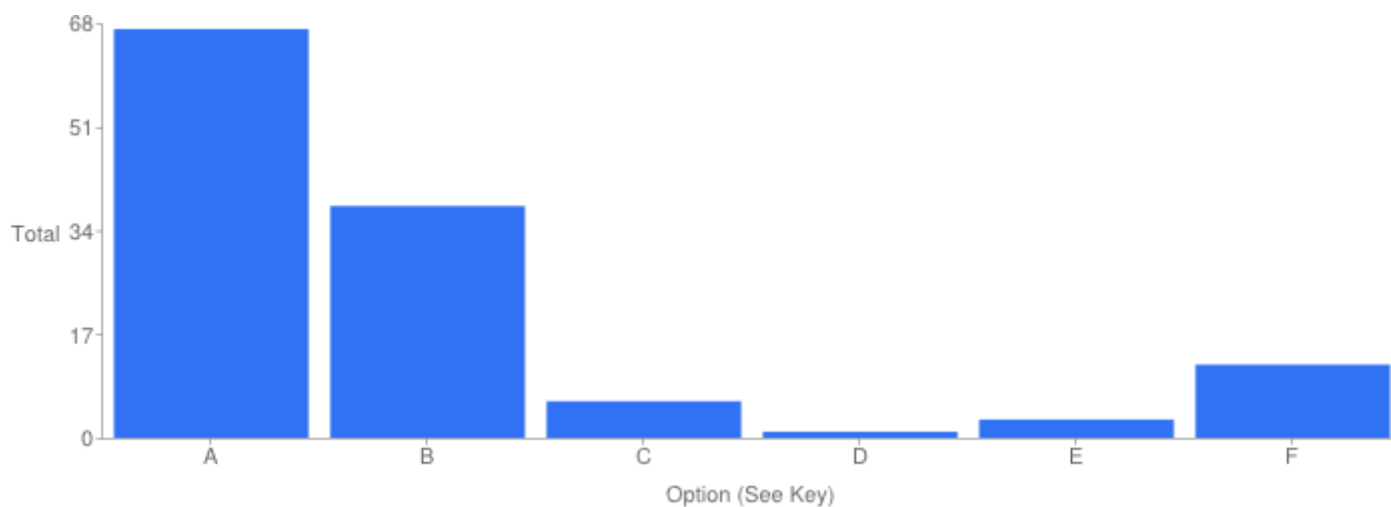
Table of "4.To promote walking’s role in promoting linked trips and strengthening Hackney’s visitor economy."



Key	Option	Total	Percent of All
A	Strongly agree	66	51.97%
B	Agree	33	25.98%
C	Neither agree or disagree	11	8.661%
D	Disagree	3	2.362%
E	Strongly disagree	4	3.150%
F	Not Answered	10	7.874%

Table of "5.To develop and promote walking as a key public health initiative benefiting resident’s health and well-being."





Key	Option	Total	Percent of All
A	Strongly agree	67	52.76%
B	Agree	38	29.92%
C	Neither agree or disagree	6	4.724%
D	Disagree	1	0.7874%
E	Strongly disagree	3	2.362%
F	Not Answered	12	9.449%

**Question 8: If you do not agree, please tell us why?**

There are **16** responses to this part of the question.

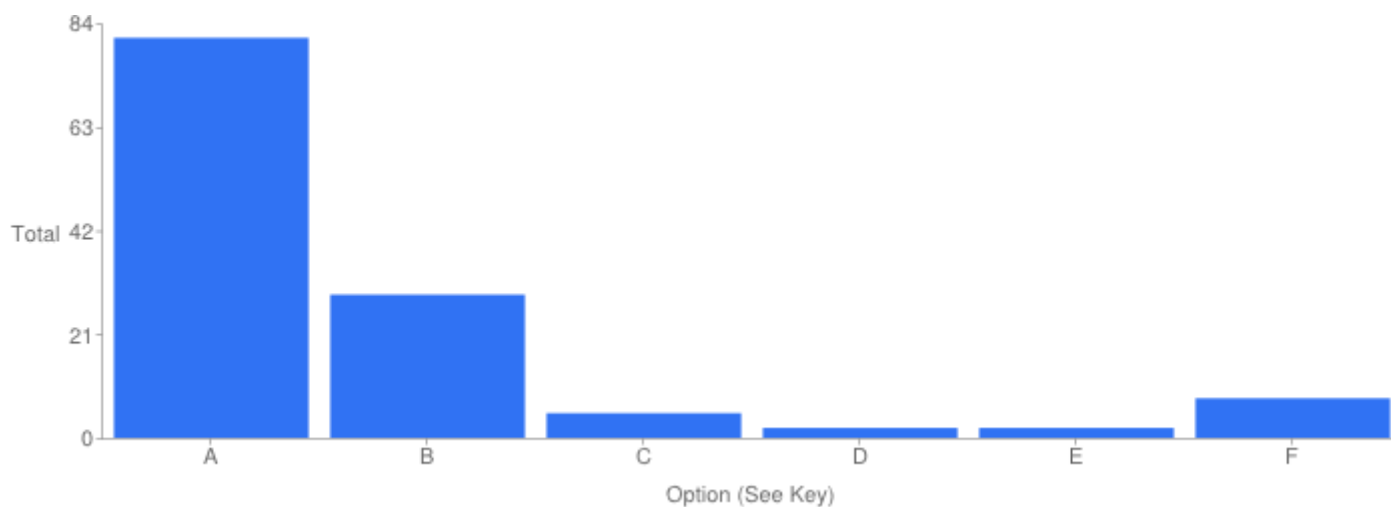
**Question 9: Please specify which policies and proposals that you agree with the most and why? Refer to proposals W1 to W28 in Appendix A of the Executive Summary**

There are **42** responses to this part of the question.

## Road Safety Plan

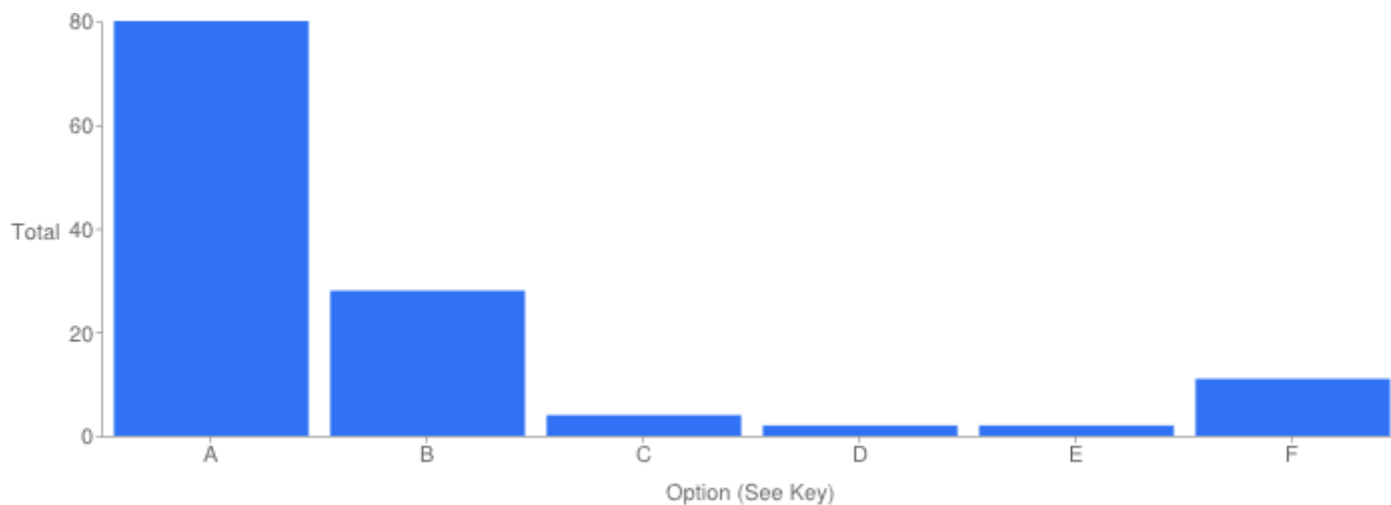
**Question 10: Do you agree with and support the objectives of the Road Safety Plan?**

**Table of "1.To reduce the number of KSI casualties by 40% from a 2005-2009 baseline average of 127 to 76 on all roads, by 2020"**



Key	Option	Total	Percent of All
A	Strongly agree	81	63.78%
B	Agree	29	22.83%
C	Neither agree or disagree	5	3.937%
D	Disagree	2	1.575%
E	Strongly disagree	2	1.575%
F	Not Answered	8	6.299%

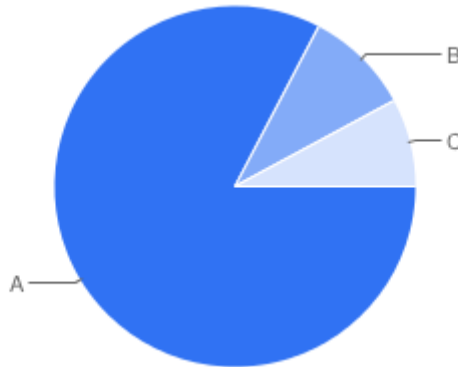
**Table of "2.To reduce the number of casualties of all severities by 40% from a 2005-2009 baseline average of 948 to 569 on all roads, by 2020"**



Key	Option	Total	Percent of All
A	Strongly agree	80	62.99%
B	Agree	28	22.05%
C	Neither agree or disagree	4	3.150%
D	Disagree	2	1.575%
E	Strongly disagree	2	1.575%
F	Not Answered	11	8.661%

**Question 11: Do you generally agree with and support the contents of the Road Safety Plan?**

Table of "Please state here"



Key	Option	Total	Percent of All
A	Yes	105	82.68%
B	No	12	9.449%
C	Not Answered	10	7.874%

**Question 12: If you do not agree, please tell us why?**

There are **21** responses to this part of the question.

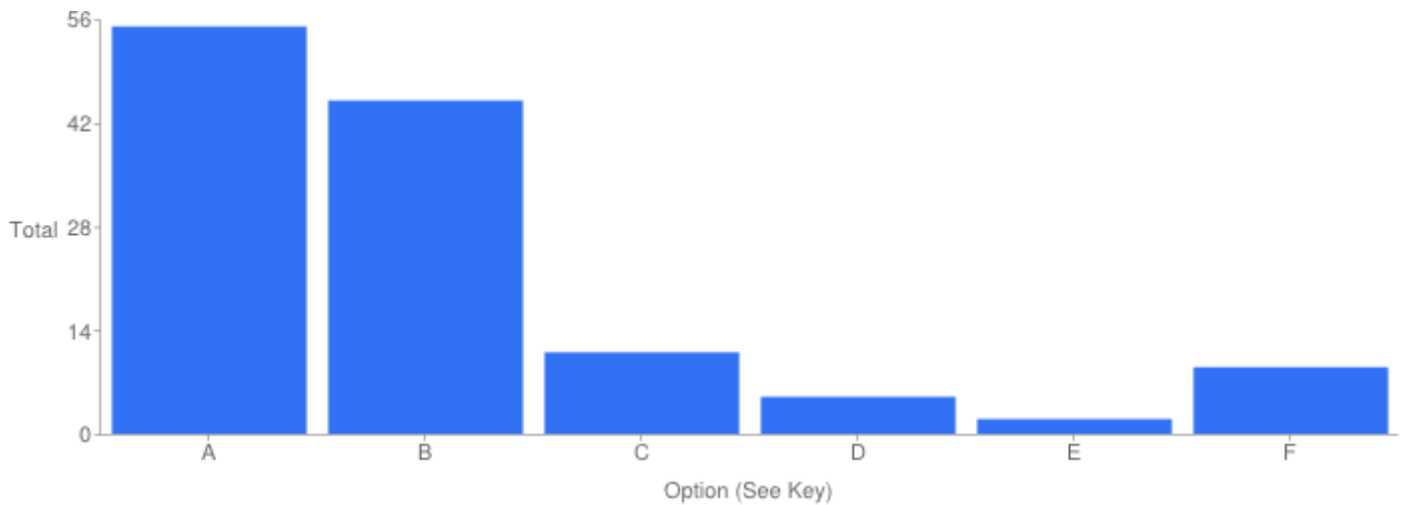
**Question 13: Please tell us about specific Road Safety Plan policies and proposals that you strongly support, and why? Refer to proposals RS1 to RS42 in Appendix A of the Executive Summary**

There are **38** responses to this part of the question.

## Public Transport Plan

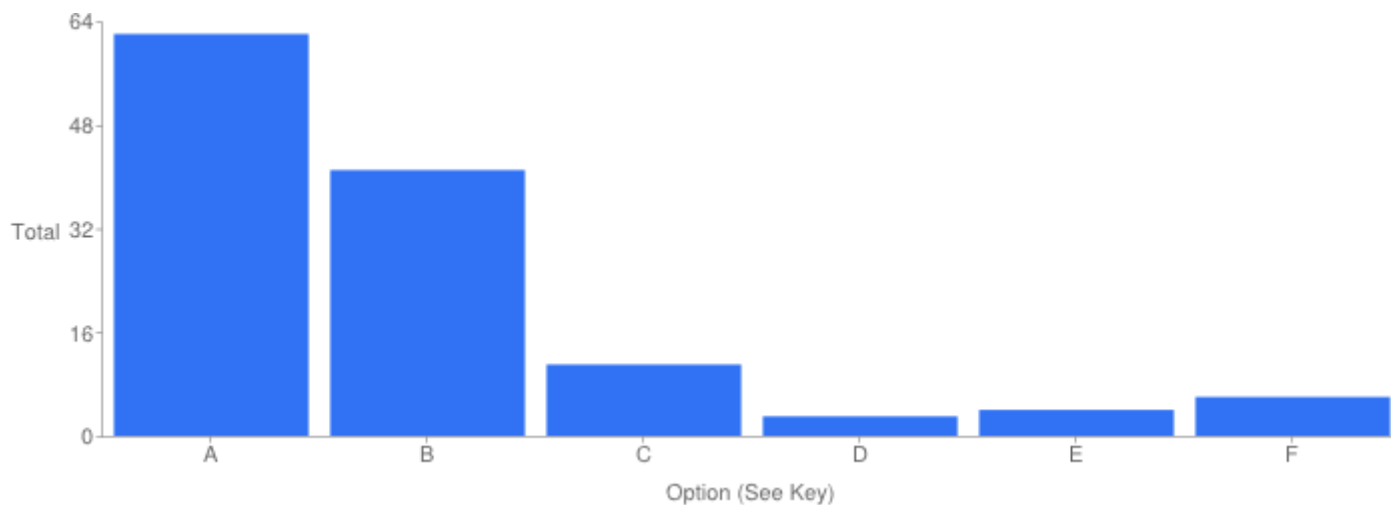
**Question 14: Do you agree with and support the objectives of the Public Transport Plan?**

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



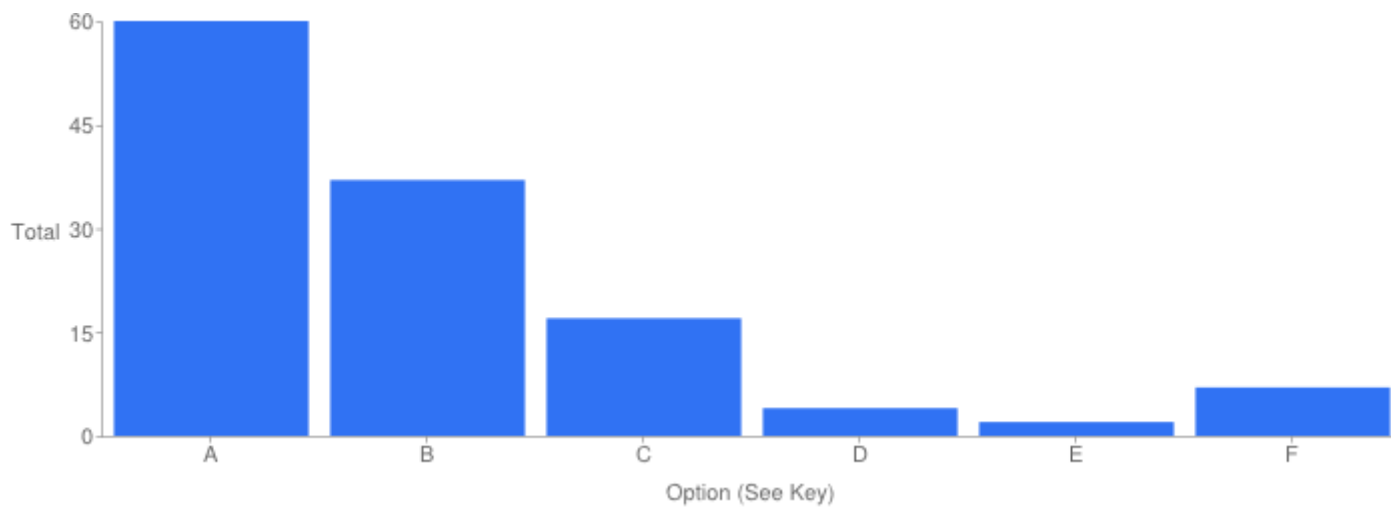
Key	Option	Total	Percent of All
A	Strongly agree	55	43.31%
B	Agree	45	35.43%
C	Neither agree or disagree	11	8.661%
D	Disagree	5	3.937%
E	Strongly disagree	2	1.575%
F	Not Answered	9	7.087%

**Table of "2.There will be improved public transport accessibility for all our residents to access emerging employment centres in Central London, Stratford and the Olympic Park and the Upper Lea Valley."**



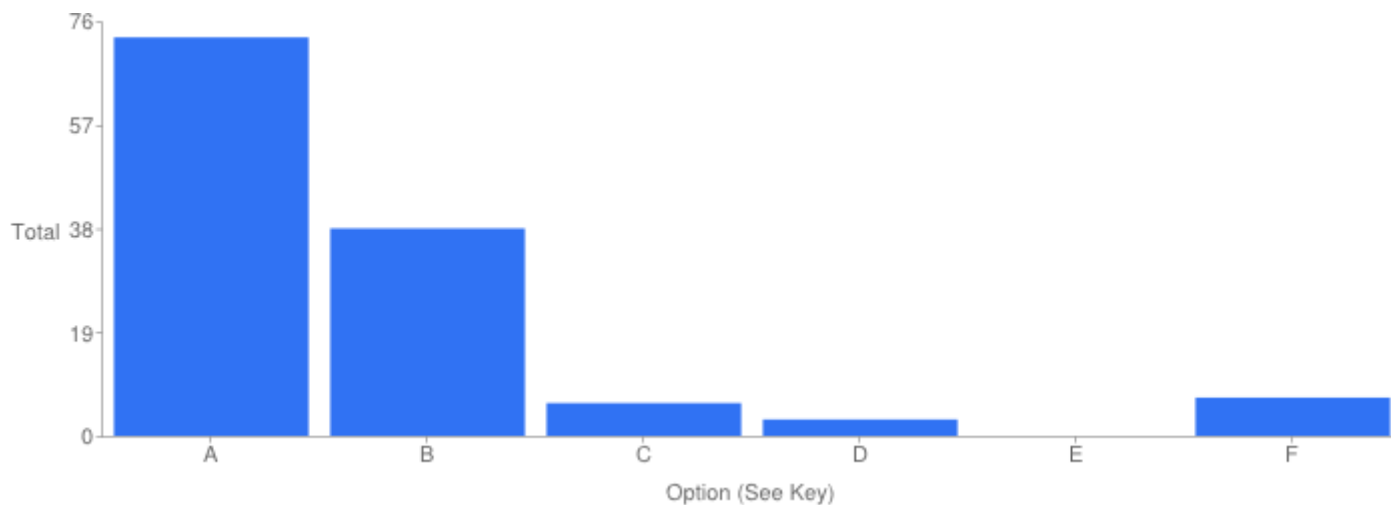
Key	Option	Total	Percent of All
A	Strongly agree	62	48.82%
B	Agree	41	32.28%
C	Neither agree or disagree	11	8.661%
D	Disagree	3	2.362%
E	Strongly disagree	4	3.150%
F	Not Answered	6	4.724%

Table of "3.The East of the borough will have seen a substantial improvement in public transport services."



Key	Option	Total	Percent of All
A	Strongly agree	60	47.24%
B	Agree	37	29.13%
C	Neither agree or disagree	17	13.39%
D	Disagree	4	3.150%
E	Strongly disagree	2	1.575%
F	Not Answered	7	5.512%

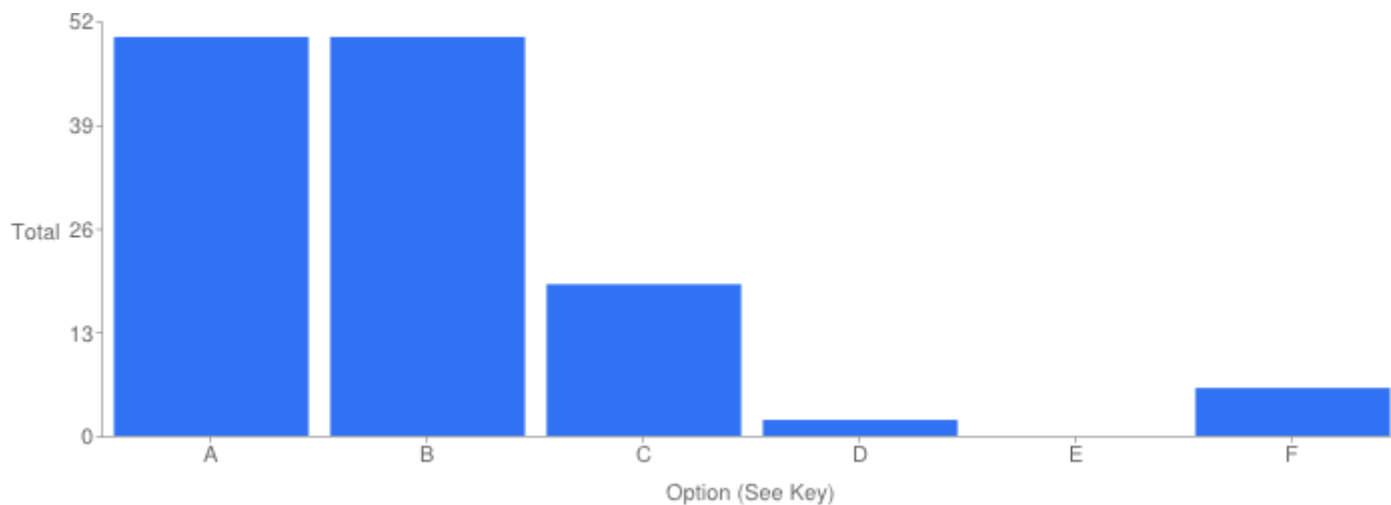
Table of "4.The Overground network will have had further improvements to provide additional capacity to keep up with increasing demand."



Key	Option	Total	Percent of All
A	Strongly agree	73	57.48%
B	Agree	38	29.92%
C	Neither agree or disagree	6	4.724%
D	Disagree	3	2.362%
E	Strongly disagree	0	0%
F	Not Answered	7	5.512%

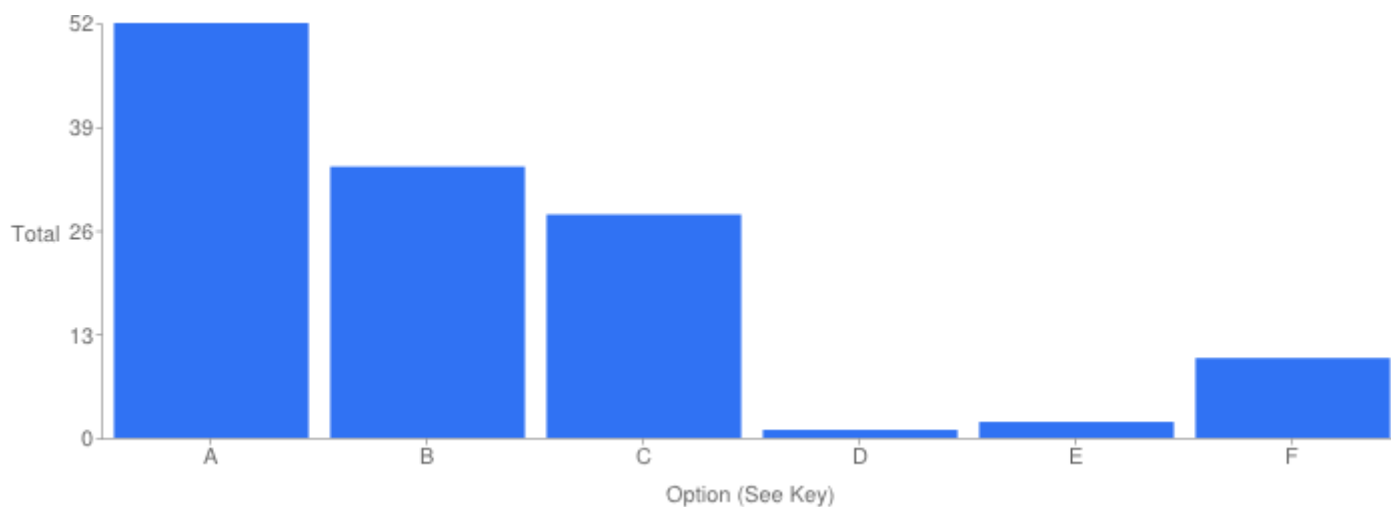
Table of "5. Significant capacity improvements and route upgrades will have been completed on the West Anglia Line."





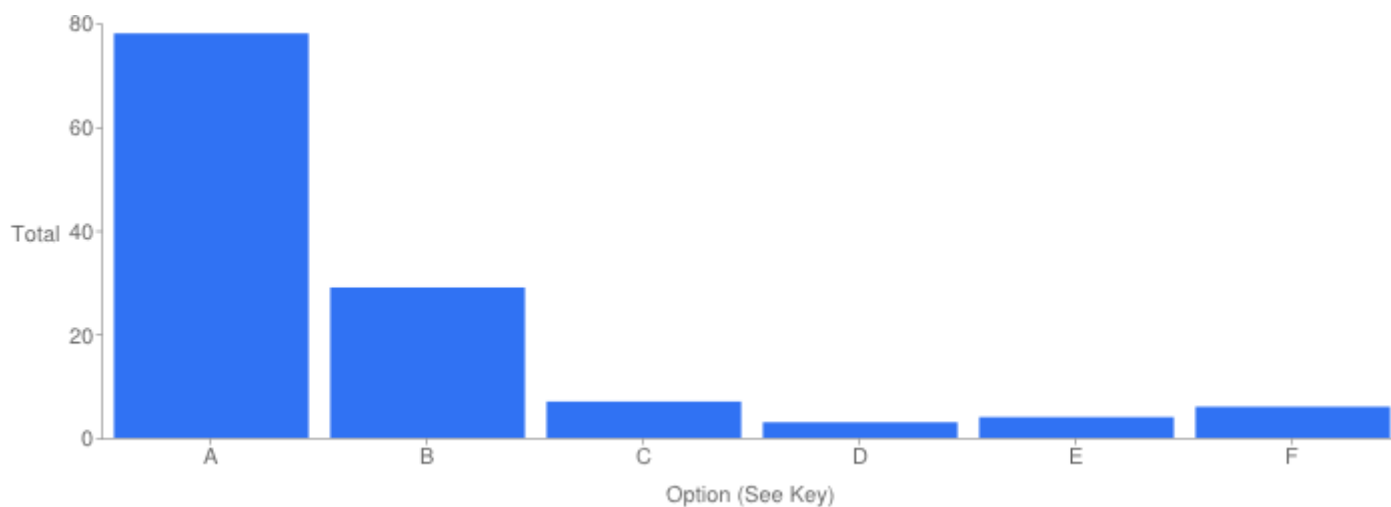
Key	Option	Total	Percent of All
A	Strongly agree	50	39.37%
B	Agree	50	39.37%
C	Neither agree or disagree	19	14.96%
D	Disagree	2	1.575%
E	Strongly disagree	0	0%
F	Not Answered	6	4.724%

Table of "6. There will have been a smooth transition of the West Anglia Line services to Mayoral control, with improved inner London rail services that have not lost out to non-stopping suburban services."



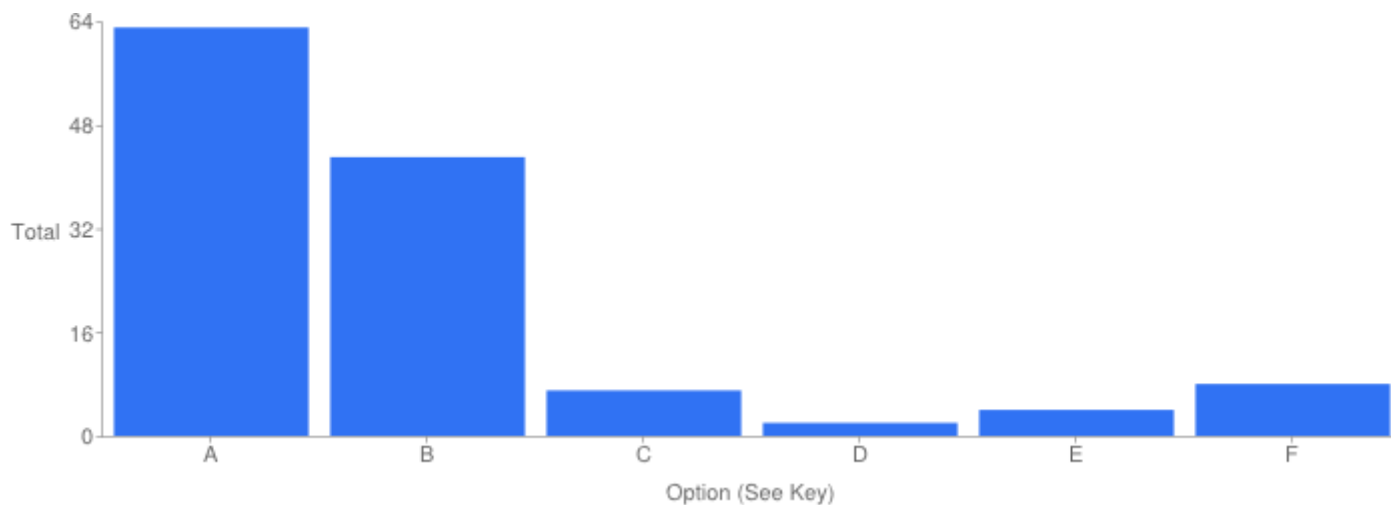
Key	Option	Total	Percent of All
A	Strongly agree	52	40.94%
B	Agree	34	26.77%
C	Neither agree or disagree	28	22.05%
D	Disagree	1	0.7874%
E	Strongly disagree	2	1.575%
F	Not Answered	10	7.874%

Table of "7. There will be improved interchange facilities and walking and cycling conditions at our key public transport stations."



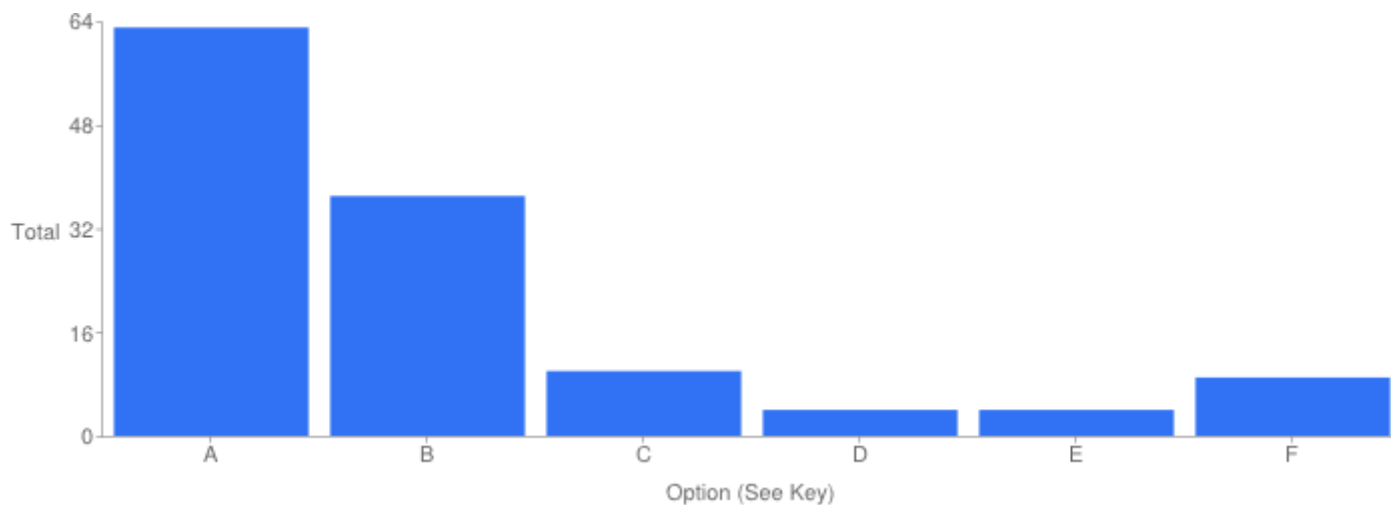
Key	Option	Total	Percent of All
A	Strongly agree	78	61.42%
B	Agree	29	22.83%
C	Neither agree or disagree	7	5.512%
D	Disagree	3	2.362%
E	Strongly disagree	4	3.150%
F	Not Answered	6	4.724%

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



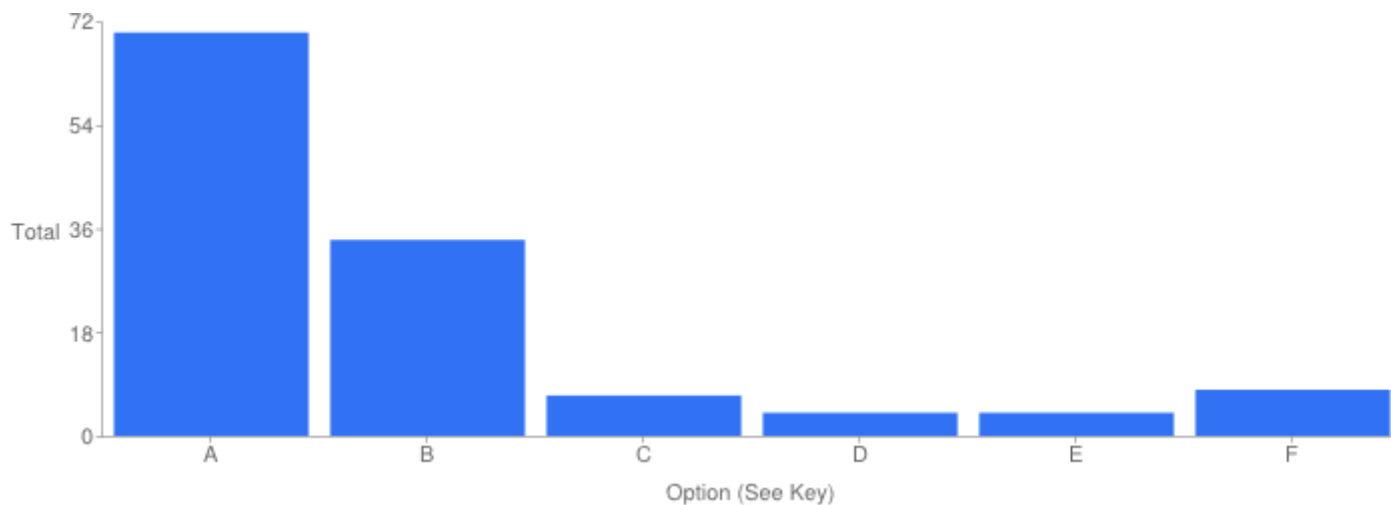
Key	Option	Total	Percent of All
A	Strongly agree	63	49.61%
B	Agree	43	33.86%
C	Neither agree or disagree	7	5.512%
D	Disagree	2	1.575%
E	Strongly disagree	4	3.150%
F	Not Answered	8	6.299%

Table of "9.Hackney will have the most comprehensive and continuous bus priority network in London reflecting the fact we have the highest levels of bus usage in London."



Key	Option	Total	Percent of All
A	Strongly agree	63	49.61%
B	Agree	37	29.13%
C	Neither agree or disagree	10	7.874%
D	Disagree	4	3.150%
E	Strongly disagree	4	3.150%
F	Not Answered	9	7.087%

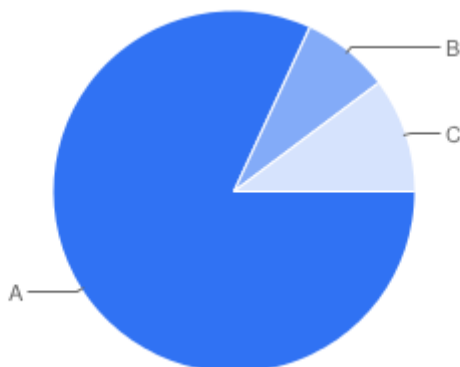
Table of "10.The stations in Hackney will be safe and secure with all day activity and oversight"



Key	Option	Total	Percent of All
A	Strongly agree	70	55.12%
B	Agree	34	26.77%
C	Neither agree or disagree	7	5.512%
D	Disagree	4	3.150%
E	Strongly disagree	4	3.150%
F	Not Answered	8	6.299%

**Question 15: Do you generally agree with and support the contents of the Public Transport Plan?**

**Table of "Agreement"**



Key	Option	Total	Percent of All
A	Yes	104	81.89%
B	No	10	7.874%
C	Not Answered	13	10.24%

**Question 16: If you do not agree, please tell us why?**

There are **23** responses to this part of the question.

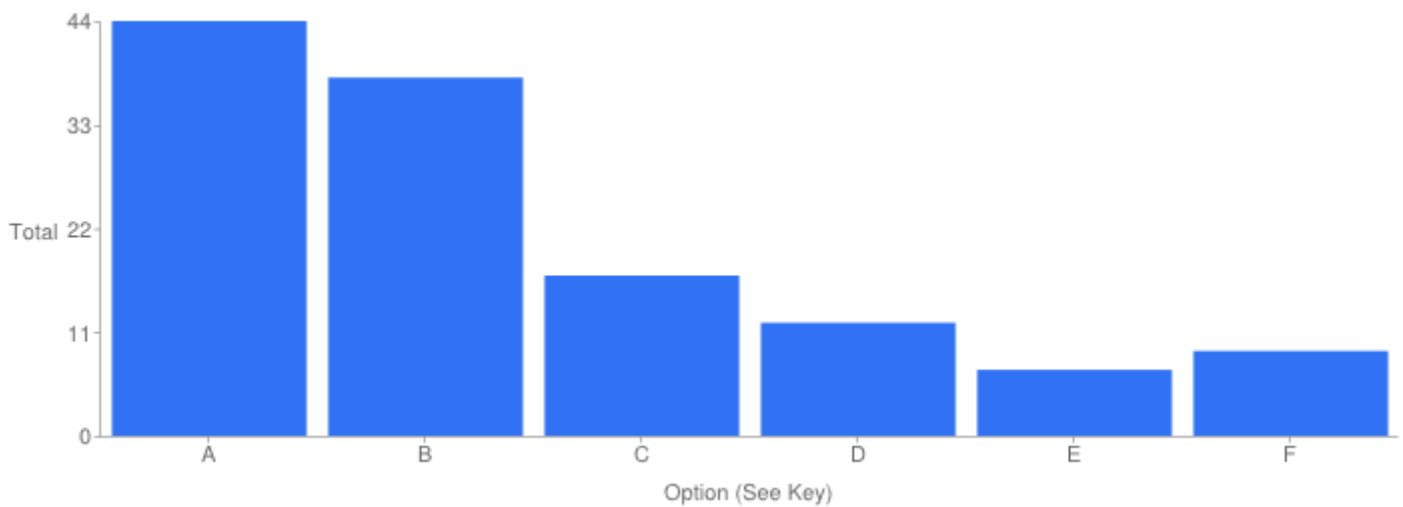
**Question 17: Please tell us about specific policies and proposals that you strongly support, and why? Refer to proposals PT1 to PT22 in Appendix A of the Executive Summary**

There are **34** responses to this part of the question.

## Liveable Neighbourhoods Plan

**Question 18: How much do you agree with and support the objectives of the Liveable Neighbourhoods Plan?**

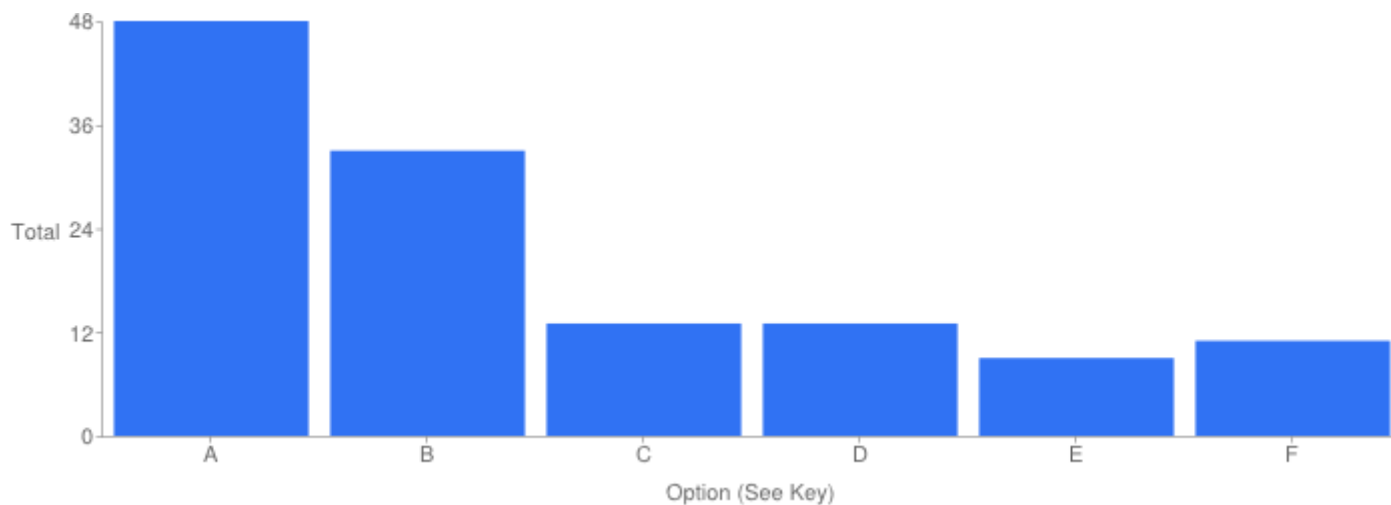
**Table of "1.Hackney has the most liveable and sustainable neighbourhoods and streets in London."**



Key	Option	Total	Percent of All
A	Strongly agree	44	34.65%
B	Agree	38	29.92%
C	Neither agree or disagree	17	13.39%
D	Disagree	12	9.449%
E	Strongly disagree	7	5.512%
F	Not Answered	9	7.087%

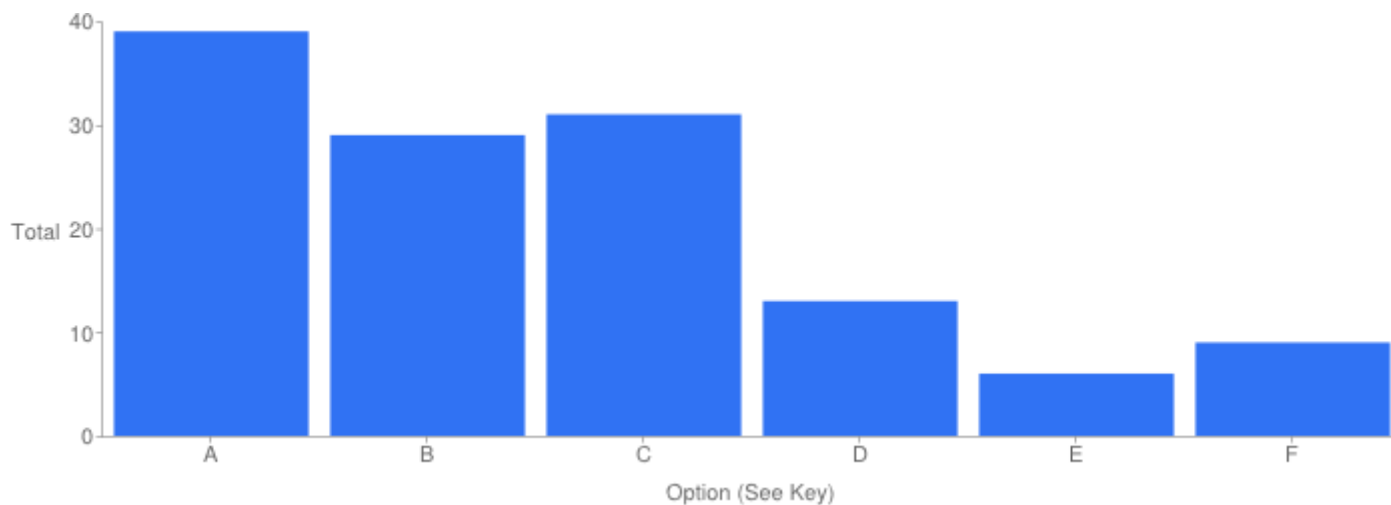
**Table of "2.Hackney's neighbourhoods and streets are healthy, safe and attractive places to enjoy and spend time in for residents from every age and background, and places which support community cohesion."**





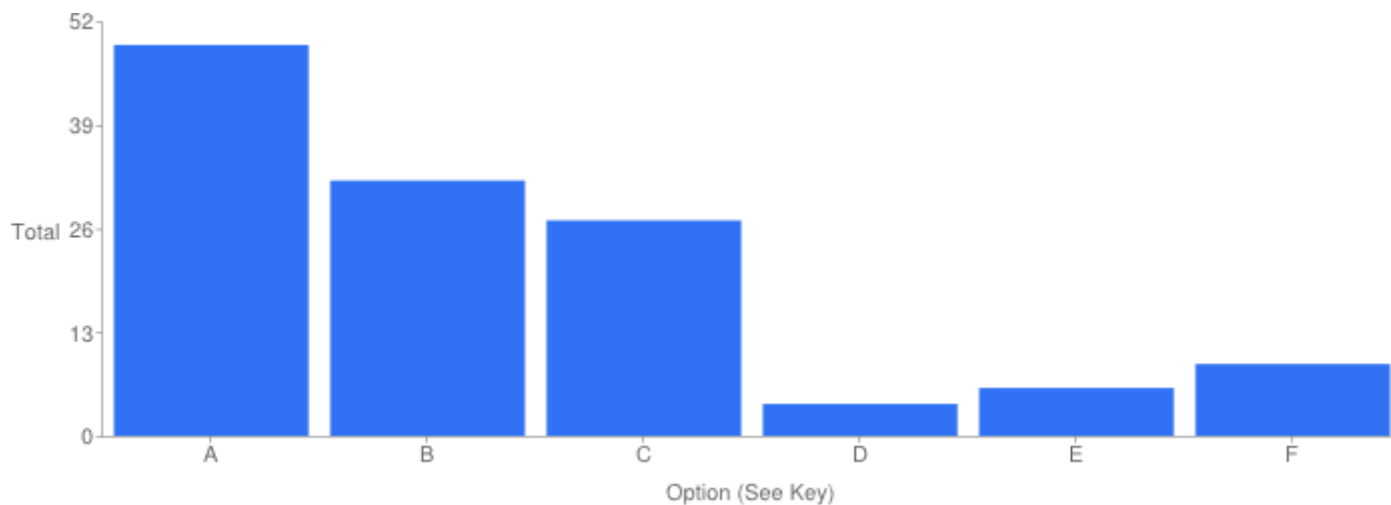
Key	Option	Total	Percent of All
A	Strongly agree	48	37.80%
B	Agree	33	25.98%
C	Neither agree or disagree	13	10.24%
D	Disagree	13	10.24%
E	Strongly disagree	9	7.087%
F	Not Answered	11	8.661%

Table of "3.Hackney’s neighbourhoods and streets will be prepared for the implications of climate change."



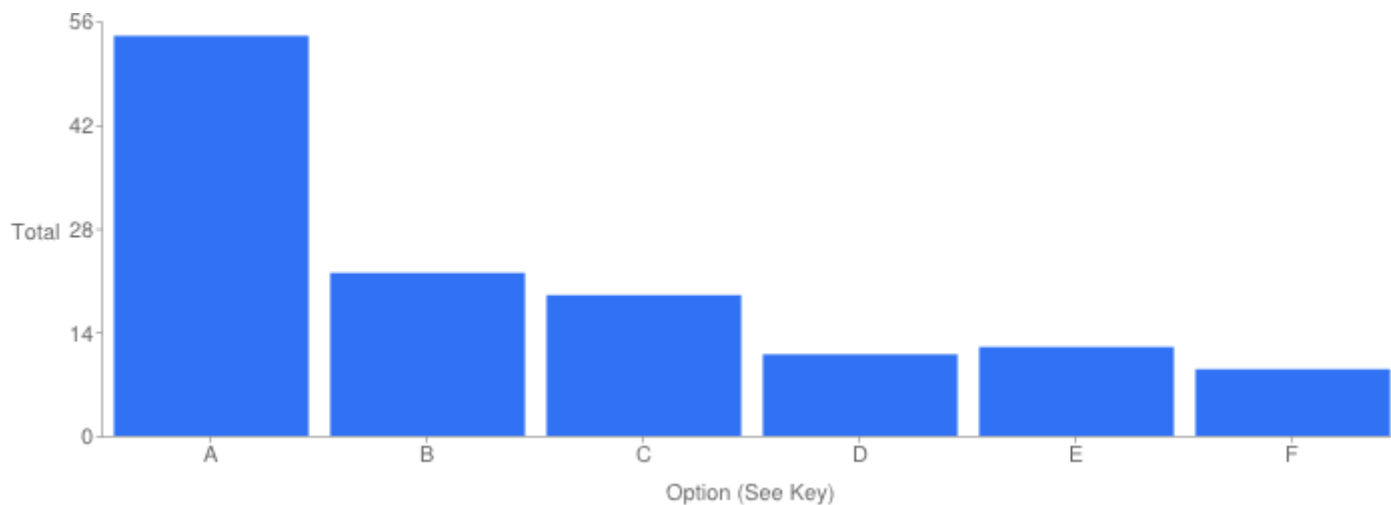
Key	Option	Total	Percent of All
A	Strongly agree	39	30.71%
B	Agree	29	22.83%
C	Neither agree or disagree	31	24.41%
D	Disagree	13	10.24%
E	Strongly disagree	6	4.724%
F	Not Answered	9	7.087%

**Table of "4.Hackney’s neighbourhoods and streets will have been retrofitted to facilitate the transition to electric vehicle technology, and traffic based air pollution is no longer affecting the health of residents"**



Key	Option	Total	Percent of All
A	Strongly agree	49	38.58%
B	Agree	32	25.20%
C	Neither agree or disagree	27	21.26%
D	Disagree	4	3.150%
E	Strongly disagree	6	4.724%
F	Not Answered	9	7.087%

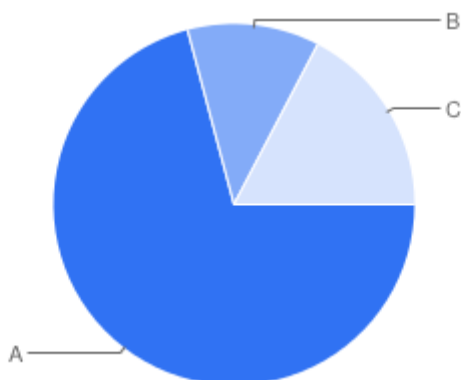
Table of "5.Hackney residents will not need to own a private car because of the easy availability of car club and car sharing vehicles."



Key	Option	Total	Percent of All
A	Strongly agree	54	42.52%
B	Agree	22	17.32%
C	Neither agree or disagree	19	14.96%
D	Disagree	11	8.661%
E	Strongly disagree	12	9.449%
F	Not Answered	9	7.087%

**Question 19: Do you generally agree with and support the contents of the Liveable Neighbourhoods Plan?**

**Table of "Agreement"**



Key	Option	Total	Percent of All
A	Yes	90	70.87%
B	No	15	11.81%
C	Not Answered	22	17.32%

**Question 20: If you do not agree, please tell us why?**

There are **26** responses to this part of the question.

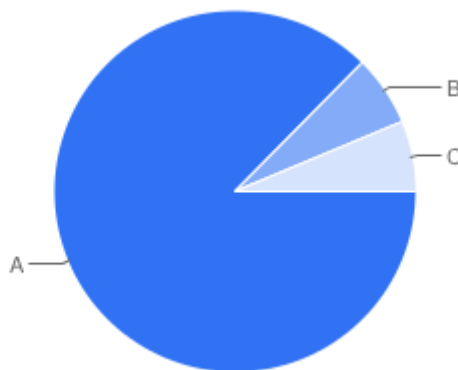
**Question 21: Please specify which policies and proposals that you agree with the most and why? Refer to proposals LN1 to LN18 in Appendix A of the Executive Summary**

There are **32** responses to this part of the question.

## Draft Sustainable Transport Supplementary Planning Document

**Question 22: Do you agree with and support the overall objective of the Draft Sustainable Transport SPD?**

Table of "To ensure that development in Hackney does not adversely impact on, and takes every opportunity to, enhance the safety, efficiency, attractiveness and sustainability of the transport network."



Key	Option	Total	Percent of All
A	Yes	111	87.40%
B	No	8	6.299%
C	Not Answered	8	6.299%

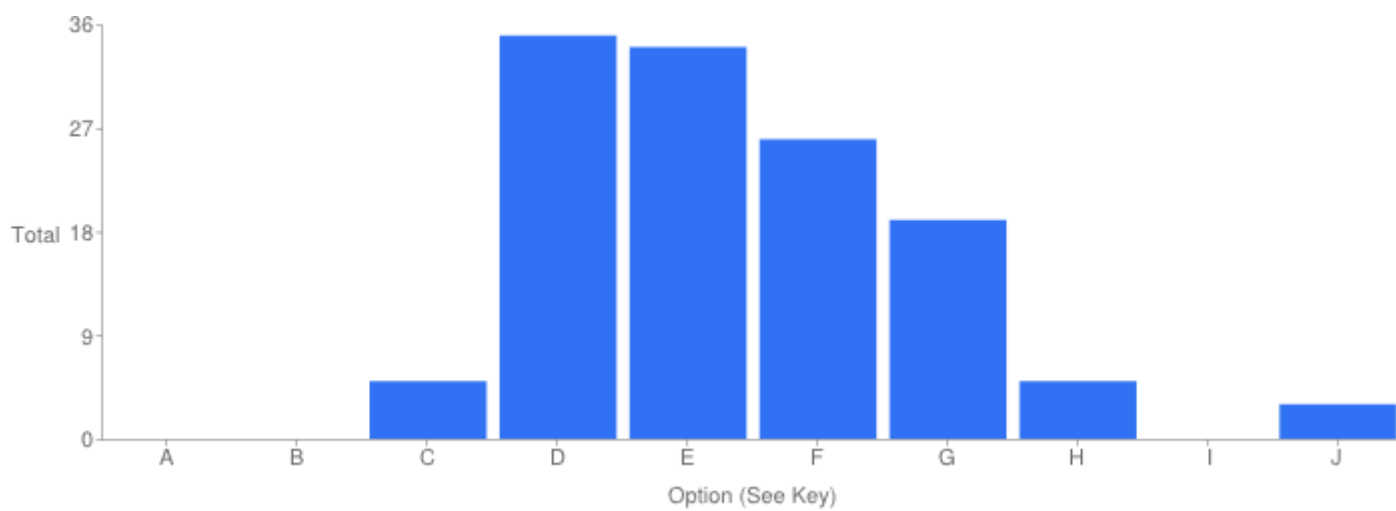
**Question 23: Please specify which policies and proposals that you agree with the most and why? Refer to proposals ST1 to ST12 in Appendix A of the Executive Summary**

There are **28** responses to this part of the question.

## About you

### Question 24: Age: what is your age group?

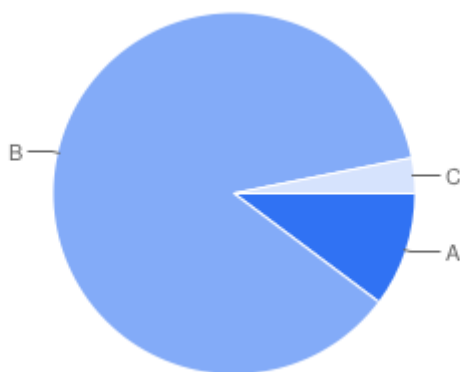
Table of "Age range"



Key	Option	Total	Percent of All
A	Under 16	0	0%
B	16-17	0	0%
C	18-24	5	3.937%
D	25-34	35	27.56%
E	35-44	34	26.77%
F	45-54	26	20.47%
G	55-64	19	14.96%
H	65-84	5	3.937%
I	85+	0	0%
J	Not Answered	3	2.362%

**Question 25: Caring responsibilities: A carer is someone who spends a significant proportion of their time providing unpaid support to a family member, partner or friend who is ill, frail disabled or has mental health or substance misuse problems. Do you regularly provide unpaid support caring for someone?**

Table of "Caring responsibilities"



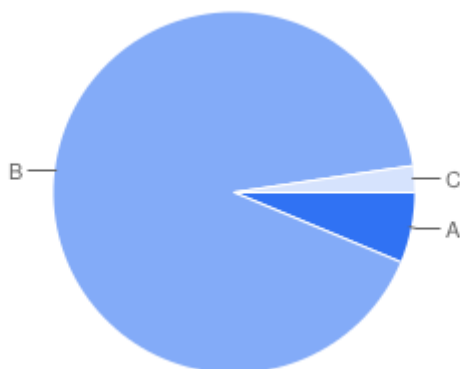
Key	Option	Total	Percent of All
A	Yes	13	10.24%
B	No	110	86.61%
C	Not Answered	4	3.150%



### Disability

**Question 26: Do you consider yourself to be disabled?**

Table of "Disability"

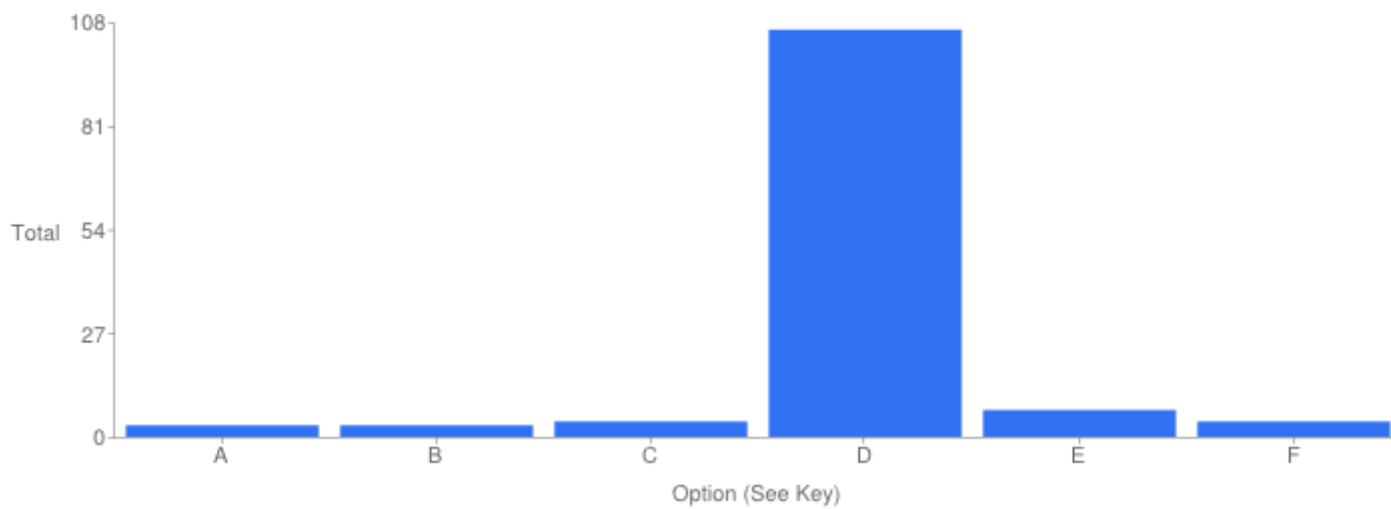


Key	Option	Total	Percent of All
A	Yes	8	6.299%
B	No	116	91.34%
C	Not Answered	3	2.362%

### Ethnicity

**Question 27: Are you...**

**Table of "Ethnicity"**



Key	Option	Total	Percent of All
A	Asian or Asian British	3	2.362%
B	Black or Black British	3	2.362%
C	Mixed background	4	3.150%
D	White or White British	106	83.46%
E	Other ethnic group	7	5.512%
F	Not Answered	4	3.150%

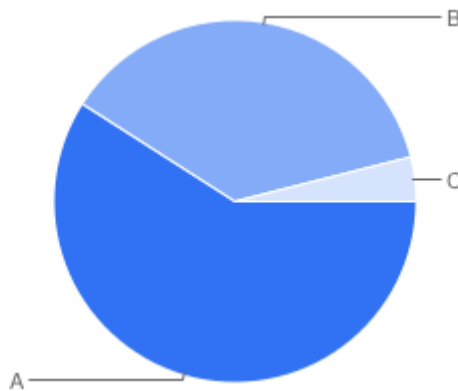
**Question 28: If other, please state if you wish**

There are 7 responses to this part of the question.

**Gender**

**Question 29: Are you...**

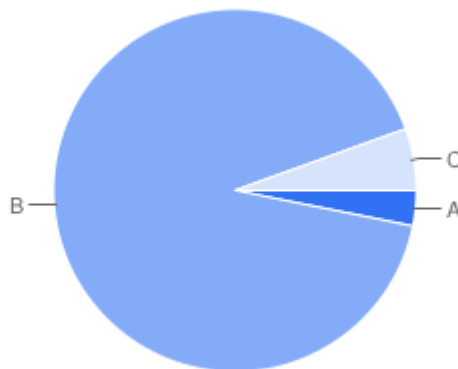
**Table of "Gender"**



Key	Option	Total	Percent of All
A	Male	75	59.06%
B	Female	47	37.01%
C	Not Answered	5	3.937%

**Question 30: Is your gender identity different to the sex you were assumed to be at birth?**

**Table of "Gender Identity"**



Key	Option	Total	Percent of All
A	Yes it's different	4	3.150%
B	No it's the same	116	91.34%
C	Not Answered	7	5.512%

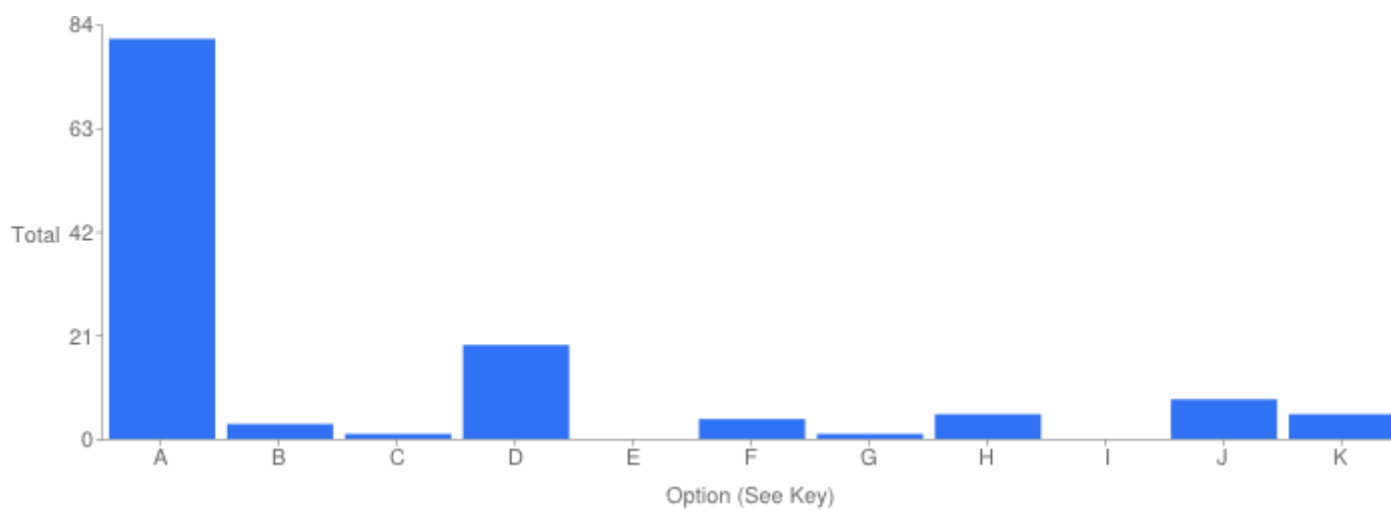
**Question 31: If you prefer to use your own term please provide this here**

There are 1 responses to this part of the question.

## Religion or belief

Question 32: Are you or do you have...

Table of "Religion/Faith"

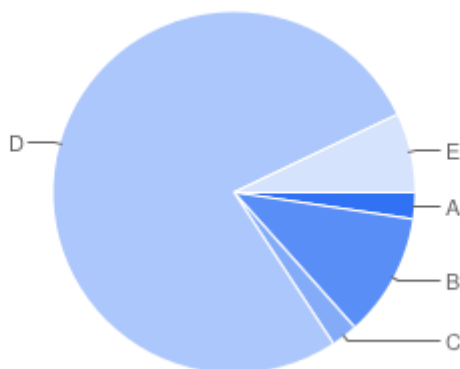


Key	Option	Total	Percent of All
A	Atheist/no religious belief	81	63.78%
B	Buddhist	3	2.362%
C	Charedi	1	0.7874%
D	Christian	19	14.96%
E	Hindu	0	0%
F	Jewish	4	3.150%
G	Muslim	1	0.7874%
H	Secular beliefs	5	3.937%
I	Sikh	0	0%
J	Other	8	6.299%
K	Not Answered	5	3.937%

### Sexual orientation

Question 33: Are you...

Table of "Sexual orientation"



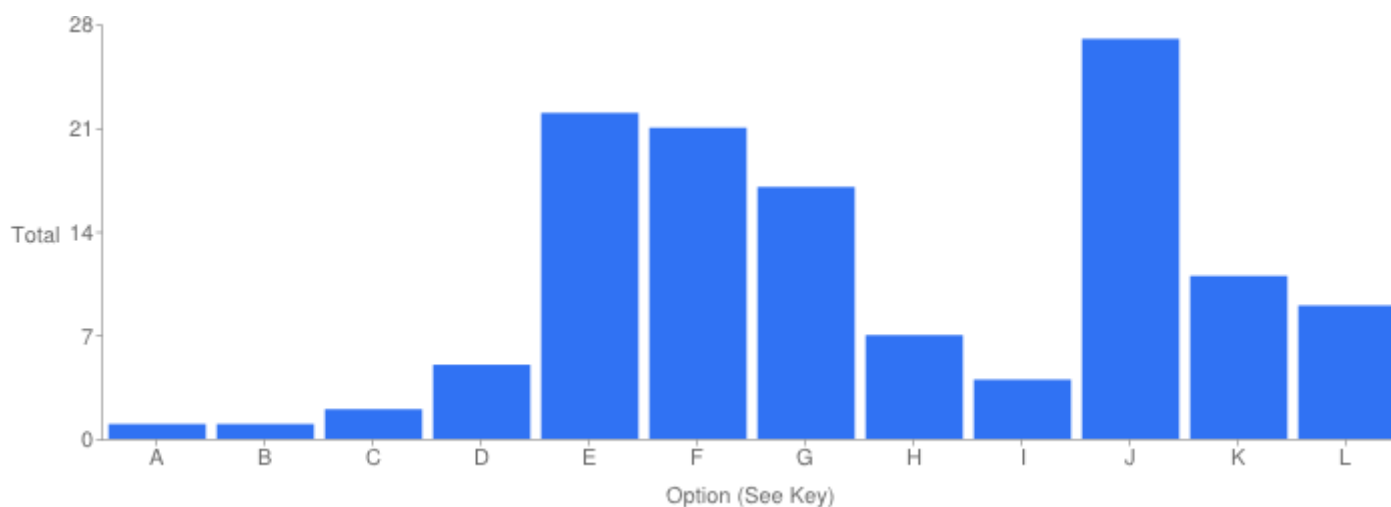
Key	Option	Total	Percent of All
A	Bisexual	3	2.362%
B	Gay man	14	11.02%
C	Lesbian or Gay woman	3	2.362%
D	Heterosexual	98	77.17%
E	Not Answered	9	7.087%

## Contact details

### Question 34: Postcode

There are **20** responses to this part of the question.

#### Table of "Postcode"



Key	Option	Total	Percent of All
A	E1	1	0.7874%
B	EC1	1	0.7874%
C	EC2	2	1.575%
D	E2	5	3.937%
E	E5	22	17.32%
F	E8	21	16.54%
G	E9	17	13.39%
H	N1	7	5.512%
I	N4	4	3.150%
J	N16	27	21.26%
K	Out of borough	11	8.661%

Key	Option	Total	Percent of All
L	Not Answered	9	7.087%

### Question 35: Email address

There are **89** responses to this part of the question.



# **Hackney Transport Strategy**

## **2015-2025**

### **Public Consultation Report - written submissions**

### **October 2015**

# 1. Introduction

- 1.1 Consultation on the draft version of the Draft Transport Strategy 2014-2024 document was open to the public and stakeholders for 12 weeks from the 28<sup>th</sup> of July 2014 to the 7<sup>th</sup> November 2014. This report considers the written submissions received from individuals, Transport for London and key stakeholder groups.

## Consultation Approach

- 1.2 The draft Transport Strategy 2014-2024 consultation exercise was publicised in the following ways:

- Full page adverts in 3 issues of Hackney Today- distributed to each household in the borough
- Copies of all documents of the Hackney Transport Strategy were available at all local libraries. Questionnaires and summary documents were also provided.
- The Strategy was available online on the Council website and also Citizen Space
- staff email bulletins
- E-shot of consultation document available online sent to statutory and equalities stakeholders, members and staff
- adverts on Council social media channels including regular Twitter updates

## Meetings with key stakeholders and interest groups.

- 1.3 Member and stakeholder involvement included:

- Meetings with key internal and partner officers and organisations
- Workshops and forums with key stakeholders including disability groups, pedestrian groups, cyclist and environmental groups.
- Workshop sessions with lead and ward members

- Presentations at ward forums
- Drop-in sessions at libraries

1.4 Officers from the Council's Streetscene department held individual meetings with key stakeholders and attended ward forums:

- Advisory Group of the City & Hackney Older People's Reference Group 5<sup>th</sup> September 2014
- Disability Back Up in Hackney Forum meeting on 23 Sept 2014
- The Big Green Pow-Wow, Sustainable Hackney, 13<sup>th</sup> October, 2014
- De Beauvoir Forum
- Haggerston and London Fields Ward -
- Kings Park Form – 29<sup>th</sup> September 2014
- Hackney Downs Ward Forum – 8<sup>th</sup> October 2014
- Hackney Living Streets and Hackney Cycling Campaign
- Interlink Foundation and Cllr Steinberger and Cllr Levy, 25 Nov 2014

1.5 Members of the public and residents were able to feedback their comments in the following ways:

- online questionnaire
- Paper questionnaire found in Libraries and sent out on request
- By email to the Council's [movegreener@hackney.gov.uk](mailto:movegreener@hackney.gov.uk) address. These responses tended to be more detailed than those sent to the online questionnaire.
- inclusion in agenda items on meetings of key ward forum events
- Feedback given to officers in person at library drop-in events and ward forums.

### **Library drop in-sessions.**

1.6 Library drop-in sessions were held in October at a number of Council libraries throughout Hackney which gave members of the public an opportunity to view hard

copies of the Strategy and discuss issues with officers in person. The most common responses to this were as follows;

- A request for better crossing facilities on the principal road network- particularly at Great Eastern St near the Moorfields Eye Hospital
- Requests for longer green man phasing times and diagonal crossing facilities
- Queries relating to the boroughs cycle parking programme in particular the on-street hangars and Estates programme.
- Requests for information on the Council's Cycle Loan Scheme
- Questions about Crossrail 2 and requests for further information

1.7 A summary document of the draft Strategy outlining all relevant proposals and a questionnaire and drop-in box was provided at all Hackney libraries. A summary of the most common themes to emerge from the questionnaire's open questions is provided in Chapter 2.

## 2. The Future of Transport in Hackney Questionnaire

- 2.1 A Questionnaire was produced and distributed to public buildings including the Town Hall, Hackney Service Centre and all Hackney Council libraries. The questionnaire was also available online on both the Council's Transport Planning website and the Council's Citizen Space public consultation portal.

### Responses

- 2.2 In total, there were 139 online and paper responses were received from members of public and interested groups. Overall there was broad support for many of the Council's proposed policies, objectives and goals. However, some respondents had some diametrically opposed views on where the Council's transport priorities should lie. The results of the questionnaire's closed questions can be found in Appendix A of this report.
- 2.3 The questionnaire also contained a number of open questions for each of the daughter documents that enabled the respondent to provide more detail. The following chapters represent a summary of the more common issues raised.

### **3. Summary of comments received**

#### **3.1** General comments on the overall Transport Strategy including its goals and objectives outlined in the draft over-arching Transport Strategy paper.

- Strategy is well-researched and far reaching, exactly what is needed
- Support from LB Tower Hamlets for the Strategy
- General agreement with proposed goals and objectives but doubts over Council's ability to produce
- Plan is unwieldy and hard to read – too many policies or actions
- Need to cross-reference with other plans
- Strategy needs to do more to tackle car-dominance on streets and public places
- Agree with 20mph limits- should be applied to all roads in borough including TfL-controlled roads
- Concern over central government cuts to services including community services and transport funding
- Strongly agree with majority of goals – some reservations about individual policies and practices
- The health impacts of increased walking and cycling should be stressed more.
- Impact of transport improvements pushes up prices for those living in the borough (gentrification worries)

#### **3.2** Commentary and response

The draft Strategy was generally well received with many of the responses concerned with issues raised in the mode specific plans. One of the criticisms of the overall Strategy was that it was too unwieldy and that more cross-referencing was needed. The Council has tried to address this in the revision of the draft Strategy without compromising on the substantive issues outlined in the original draft.

In general, the majority of the respondents supported the general thrust of the draft Strategy's vision, goals and objectives with many suggesting that the Council could do more to stress the health, economic and safety aspects of the Strategy. There was widespread support for the Strategy's prioritisation of walking and cycling above other modes of transport even if there was some scepticism of the Council's ability to deliver the necessary improvements.

As many respondents noted, the Council is currently, and will continue to operate under, severely restricted financial constraints for at least the first half of the forthcoming Transport Strategy. The Council has saved over £130 million since the 2010 Comprehensive Spending Review but will have to make additional spending cuts over the period 2016/17 to 2018/19. Any further unforeseen reductions to these funding streams will naturally adversely impact on the Council's ability to deliver proposed transport improvements over the ten year plan period and necessitate revision of the existing Strategy.

Despite this extremely challenging fiscal climate for local authorities, there is a recognition at all levels of government that improved transport infrastructure is critical to delivering regeneration and housing and employment growth in London. The majority of the projects outlined in the first phase of Transport Strategy are funded, for example, through committed Transport for London investment in our town centres and public transport interchanges, cycle route improvements etc. However, the Council has also been successful in securing transport improvements through a wide variety of sources including use of planning obligations, Mayor of London funding awards for air quality improvements, electric charging points, greenways etc. As constraints on our Capital funding grow tighter, we will continue to be innovative in terms of looking at revenue including advertising and sponsorship and closer partnership working with neighbouring boroughs if a further deterioration in local government finances takes place- particularly in the latter part of the Strategy.

## 4. Cycling Plan

The following are representative of recurring themes in the responses to the draft Cycling Plan.

### 4.1 Issues related to clear space for cycling objectives, proposed routes and safety

- General support for proposals but need to address issue of subjective safety through separated space for cyclists as in Netherlands/Denmark
- Cannot support proposals, Cycle training is waste of time/ road re-design on major roads needed.
- Full segregation of busy roads and junctions needed e.g. A10, Hackney Rd, Morning Lane and Pembury Junctions, trial floating bus stops and segregated lanes
- Bus lanes not suitable cycling infrastructure, need to be separate from buses and HGVs
- Parked cars an issue in cycle space
- Need to avail of TfL funding for segregation on major roads

### 4.2 Pedestrian/cyclist conflict

- Pedestrian cyclist conflict is a serious issue- more needs to be done to enforce this
- Parts of the borough including towpaths and Narrow Way are dangerous due to poor cyclist behaviour
- Generally support proposals but more needs to be done to protect pedestrians
- Speeding, cycling on pavements a major deterrent for older people, disabled people and children
- Pedestrians and cyclists need to be physically separated in parks as in London Fields
- Pedestrian and cyclist conflict is over-stated- poor motorist behaviour is a much bigger issue.



#### **4.3 Targets**

- Cycle targets too low for all trips
- Children's cycling targets too low (e.g. 40% Holland)

#### **4.4 Cycle Parking and other infrastructure**

- Cycle parking is essential, many will not cycle due to fear of bike been stolen
- Council should not spend money on cycle infrastructure – cyclists should pay for cycle parking

#### **4.5 Cycle training/ road awareness training**

- Support for cycle/ road awareness training, is much better than policing, restrictions and over engineering the roads
- General support, should be mandatory for all secondary school children
- Need to target poor motorist behaviour
- Do not agree with cycle training being a right
- See no merit in cycle training or education – need segregated space

#### **4.6 Others**

- Plan is anti-motorist- not everyone wants to cycle
- Tax-payers money is wasted on cycling initiatives, no real benefit to economy
- Training and awareness for all road users needed – not just cyclists

#### **4.7 Commentary**

The Cycling Plan attracted a significant level of responses both through the online questionnaire and the written submissions (see chapter 8). Some respondents felt that the Strategy was overly-biased towards cycling and queried whether the Council should be spending any money on cycling promotion, parking and other infrastructure. In response to this, the Council has a responsibility for public health and to improve air quality in the borough as well as other objectives to improve accessibility to jobs, education and leisure opportunities. Cycling is a low-cost, environmentally friendly and socially equitable form of transport. The Council is

proud of its achievements in having the highest levels of cycling in London and will continue its efforts to actively promote and invest in, greater levels of cycling.

### **Cycle routes, segregation and cycle training**

We recognise that a cycle network, in fact, the transport network, starts at resident's front doors. We believe that making residential roads comfortable and safe for all is a very important objective. We want (and actively work towards) children to feel safe walking or cycling to school, which is why we focus on residential streets, which make up the majority of roads used for journeys to school.

The Council fully recognises that while walking levels are generally high, cycling to school levels in Hackney (and in London generally) are low in comparison to Copenhagen, Utrecht, Groningen etc. The Council is very open to learning from European (and beyond) best practice and regularly engages with overseas practitioners through its annual Cycling Conference, its membership of London European Partnership for Transport (LEPT) but also through EU projects such as the STARS programme which seeks to increase levels of walking and cycling to school. Despite reservations from some respondents, the Council will continue to invest in cycle training. We've learned through our Dutch partners that it's a standard part of the school curriculum to undertake road safety (especially cycling) training. Given that not all roads in the Netherlands are fully segregated, Dutch best practice is to invest heavily into training as well as infrastructure.

With regards to the proposed Cycle Superhighway on the A10, Hackney was approached by TfL to divert the route onto the existing LCN route west of the A10 due to a number of different reasons. This was partly because of the funding and timescale constraints TfL were facing but also in recognition that the existing former LCN route is a popular and direct route where it is actually faster to cycle from Tottenham to the City than riding along the A10. After much discussion it was agreed that with the level of funding and timescales available the best option would be to upgrade the existing route to an enhanced Quietway. This was on the proviso that TfL undertook significant improvements along the A10 corridor to tackle the high number of casualties along this route.

Hackney Council have not installed any length of protected cycle lanes on the borough controlled road over the last four years however we were instrumental in ensuring the bidirectional segregated cycle lane that was implemented in the Olympic Park along Waterden Road went ahead. What we have been doing instead on borough roads is creating completely vehicular traffic free routes such as Goldsmiths Row and entire neighbourhoods where through vehicular traffic has been reduced. This is in addition to introducing traffic calmed self-enforcing 20 mph zones on all our residential roads (87% of the total borough road network) and in the next financial year we plan to ensure that our principal road network also has an enforceable 20 mph speed limit ensuring that 100% of our roads are covered and fully enforceable.

With the historic levels of funding available to us the Council has had to focus primarily on ensuring routes on residential roads are safe and convenient for cyclists and now with funding from the Mayor of London's Cycling Quietways funding we are able to complete these long distance quiet routes and ensure they are finished to the highest standards for cyclists.

Hackney Council does recognise that cyclists will continue to use our busy high streets and strategic roads that carry higher volumes of vehicular traffic because often they are the most direct and easiest to navigate. Mapping of cyclist accidents reveals that the majority of serious accidents do occur on these roads, and as additional funding becomes available we are looking to review cycling safety in a corridor approach along these principal roads where high numbers of accidents occur. As part this review the Council is very open to considering segregation or protected cycle lanes for cyclists through carriageway reallocation but an urban environment such as inner and central London presents us with a particularly difficult challenge because of the many competing demands on our roads. Each location and street needs to be considered on a case by case basis taking into consideration a variety of different issues such as high collision rates where protected lanes end, and interaction between bus users and pedestrians at bus stops and crossing points.

Available funding is also a key issue in our decision on what type of scheme is implemented and where. Our annual basic LIP transport allocation from TfL has historically been in the region of £2 million per annum. The 2 km long segregated cycle lane for CS2 extension to Stratford from Bow in Newham cost almost £5 million. If we are to divert all our transport funds to these types of interventions on our streets without additional funding then all the other sustainable transport schemes we provide such as cycle parking, walking schemes, accessible bus stops, electric vehicle charging points, and many others will have to be stopped.

The Council is willing to look at designs for improvements for cyclists along main road corridors that will likely include significant interventions and changes to the road network including segregation where deemed possible. Subject to available resources, the Council will look to produce a Cycling Network Delivery Plan in the short run to examine

### **Cycle Parking**

The Council fully appreciates the importance of safe, secure and available cycle parking as a key factor in promoting greater levels of cycle trips and are conscious of the level of unmet demand for more cycle parking in the borough. The Council has, and will continue to invest, in on-street parking in our town centres and retail parades to support local businesses and local trips. We are aware of the difficulties that limited space for bike storage on both our Estates and residential streets and subject to available funding, continue to increase the amount of lockers, and on-street hangars. The cycle parking standards proposed for new developments in the Sustainable Transport SPD are higher than those required in the London Pla

## 4. Walking Plan

Below is a summary of common themes of respondents to Walking Plan

### Reducing barriers to walking

- Need for longer green man phase on signalised junctions – many disabled people and older people cannot cross in the allotted time
- Speed and volume of vehicular traffic is a significant deterrent to walking more
- Obstructions caused by parked cars, advertising boards and construction vehicle signs needs to be tackled/phased out
- Need for more local facilities including local employment, shops and services and public conveniences such as toilets and seating
- Poor condition of footways in some areas

### Perceptions

- Need to improve cleanliness and appearance of some streets and parks, (solar lighting etc)
- Pedestrian/cyclist conflict an issue at footways, exit points of parks and towpaths
- Need to separate pedestrians and cyclists in parks
- Important that pedestrians do not perceive cyclists as the 'enemy' – both groups should unite against poor motorist behaviour

### Health

- Maintaining an active population needs to be priority given UK obesity issues, burden on NHS etc also a role in combating depression
- Walking has significant health, social cohesion and economic benefits
- Walking is linked to better air quality- highway conditions should reflect this
- Promoting walking with NHS (e.g. on referral, pedometers etc) can be v effective

### Public realm improvements

- Huge support for continuous pavements across side roads, more needed

- More zebra crossings needed
- Support for Stoke- Newington gyratory removal, Hackney town centre (Narrow Way) & Hackney Wick upgrades
- Support for Chatham Place to Victoria Park Village route
- Old Street needs to dedicate more space for pedestrians, intimidating to walk there. Old St has potential to be a key gateway in Hackney
- Please consider Finsbury Park/Blackstock Road area
- Support for new public areas/spaces proposal

### **Initiatives**

- Need for community involvement on some initiatives
- Art trail from Hoxton to Broadway Market
- Broadway market is a huge asset- market space could function summer evenings and Sundays
- Better mapping and wayfinding (including a walking app) to make people aware of alternatives (to other forms of transport)
- Walking targets should be higher
- Cycle paths should always be on-carriageway

### **Commentary**

The key Walking Plan issues arising from the questionnaire consultation centre on improving the pedestrian environment through reducing the speed and volume of vehicular traffic on our streets, improving pedestrian crossings and extending the green man phase, removing obstructions to pedestrian movement and sightlines including advertising boards and parked cars. The need to reduce pedestrian/cyclist conflict and enforce against poor cyclist behaviour figured was highlighted by a number of respondents. Respondents also highlighted the importance of linking walking with health initiatives. There was broad support for public realm improvements in town centres and along key walking routes as well as some recent improvements to pedestrian crossing environments including raised speed tables and raised side entry treatments (allowing those with push chairs and wheel chairs to cross the road without dropping from the footway).

The Council recognises that the speed and volume of vehicular traffic on some of our streets is a significant barrier to walking more in Hackney in terms of subjective safety but also in terms of its contributory factor to poor air quality in terms of traffic fumes, NOx and PM10s emissions etc. Many of the issues (including re-phasing of traffic signals) are outside the boroughs direct control but nonetheless the Council has an important role in facilitating improvements in both borough and TfL-controlled roads.

Some of the proposed actions and improvements that the Council will undertake over the lifetime of the Strategy include;

- Adoption of a 20mph limit applying to all borough-controlled roads by 2016 and the remainder by 2018 (including TfL roads)
- Continue to reduce through vehicular traffic and rat-running in residential roads through use of filtered permeability and other traffic calming measures
- Work with key stakeholder groups including Living Streets, Age UK in Hackney and Disability Back Up to identify issues where the pedestrian crossing is unsatisfactory including working with TfL to increase the green man phase on dangerous junctions' e.g. at Dalston and other areas along the A10.
- Working with the local stakeholders to identify areas/specific locations of the public realm that need improving
- Continue to press ahead with proposed public realm improvements to our key town centres and proposed walking routes as funding allows
- Work with TfL, Network Rail and developers to improve the safety of walking routes in and around public transport interchanges including improved lighting, clear routes etc.

The updated Strategy will also include a new objective to working with TfL and the London Boroughs of Haringey and Islington on improving the pedestrian environment in and around Finsbury Park. We will continue to acknowledge and

promote the benefits of walking to the local economy and to the health of our residents.

### Reducing pedestrian and cyclist conflict

Many of the responses to the walking and cycling and road safety plans in particular were concerned with the interaction between pedestrians and cyclists on footways and shared spaces on towpaths and parks and instances of poor or illegal cyclist behaviour generally (including running red lights, cycling on pavements etc) . Other responses pointed out that this conflict was overstated in relation to the threat posed by dangerous driving by motorists and that many sources of conflict could be resolved through measures including improvements to the local cycling network and improved education of cyclists.

The Council does not condone poor cyclist behaviour and recognises that such instances have a negative impact on perceptions of the parts of the borough as a place to walk safely including some Equality groups. The Council cannot enforce or issue fines to cyclists that are breaking the law but recognises that it can play a significant role in reducing this conflict through improvements to local cycling conditions and working with key stakeholders.

Many respondents have also asked for clear separation between cyclists and pedestrians in parks (as in London Fields). In general, the Council will take a multi-faceted approach to reducing cyclist/conflict in the borough including;

- The Council will work with key stakeholder groups including the Canal and River Trust, Living Streets, Age UK in Hackney and Disability BackUp in Hackney and the Met Police to promote considerate cycling campaigns in shared spaces such as parks and towpaths.
- The Council will look to implement new 'pedestrian priority' emphasis signage in shared space areas (similar to the existing Canal and River Trust signage)
- Cycle training will continue to be promoted in schools and to new and/or returning cyclists e.g. through the cycle loan scheme



- Target areas for improvement to the local cycle network e.g. on routes to schools or outside park entrances (subject to funding) to improve subjective safety and discourage cycling on footways e.g. enforcement of clear ways around schools.
- Working with the Police and other stakeholders to identify specific where illegal and/or inconsiderate cycling takes place to target with enforcement action if necessary

In terms of cycling on shared park pathways the Councils view is that separation is desirable only in cases where there are high volumes of cyclists e.g. on the north-south pathway in London Fields. In all other cases, considerate cycling will be promoted with pedestrians expected to be given priority.

## 5. Liveable Neighbourhoods

The following is representative of the comments received via the open-ended questions on the online questionnaire

### Overall

- Very supportive of the Plan – filtered permeability section should be here
- V supportive of filtered permeability road closures, suggested more in De Beauvoir area
- Urgent action needed to tackle poor air quality
- More ambitious work is needed to reduce fossil fuel dependency
- Climate change should not be referenced- environmental and social problems in London are localised
- Queries over types of trees used for air quality
- Dog litter is an issue for some areas in Hackney
- The Council does not promote social cohesion. Community is fragmented due to being priced out of Hackney
- Plan too idealistic
- Liveable neighbourhoods are those where people walk and cycle short journeys- not taking public transport or driving
- Need for the Council to work with local community to realise Plan's ambitions
- Create smoke-free zones e.g, within 10m of buildings and where apartments suffer from second hand smoke rising up from ground floor cafes

### Car use and electric vehicles

- Disabled people more likely to need own car
- Cars are primarily used by people leaving Hackney/London as opposed to local trips
- Plan is anti-car, people should be given choice to own their own car
- Plan discriminates against those with families and children and those who need them for work reasons.
- Too many potholes in the boroughs roads

- Substituting EVs for fossil fuelled vehicles is not a long term solution
- Walking and cycling should be prioritised over promoting EVs

## Commentary

There was broad support for the Plan and policies generally with many respondents suggesting that many of the elements in the original draft walking and cycling Plans would be more relevant in this section. Many respondents recognised the role that increased walking and cycling (particularly for local journeys) could play in improving health and local air quality and in reducing greenhouse gases and emissions. The updated Liveable Neighbourhoods (LN) Plan has reflected this with many of the themes including filtered permeability, road closures etc being included here in the revised Plan.

Many respondents suggesting that the Council could do more with engaging the community on initiatives such as community planting, tree planting, locations for car clubs and electric vehicles charging points etc. There were queries over the types of green infrastructure that could be used to improve local air quality and reduce local flood risk. Partly in response to funding cuts and the emphasis on available dedicated funding to be partly matched by other organisations and funding streams, the Council envisages a significantly increased role for resident and local business involvement over the lifetime of the Plan particularly in terms of crowdsourcing information through improved ICT services and local maintenance agreements e.g. looking after planter boxes, seating areas etc.

However some respondents felt that the LN Plan was anti-motorist and failed to recognise that some residents and businesses need access to vehicles. The Council has responsibility to address a wide range of issues including public health, local air quality, supporting the local economy, improving access to employment and education and improving the quality of our streets and consequently prioritises investment walking, cycling and public transport given their proven benefits in achieving these aims. The Council recognises that there will continue to be a significant (if declining) proportion of journeys that will continue to be made in the borough by private vehicles. Wherever possible, we will ensure that these journeys

are as sustainable as possible through the increased use of car clubs, electric vehicles etc (including our own fleet).

## 6. Public Transport

The following represent general themes arising from the public transport strategy open ended questionnaire.

### General

- Support for better public transport (PT) connections to Stratford and Olympic Park as currently disconnected
- Better PT in Hackney reinforces its position as part of London
- Need for better lighting/sense of security for walking routes to and from and in and around transport hubs and interchanges
- Recent PT improvements have been great- concerned that more would increase house prices and push residents out of Hackney
- Additional cycle parking at stations needed
- Concern about unstaffed stations and rise in ticket machines as opposed to staff
- Regular & reliable PT links are critical for shift workers

### Buses

- Hackney is overly-reliant on buses and should instead target cycling for short trips
- Real time information should be more accurate
- Would like to see more Routemasters on Hackney routes e.g. 73
- More direct bus services to Kings Park with modifications to existing routes (e.g. 26 & 242) to cut journey times requested
- Lower deck of buses should be reserved for disabled people and older people

### Rail

#### *Overground*

- Additional capacity urgently needed for Overground services
- An extension of the Overground network into N Hackney
- Support for all services to be brought under TfL control

#### Crossrail 2

- We need a minimum of three Crossrail 2 stations in Hackney
- Crossrail 2 plan is excessive – should only go ahead if guarantees that it will not destroy homes and businesses and green areas like Walthamstow Marshes
- Losing the proposed Homerton station would leave Kings Park without a direct rail link to Central London

#### National Rail

- Stations such as Stoke-Newington, Rectory Rd, Stamford Hill and London Fields need upgrades including step-free access and improved security and lighting
- Direct rail link between Clapton and Tottenham Hale requested

#### Taxis and minicabs

- Pollution caused by diesel buses and taxis needs to be tackled
- Illegal parking by minicabs needs to be enforced e.g. Hackney Rd.

#### Other

- Replacing buses with trams on high frequency routes would be ideal
- Strong support for international (Eurostar) services at Stratford International
- PT links between Stoke-Newington to Stratford needed
- Hackney has only limited role in PT provision- responsibilities of TfL or Govt.

#### Commentary

Respondents showed general support for the broad aims and objectives of the public transport plan and suggested a number of location-specific improvements to bus routes, stations and interchange facilities. Many respondents recognised that the Council have a limited role in public transport provision but play an important role in partnership with Transport for London, Network Rail, other organisations and lobbying through pan-London and sub-regional partnerships in securing public transport improvements e.g. potential Crossrail 2 stations in the borough, changes to bus routes, requests to prioritise step-free station etc. The suggested

changes/improvements to routes have been noted and included in the updated Strategy and will form the basis for our negotiations with transport operators and providers over the lifetime of the plan. Similarly, we recognise that there are concerns over the potential location of the Crossrail 2 stations and we will continue to engage with TfL and the community to secure the best outcome possible for Hackney residents and minimise disruption.

The Council have an on-going programme to upgrade bus-stops to accessible standard on its own network (currently about 95% compliance) and is working with TfL to upgrade bus stops on the TLRN (TfL routes). We fully recognise the success of the London Overground service in Hackney has led to congestion on the network at peak times. We will continue to support the London Mayor to extend the London Overground network (including increasing capacity) under TfL control, attempts to bring international rail services to Stratford as well as pedestrian and cycle connectivity to stations both within and outside of Hackney.

## 7. Road Safety

The following represent general themes arising from the Road Safety Plan open ended questionnaire.

### 20mph – speed limits

- Objections to 20mph limit. Roads are for vehicles. This will cause more accidents, pollution & dangerous practices by pedestrians, cyclists, car and van users
- Need to enforce 20mph limits (as in LB Islington)

### Segregation of roads

- Too focused on training/ not infrastructure
- Needed at junctions e.g Old Street
- 

### Targets

- Targets not ambitious enough

### Others

- Objection to removing Stoke-Newington Gyratory on cost, safety and accessibility grounds
- Support for more modal filtering
- Want to see greater car parking controls
- Cycling safety seems to be at expense of pedestrians
- Poor surface quality leading to accidents

### Setting of Accident Reduction targets

The national target of 40% reduction of all Killed and seriously injured casualties was set by the government and TfL. Our aim is to always to achieve this target and



currently we are well placed to reach this target before 2020. A zero target in all casualties would be difficult to achieve, given that over 90% of all collisions are attributed to human error.

## **20mph limits**

The 20mph speed reduction scheme is important to all residents that live and work in the borough of Hackney. By reducing speeding on the borough roads it gives all road users the chance to make safer choices. It also changes the environment and allows time for all road users to react to possible conflict situations between road users should they arise. We do understand that the changes in attitude and behaviour, required to achieve this will take time and we will need to be deliver this scheme in a multi-faceted way by Enforcement, Engineering, Education and Encouragement. We are working with the Met police and have set up a working group called Hackney Casualty Reduction Working group. Already from this group we have seen an increase in Exchanging Places and Pitstops for Motorcyclist. Additionally we are committed to ensure we work together and deliver campaigns which are targeted and we will encourage an increase in road policing enforcement. The local Safer Roads Policing Unit will be working with us to set up Community Speed Watch in the borough and TfL are upgrading the safety cameras so that they are able to enforce the 20mph limit. Motorists will be offered the choice of attending a speed awareness course or receiving a fine and penalty points on their licence. There will be a Road Safety Awareness campaign which will be delivered at strategic times of the year using statistical evidence to target areas and road users. There will be evaluation of the engineering and education measures so that we are assessing the effectiveness of our schemes.

## **Cycling**

Hackney has never ruled out segregated cycle lanes and we have always proceeded with the most appropriate solution for each route or location judged on a case by case basis. Hackney is working closely with TfL and is looking at routes, "Quiet Ways", which will take cyclists through the borough on less trafficked

roads. Segregated lanes also have a significant implication on the availability of kerbside space, and the busiest roads in Hackney, where segregated lanes are likely to be considered most beneficial, also tend to be busy bus routes and key retail locations, and as such have the greatest number of competing demands that need to be catered for as far as possible. We recognise there are solutions to address these competing issues but these often require a heavily engineered approach, which does not necessarily align with some urban design/public realm aspirations. The A10 comes under the authority of TfL therefore any engineering measures / solution will need to be led by TfL.

Cycling is embedded in most if not all of the council's strategies including the LDF, Air Quality Strategy and our LIP 2 and emerging transport strategy

There has always been an issue with shared footway even though at times they are segregated. There is a law which can be enforced but is difficult to prove, called "Wanton and Furious Cycling on the footway". It can be dealt with by giving the cyclist an on the spot fine. We are working with the Met police's Safer Roads Policing team to encourage the use of this law. We will also be carrying out a pedestrian focused campaign aimed at encouraging cyclist not to cycle on the footway or ride over zebra crossings and through School Crossing Patrol sites.

Hackney council considers all vulnerable road users pedestrian, cyclist and motorcyclist, when producing engineering schemes and follow the guidance given by TfL (Transport for London) and the DfT (Department for Transport).

We additionally work with user groups for pedestrian, cyclist and motorcyclist and consult with them on any infrastructure measures as well as educational campaigns and schemes. In Hackney we deliver cyclist training in guidance with the government scheme Bikeability which is the National Standard. This government scheme was set up to give every child access to cyclist training. This training continues to contribute to making individuals safer cyclists it additionally helps towards attitudes and behaviours towards cyclists once they become drivers. This education and training is very important, if we want to see an increase in cycling in the future and a reduction of cyclist casualties.

The construction vehicles seen on the roads of Hackney and within London will be under greater scrutiny in September when a new enforcement scheme “Safer lorry Scheme” signed up to by London boroughs and led by TfL comes into force. The scheme is design to ensure Lorries comply too the regulations required by FORS and CLoCs.

It is important to “set our own house in order” and Hackney Council’s fleet drivers are all undergoing the HGV training required by FORS. Once these drivers have been trained we will be looking extend this to all drivers that driver on behalf of Hackney Council.

## 8. Individual written responses

The following groups and stakeholders responded to the consultation:

- Hackney's Disability Backup Forum,
- Hackney Council's Public Health Team
- London Cycling Campaign in Hackney
- Transport for London
- Hackney Living Streets
- English Heritage
- Lea Valley Regional Park
- Living Streets
- The Canal and River Trust
- Cllr Williams
- Cllr Vincent Stops
- Interlink Foundation, Stamford Hill on behalf of Cllr Steinberg, Cllr Levy

Detailed responses to the LIP2 consultation were received from the following representatives and organisations:

- Transport for London. James Forrest, TfL Borough Planning (email 7-11-14)
- Richard Parish, Historic Places Adviser, English Heritage
- Stephen Wilkinson, Lea Valley Regional Park
- Cllr Vincent Stops, Labour Councillor
- London Cycling campaign in Hackney, Oliver Schick
- Sustainable Hackney, James Diamond. By email on 7<sup>th</sup> November 2014.
- Disability Back Up
- The Canal and River Trust, Russell Butchers



**Response from Transport for London, by email 7/11/2014**

Document	Comments	Hackney Response
General	TfL are generally supportive of Hackney’s Transport Strategy and consider that it broadly aligns with TfL’s goals, aspirations and strategy within the Borough.	Support noted.
Overarching Transport Strategy	TfL supports that the Strategy will seek to address existing issues relating to bus and taxi provision and enhance their role as vital components in public transport infrastructure. Nevertheless, this will need to be discussed directly with TfL so advice can be provided appropriately.	Noted. The Council will continue work closely with TfL to deliver improvements to bus & taxi provision
	TfL also supports the continuation of the taxicard as it provides an essential service for disabled passengers. A no idling campaign would need to be discussed directly with TfL as TfL would lead on any introduction of electric taxis and this would need to be co-ordinated with the GLA and other relevant stakeholders.	Support for taxicard noted. The Council will seek to work closely with TfL on any no-idling campaign.
	TfL accepts that a growth in vans has been identified as a cause for concern. The recent drop in van traffic may be closely associated with economic trends. This means that as the economy recovers and growth continues, there may be an associated increase in local and strategic Light Goods Vehicle movements which will need to be considered in the proposals.	Noted. The Council wishes to work with TfL and freight to minimise and mitigate this growth where possible
Sustainable Transport Plan	TfL requests that the reference to TfL’s Transport Assessment (TA) Best Practice Guidance (2010) is amended to just read TfL’s Transport Assessment Best Practice Guidance. TfL have adopted a web based format ( <a href="https://www.tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guidance">https://www.tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guidance</a> ) which is regularly updated and therefore reference to a date is no longer relevant. Nevertheless, TfL supports the reference towards the requirement for TA and Travel Plan the proposed thresholds are considered appropriate	Noted – text has been amended to reflect this.

	<p>TfL strongly supports that the Council will seek to limit parking in all new development to a minimum and welcomes that in areas of the highest Public Transport Accessibility Level (PTAL) new developments will be required to be car free. Also supported is the requirement for the developer to enter into a car-free legal agreement restricting access to a parking permit. For larger developments, the Council requires 10% of the total parking to be reserved for Blue Badge parking. Reference should be made to the London Plan Housing SPG which requires each accessible unit to have access to its own dedicated Blue Badge Space. TfL accepts that this can be challenging to deliver on schemes with limited space and on street provision could be appropriate in those instances. Nevertheless, the SPG should be referenced as the starting point.</p>	<p>Support noted.</p> <p>The text has been amended to reference the London Plan Housing SPG.</p>
	<p>Appendix 1 and 2 include Hackney’s Car and Cycle Parking Standards. TfL supports the Council’s proposed car parking standards however the Council should note TfL’s above comments on Blue Badge parking. The Council should however clarify the position on car free development, the text refers to car free being promoted when a site has a PTAL of 4 and above however the table refers to a PTAL of 5-6. It may also be helpful to include the Electrical Vehicle Charging Point standards in this section. The Council’s cycle parking standards are welcomed and align with those within the London Plan. Nevertheless, the residential standard is confusing. It refers to 3 bed spaces requiring 2 spaces but makes no reference to studios, one beds, two beds or 3+ beds. TfL would therefore like this to be clarified.</p>	<p>Noted. Text will be amended to reflect a) reference to Blue Badge parking p44 and 64 b) clarify position on PTAL 4 c) EV charging d) clarity on residential cycle parking. Have TfL clarified their standards?</p>
	<p>TfL supports the reference to Delivery and Servicing Plans (DSPs) and Construction Logistic Plans (CLPs) and the Council should be aware that TfL will be updating its freight guidance late 2014/early 2015 and Councils will be notified when this guidance is available. TfL are willing to work with the Council to improve resourcing, oversight and monitoring of plans as they are committed</p>	<p>Support noted. The text will be amended to reference updated guidance</p>
	<p>TfL are also willing to work with the Council to help identify land to be safeguarded for warehousing, transport and industry (in particular any for logistics use) and a reference to this would be welcomed.</p>	<p>Noted and support welcomed. The Council feel that it’s more appropriate to</p>

		reference this elsewhere in the Strategy however.
	The Roads Task Force recommendations have led to a number of reviews with the Council to help them understand the Street Types on their road network and TLRN, and how these can be developed in future to meet RTF aspirations. TfL are willing to work with the Council to better understand the suitability of their streets for loading and unloading activity and how they could improve the streetscape for freight (and in doing so reduce conflicts with other road users).	Noted. The Council will continue to work with TfL as part of the RTF process to look at managing (un)loading requirements more efficiently and safely.
	Any changes to loading provision should be made in close consultation with local businesses and residents. The design and controls of the facility should also help encourage businesses and freight operators to make use of the road network at quieter times of day, particularly later in the evening, overnight and early in the morning, where appropriate to do so (i.e. not in conflict with needs of local residents).	Noted
	The Strategy should demonstrate a commitment to monitoring any changes in delivery and servicing behaviour, aligned to the aspirations of the Mayor's Roads Task Force	Noted
	TfL requests that the following text (shown in red) is added on page 54 "Policy DM 46 of the Development Management Local Plan Policies document recognises the need for developments in the borough's main growth areas make provision for taxis (in the form of taxi ranks) and coaches and private hire vehicles, where the activity is likely to be associated with the development. Policy DM 27 'Hotels' also points out the need for development proposals to make adequate provision for taxi and private hire and coach drop-off areas."	Text amended as suggested.
	Pages 55-56 focuses on the planning permission required for 'minicab' offices. TfL would like reference to minicab offices to be changed to private hire offices. The text appears to have a contradiction. It states 'In most cases, the provision of off-street parking will not be required' however it continues 'In general terms,	Text will be amended from 'minicabs' to 'Private hire vehicle offices'.



	<p>the Council will expect minicab development proposals to provide safe and suitable off-street parking for visiting cab drivers within the vicinity of the office. TfL would like this to be clarified, however it is supported that the Council will resist proposals that are considered to create additional traffic or highway safety problems and if feasible on site parking would be supported</p>	
<p>Public Transport Plan</p>	<p>The borough and wider north-east sub-region of London will need additional investment over-and-above those committed in existing business plans - a fact acknowledged by TfL and the GLA amongst other influential groups in several documents and press releases. TfL requests that the text contained within section 6.4 'Future rail priorities' on pages 31 and 34 inclusive is replaced with the text included as appendix 1.</p> <p>The map should also be replaced to reflect the latest version (appendix 2) to reflect the proposed revised safeguarded route which the DfT will shortly commence consultation on. In addition, reference to the lack of or poor interchange provision at Dalston and Hackney stations respectively should be removed, as these comments are outdated. The latest proposed Crossrail 2 station design for Dalston Junction incorporates an interchange link between this and Dalston Kingsland station. Similarly, the Hackney Interchange scheme, which provides a direct link between Hackney Central and Hackney Downs stations, is planned to open in spring 2015</p>	<p>Noted. The final Strategy will include some of the 'Future Rail priorities' where the Council considers that this appropriate. The Strategy will also include the most up-to-date Crossrail 2 map.</p>
	<p>TfL supports reference to the following; devolution of the West Anglia Line to TfL, the Hackney Central / Hackney Downs (although the Council should be aware that the completion is March 2015, not end of 2014), the electrification of the Gospel Oak to Barking line and increasing cycling parking at stations and public transport interchanges. Also supported is the four-tracking of the Lea Valley line however TfL notes this is unlikely to happen beyond Network Rail's Control Period 6 (one of Network Rail's 5 year timespans used for the purpose of finance and planning) which runs from 2019-2024, therefore delivery by 2019 is not realistic. TfL has lobbied existing and potential operators to make the case for stopping internal services at Stratford and this reference is supported.</p>	<p>Support noted. Completion of delivery of Hackney Interchange project will be changed to 2015. The reference to the LV line will be changed to 2019-2024.</p>

	<p>The delivery of 5-car trains on the North and East London Lines is a TfL scheme and TfL recognise that further capacity enhancements may be needed in the future. This includes an extra 2 tph on both routes which TfL expects to introduce in the next few years. TfL is also co-operating on the scheme to improve Hackney Wick station which is led by the London Legacy Development Corporation.</p>	<p>Noted. The revised strategy will update this.</p>
	<p>The reopening of the old ticket hall at Hackney Central station remains an aspiration for the long term. TfL are currently planning to expand the existing ticket hall to provide additional capacity. At Dalston Kingsland TfL plan to upgrade the ticket hall in 2015. Should funding become available, TfL also aspire to provide step-free access at this station. At Homerton TfL supports the aspiration to provide a new ticket hall on the north side of the station that is significantly larger than the existing one but no funding is currently available.</p>	<p>Noted and agreed with regard to prioritising ticket hall capacity enhancement at Hackney Central. Text will be updated to reflect these comments.</p>
	<p>The document highlights concerns about reduced staffing levels at stations. Given that elsewhere the document notes that, after May 2015, every station in the borough will be the responsibility of TfL, this concern is unfounded, as TfL is committed to staffing stations throughout the operational day. TfL would review proposals for alternative uses of unused or under-used station buildings on a case-by-case basis to determine if the proposals are viable and do not affect the safe operation of the station.</p>	<p>Noted. However, these concerns have been raised by key stakeholders throughout the consultation process. The text will be amended to state that TfL's position is to commit to staffing stations.</p>
	<p>Section 6.2 which refers to North London services running from Richmond in the west to Woolwich in the east should be amended as services now run from both Clapham Junction and Richmond in the west and run to Stratford in the east.</p>	<p>Noted- section 6.2 will be amended to reflect this.</p>

	<p>Table 3 is the Rail Delivery Plan and TfL requests that the following amendments are made; TfL should be a lead partner in Hackney Wick station upgrade and remodelling, TfL alone should be the leader partner for five-car trains on all electric Overground routes and TfL should be the funder, Network rail should be a lead partner for Crossrail 1 and national Government should be included as a funder, the safeguarding route for Crossrail 2 is no longer early 2014 and national Government should be a funder, the upgrading of the West Anglia line should include TfL and Greater Anglia as lead partners and national Government, Network Rail and TfL should be included as funders.</p>	<p>Noted. Text will be amended to reflect TfL, NR and national governments roles as lead partners/ funder where applicable.</p>
	<p>While TfL do not object to the further provision of countdown signs, TfL are not committed to expanding the provision of bus stop countdown signs unless external funding is available.</p>	<p>Noted.</p>
	<p>TfL welcome the Council’s bus priority suggestions and are willing to work closely over the details of those listed. Nevertheless, TfL would encourage the Council to consider further schemes as per those which have been highlighted during previous liaison meetings.</p>	<p>Noted. The Council will work with TfL to examine further BP measures.</p>
	<p>TfL would welcome reference on bringing weekend parking restrictions in line with weekday restrictions on those roads with bus routes as this will help improve bus reliability</p>	<p>Noted – the Council is willing to look at this on a case-by-case basis. The text will be amended to reflect this</p>
	<p>The Council have aspirations to improve the number of bus links to the Olympic Park and Stratford. Whilst TfL appreciate the aspirations TfL would remind the Council that any changes to the network to accommodate this would be subject to cost-benefit appraisal.</p>	<p>Noted.</p>

	<p>TfL requests that reference to a relatively poor taxi service in Hackney is removed. The area is not in Central London however Green Badge licenced drivers who tend to stay in Central London can service this area and the 'Hackney Extension' allows for suburban drivers from the neighbouring Boroughs of Enfield, Haringey and Waltham Forest to serve the area. TfL therefore does not agree that there is not a pool of suburban drivers to serve this area. TfL therefore would recommend the text to be amended to 'Hackney lies out of the heart of central London and so TfL allows neighbouring suburban sector drivers to serve this area if they are licensed for the 'Hackney extension'.</p>	<p>Noted. Taxi services in London have significantly changed since the publication of the first draft with more widespread use of apps such as Hailo and Uber addressing some of this shortfall and reducing the need for dedicated spaces in some instances. The Council will continue to work with TfL and developers to seek an uplift in taxi services and ranks as appropriate.</p>
	<p>Any redevelopment/changes around stations and other busy locations need to take into account provision of taxi and private hire facilities i.e. taxi ranks and set down points. The lack of black cabs in town centres has been raised as an issue by key stakeholders. This can be addressed by providing more taxi ranks within the Borough and additional funding towards additional taxi ranks and taxi marshals would be supported. TfL have recently match funded a taxi marshalling scheme in Dalston at the newly installed rank however this funding will cease in December 2014</p>	
	<p>Page 49 states that the Borough would seek the inclusion of appropriate taxi pick up areas in new developments such as hotels and shopping centres. Clarity would be welcomed here as TfL interpret this as taxi ranks. This should be reflected in the text wherever 'pick up areas' are referenced.</p>	
<p>Liveable Neighbourhood Plan</p>	<p>Page 29 refers to 'working with private hire taxi operators'. TfL requests this is distinguished between taxis and private hire vehicles. The Council have not yet engaged with TfL on an idling campaign however this is something that TfL would support discussion on and clarification on the Borough's aspirations would be welcomed within the document.</p>	<p>Noted. The Council will clarify the reference to taxis/minicabs where appropriate. The Council is keen to discuss a no-idling campaign with TfL</p>

	<p>TfL requests that reference to drivers taking long or congested routes is removed as this implies that drivers are being deceptive and should this be the case it should be addressed as a complaint to TfL. Taxi drivers study 'The Knowledge' and should be taking the most direct route and PHV drivers should be taking their passengers to the requested location.</p>	<p>Noted. Have amended the text to 'trips on congested routes'</p>
	<p>TfL would welcome discussion with the Council on rapid charging points at taxi ranks and installing more taxi ranks within the Borough to reduce the mileage of drivers touting for work.</p>	<p>Noted. The Council welcomes further discussion on this.</p>
	<p>On page 38 the reference to minicabs should be removed as private hire vehicles are not allowed to use taxi ranks.</p>	<p>Noted. The text will be amended to reflect this.</p>
	<p>The actions proposed in section 6.1 are welcomed in order to reduce the number of trips made by commercial vehicles on our roads. In particular, the desire to investigate options for out-of-hours deliveries and servicing is welcomed.</p>	<p>Support noted.</p>
	<p>It would be helpful for the Council to make a commitment to ensuring that the regulatory environment is suitable for encouraging out-of-hours deliveries, whilst ensuring that the impacts on residents are reduced and mitigated through technology and behavioural measures. TfL are willing to work with the Council to help accelerate the uptake of out-of-hours activity through promotion.</p>	<p>Noted. The Council welcomes further discussion on this.</p>
	<p>TfL are also supportive of the Council's plans for locating delivery drop-off points at public buildings to reduce failed deliveries. However, this activity should be co-ordinated to make use of existing deliveries or times when loading bays and/or the on-street loading areas have sufficient spare capacity.</p>	<p>Support noted. The proposal will need to be assessed on a case-by-case basis to ensure this.</p>
	<p>TfL also welcome the Council's interest in use of consolidation centres and would encourage Council members and officers to make use of the knowledge gained from the Lamilo trial in Camden. TfL can provide contacts if required.</p>	<p>Support noted. The Council looks forward to working with TfL and other boroughs on this.</p>

	<p>TfL welcomes that the Council recognises the effect of vehicles undertaking ‘last mile’ delivery and servicing activity on air quality. TfL also welcomes the review of zero emission last mile deliveries and actions to promote their uptake. It is also pleasing to see that the Council views the development management process as an appropriate mechanism for encouraging a change in freight behaviour</p> <p>However, in terms of wider policy on ‘last mile’ deliveries, it feels that greater clarity on suitable freight solutions could be beneficial. Currently the text says ‘Last mile deliveries are being developed from distribution centres situated on the outskirts of London and using major train stations and so tend not to be located within the borough. Organisations such as the Cross River Partnership and Transport for London are working with the private sector to develop last mile deliveries and to promote the use of cleaner, low emission vehicles’. This text risks giving the impression that these schemes are fully operational and are of a scale to deliver the required results</p> <p>TfL therefore requests that the text is amended to read the following: The ‘last mile of many deliveries to business and residential premises tend to originate from distribution centres in industrial locations outer London or the wider South East. Trial schemes are underway by a range of organisations in a number of locations in London to understand how the last stages of goods delivery and servicing activity can be made more efficient, safe and environmentally sustainable. This includes work to understand how London’s rail termini can play a greater role in urban deliveries</p>	<p>Noted. Text will be amended to recognise the trials.</p>
	<p>TfL support the Council’s commitments to undertake a fleet review in order to reduce the effect of Council’s own activities on the local environment. Measures to transfer the Council’s grey fleet activities to corporate car club membership may also be best accompanied with other driver training to improve environmental performance and safety.</p>	<p>Noted.</p>

	TfL would also encourage knowledge sharing and the adoption of requirements within contracts with suppliers as appropriate to widen the influence of the Council’s fleet policies to those providing goods and outsourced services	Noted.
	TfL would be supportive of a localised Low Emission Zone and TfL suggest that it is referred to as a delivery partner in addition to the GLA. TfL has recently published a Transport Emissions Roadmap which identifies ‘Low Emission Neighbourhoods’ (LEN) which would target local hotspots with poor air quality. TfL therefore requests this is reflected in this document. LEN measures would vary depending on local requirements and the source apportionment of emissions so TfL suggests that the Council amends the change the last sentence on page 31 to read ‘These areas may seek to introduce measures such as timed closures, geofencing and preferential parking for ultra-low emission vehicles.’	Noted. Text will be amended to reflect TfL’s role as delivery partner and the suggested LEN measures but with the option to examining the case to fully exclude high pollutant vehicles within LENs.
Road Safety Plan	TfL prioritises sites on the TLRN based on collisions involving vulnerable road users. A programme is then produced based on the Pan London ranking to ensure resources are allocated to ensure the greatest benefits in terms of casualty reduction	Noted. Hackney does use the same methodology where it prioritises locations where there have been a high number of vulnerable users
	The Council have written to TfL advising that they intend to make all of the Borough’s controlled roads 20 mph. At present there are no plans to make the TLRN 20 mph	Tfl now have plans to make sections of the A10 20mph limit. Tfl are meeting with Council Officers to progress this scheme.
	References to improving driving safety for work and working with the HGV industry are welcomed, alongside the commitments to the Council achieving FORS Gold and ‘Exchanging Places’ / Pit Stop	Support noted.

	<p>TfL would encourage the Council to lend its formal support within the Road Safety Action Plan to the work of the CLOCS (Construction Logistics and Cycle Safety) scheme. Taken up widely across industry, CLOCS and the Standard for Work-Related Road Risk could help significantly reduce risks posed by HGVs to other road users. CLOCS incorporates elements of other standards, including the Safer Lorries Pledge. Some of the measures in CLOCS are equivalent to FORS Silver, so for the Council’s own fleet, adherence to CLOCS could in some areas provide a stepping stone from FORS Bronze to Gold. Similarly, TfL would welcome greater support for measures to reduce the road safety risk of vans / Light Goods Vehicles and motorcycle couriers.</p>	<p>Noted Hackney are now looking at how we can encourage developers to adhere to the CLOC scheme, We do have a Driving for Better Business Policy (MORR) and actively are seeking way to introduce the SUD course to all employees that drive as part of their work for Hackney.</p>
	<p>Appendix 2 shows some recent guidance prepared by the TfL Freight and Fleet programme team for boroughs to highlight how they can better encourage the conditions to reduce the risk posed by HGVs to vulnerable road users, especially cyclists.</p>	<p>Noted</p>
<p>Cycling Plan</p>	<p>TfL would welcome reference to inclusive cycling, guidance on which is contained within the Further Alterations to the London Plan (FALP) and within the London Plan Accessible SPG</p>	<p>Noted.</p>
	<p>There is a presumption in favour of shared paths or spaces in parks and green spaces is considered to conflict with Policy W11 which aims to reduce instances of pedestrian/ cyclist conflict on the Council’s footways. The Council’s position should therefore be clarified. The document should also recognise the specific conflict between cyclists and older and many disabled people and should identify how the Council expect this to be addressed. Further detail is provided within the London Plan Accessible London SPG</p>	<p>Although shared paths and spaces do result in increased levels of interaction between cyclists and pedestrians there are fewer instances of conflict, as recognised by TfL off road cycle design guidance. Where we believe</p>



		cycle flows are high we will consider segregated tracks.
	TfL requests more information on what the policy of clear space for cyclist's means in terms of cycling infrastructure and clarity is required whether this policy would result in new cycle lanes, or in widened traffic lanes to be shared with cyclists.	The level of detail given in the plan provides enough clarity. We make it clear specific interventions will be decided on a case by case basis.
	The documents states that Hackney's cycle network will comprise of: Principal routes, Quietways, Greenways, Central London Grid, and Local Connector Routes. TfL recommends the use of the same designations on the Key of the map 'Proposed cycle network in Hackney' (p.71), which would make easier to understand the network's hierarchy. This map would also benefit from including the junctions which require intervention to improve cycling provision within the Borough	As outlined in the plan a map will be forthcoming.
	Quietways should be prioritised in agreement with TfL. On the 9th of October of 2014, TfL and the Cycling Commissioner sent a letter to Hackney's Councillor Feryal Demrici stating the routes that we would like to support for the Quietways second-phase delivery. Once these specific routes are agreed, they should be the only ones appearing under high priority Quietways with funding from TfL on Table 6 'Route Reviews and Junction Improvements	Noted.
	TfL is currently working with the Council to assess the feasibility of removing Stoke Newington Gyratory and making Stoke Newington High Street two way to remove a barrier to cycling. The scheme is currently on TfL's A3 Portfolio of Major schemes.	Noted.
	Shoreditch Triangle is also under review with the aim of making the streets two-way for cyclists, however this proposal will be taken forward once the improvements at Old St and the Apex junction have taken place. In terms of the	Noted.

	Better Junctions, the list was revised earlier this year and only Old Street Roundabout remains on the list. The remaining junctions will be reviewed, but the level of priority is no longer the same	
	The narrowing of Seven Sisters Road (Woodberry Downs) is a developer led scheme, and the phrase ‘narrowing’ is likely to generate concerns, as many stakeholders are opposed to this. TfL therefore requests that this is amended to refer to reducing severance on Seven Sisters Road. TfL does support the scheme in principle provided it can be demonstrated that it will not have an adverse impact on journey times	TfL’s comments are noted but this does not necessarily reflect the Council’s aspirations and this is a Council document not a TfL document.
	TfL welcomes proposal C32 which requires any person driving on Council business to undertake on-road cycle awareness training. TfL also welcomes proposal C33 to adopt FORS Gold standard for the Council’s own fleet. We would urge the Council to progress with this commitment as soon as practical.	Support noted.
	Moreover, TfL welcomes proposal C34 working with other organisations to investigate and implement options for reducing the volume of HGVs and larger goods vehicles on borough roads during peak hours in the working day. TfL would welcome participation in this process and is supportive of its aims.  However, any re-timing measures focussed exclusively on HGVs should be mindful of the potential growth in vans and potential reduction in air quality, road safety and congestion disbenefits this would bring if not mitigated or introduced as part of a wider programme to target all delivery and servicing traffic.	Support noted. The Council will look to work with TfL and the freight industry to limit the growth of LGVs.
	The Council lends its support to potentially restricting lorries on certain roads or at certain times of the day as is the case in Dublin and Paris. However, it is worth noting these are international schemes with their own specific local objectives and have a range of associated exemptions and other measures.	Noted.
	TfL welcomes the Councils support for banning lorries not fitted with specialist safety equipment and welcomes measures to improve driver training	Support noted.

	<p>While TfL appreciate the benefits for cyclists of Proposal C35 and adopting the principles of strict liability in the UK regard needs to be had to the implications on freight in terms of stress and safety levels.</p>	<p>Noted.</p>
	<p>TfL welcomes references to improved driver training, the Safer Lorries Pledge and enhancing the Council’s status within the Fleet Operators’ Recognition Scheme, we would encourage the Council to adopt the Standard for reducing Work-Related Road Risk. The Standard has been developed through the Construction Logistics and Cycle Safety (CLOCS) programme by a range of leading developers, contractors, other client groups and TfL. The Standard followed a review of 11 existing guidance documents including the London Cycling Campaign’s Safer Lorries Pledge.</p> <p>The single Standard is being promoted through CLOCS. We would welcome the Councils support for the Standard to reduce work-related road risk through its own procurement activity. We would also like to see policy that confirms the Council will require adherence to the Standard for major developments within the borough.</p> <p>The CLOCS scheme is applicable to sectors other than construction logistics and may formally expand its scope in time. We would urge the Council to remain aware of developments within the scheme; please also see <a href="http://www.clocs.org.uk">www.clocs.org.uk</a>. Also see appendix 2</p>	<p>Support noted. The Council is willing to discuss CLOCS further with TfL</p>
<p>Walking Plan</p>	<p>The document refers to priority being given to those with mobility difficulties and this needs to recognise that many disabled people do not have mobility impairment but maybe blind or partially sighted should also be given priority.</p>	<p>Noted. Reference to those with visual impairment has been included where appropriate.</p>

	<p>At the end of the document monitoring is discussed. TfL funds an annual town centre monitoring programme for borough schemes, which focuses on undertaking before and after analysis of LIP funded major schemes. This looks at various pedestrian indicators in a package of monitoring measures that go beyond footfall. The Council may want to include reference to this for certain major LIP schemes with an aspiration to collect more walking/public realm before/after data to support the case for further investment.</p>	<p>Noted. The Council is very keen to work with TfL to undertake this analysis. Is there a name for this programme? Text amended p62.</p>
<p>Summary</p>	<p>TfL are generally supportive of Hackney’s Transport Strategy and consider that it broadly aligns with TfL’s goals, aspirations and strategy within the Borough. Detailed matters have been raised however on some areas of conflict and requirements for clarification and TfL would welcome further discussion on those matters.</p>	<p>The Council welcomes TfL’s broad support for the draft strategy and the opportunity for further discussion on the points of conflict/clarification.</p>

**Comments received from Lucy Vanes, Public Health Team (24/10/2014).**

Document	Comments	Hackney Response
<p><b>General</b></p>	<p>The following statement from the UK Faculty of Public Health sums up the overarching objective of a healthy transport system:</p> <p><i>The underpinning principle of a public health approach to tackling complex health issues relating to transport should be a major shift away from cars in favour of active travel: walking, cycling and public transport [...] To achieve this, increasing proportions of the population would need to consider the most convenient, pleasant and affordable option for short-journey stages to be walking and cycling, and for longer-journey stages to be cycling and public transport use<sup>1</sup>.</i></p> <p>The Public Health Team has benchmarked the Transport Strategy and the sister documents against best practice recommendations on active travel and ensuring changes to the physical environment have health benefits. On balance, the Public Health Team has found that the Transport Strategy and sister documents have met the evidence based recommendations on active travel and ensuring changes to the physical environment have health benefits. Indeed, in several areas proposals from the strategies go beyond what is recommended, increasing the potential benefit. There are also a few areas where gaps have been identified. A summary is provided below; detail is contained in the appendix to this document (page 4).</p> <p>Proposals which go beyond what is expected are as follows:</p> <ul style="list-style-type: none"> <li>• Creating 10 new public spaces and pocket parks through road space reallocation will increase opportunities for active travel and leisure. Similarly expanding the Play Streets initiative in the borough and incorporating play into the public realm links to this.</li> </ul>	<p>Noted. The report writers appreciate the Public Health team's comments and general support of the on the draft Strategy and look forward to working collaboratively on a number of the initiatives mentioned.</p>

	<ul style="list-style-type: none"> <li>• Several proposals which relate to road safety including reviewing accidents and targeting areas of most need and monitoring effectiveness will increase safety and therefore potentially have a positive effect on active travel choices.</li> <li>• Several proposals where the Council will be lobbying other organisations (e.g. TfL) for improvements that are beyond their remit e.g. implementing 20mph on roads not controlled by the borough, lobbying for more powers on enforcing speed limits, lobbying for the London Cycle Hire Scheme to reach other parts of Hackney</li> <li>• Several proposals where the Council will be partnering with other boroughs and organisations to ensure improvements go beyond borough boundaries e.g. work on cycle routes</li> <li>• Several proposals where the Council has made a commitment to ensuring accessibility could potentially lead to a reduction in health inequalities e.g. accessibility on the New River and Lea Valley paths</li> <li>• Several proposals which specifically talk of targeting areas where there are lower levels of cycling and more accidents will help to reduce health inequalities. Linked to this, the proposal to increase adults receiving cycle training goes beyond the recommendation to make training available to those already interested in cycling and actively intends to increase the number taking up training.</li> <li>• Working with Hackney Homes to ensure that all households on their estates have access to secure cycle parking provision and improved walking and cycling permeability on estate roads goes beyond recommendations around new developments by applying this 'health check' to developments that already exist</li> <li>• Proposals which consider the safety of those riding powered two wheelers, as well as vehicle drivers, which will have a knock on effect on the safety of other road users</li> <li>• Working in partnership with the NHS, GPs and other health professionals to promote walking amongst residents to help address health issues goes</li> </ul>	
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	<p>beyond active travel and explicitly links active travel and travel for leisure to health benefits</p> <ul style="list-style-type: none"> <li>• Promoting the Children’s Traffic Club for 3 – 4 year olds is an early intervention approach that goes beyond what is recommended (which begins with school programmes). Similarly the provision of information on fitting of child cycle seats/trailers to parents is an early intervention safety measure.</li> <li>• Working with businesses and schools to improve facilities for cyclists goes beyond the recommendation of cycle parking, with its implication that other facilities could be available e.g. showers etc.</li> <li>• Improving cycling conditions on an area-wide basis around school clusters goes beyond the recommendation on mapping routes by also advocating for improved routes</li> </ul>	
	<p>Proposals which the Public Health Team have some concerns about are as follows:                  Removing the network of one-way systems in South Hackney – could this have a knock-on effect of increasing traffic flows?</p> <p>Proposals which are linked to stakeholder concerns (pedestrian accessibility improvements, junction improvements and new crossing facilities, cycle</p>	<p>Noted. Studies into the conversion of one-way systems to two-way streets have shown wider benefits in terms of improved liveability safety, improved public transport journey times, pedestrian and cyclist environment, increased local economic activity etc. There is some evidence to suggest that conversion reduces vehicle movements for shorter journeys.</p>

	<p>parking) – often the most vocal are those with most cultural capital, so how can it be ensured that stakeholders include those who are hardest to reach?                  However, it is recognised that many of the proposed improvements relating to this point will benefit all residents.</p> <p>Extending car clubs and car sharing – although this does discourage private car use, could it also be used to replace more active travel?</p> <p>The proposal that all new development will contribute towards improvements to the surrounding pedestrian and cyclist environment through a variety of interventions is welcomed but more detail on this would be useful, particularly about how wider health benefits and disadvantages will be assessed, and how any measures will be monitored and enforced.</p>	<p>The Strategy &amp; proposals are required to undergo Equalities Impact Assessment to determine impacts on hard to reach groups. Schemes are highly unlikely to be approved if found to have a negative impact on these groups.</p> <p>Car clubs/sharing is proven to reduce private car ownership which in itself should lead to more active travel. The trips by these users are most likely to displace private car trips which are likely to be dependent upon other factors including distance, availability/cost of parking at destination, attitudes to travel etc.</p>
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		<p>Noted. Many planning applications are now subject to Health Impact Assessments. Streetscene acknowledges historic difficulties/gaps in assessing health impacts of interventions using HEAT Assessments etc and is open to further discussions on this.</p>
<p>General</p>	<p>The following are recommendations that are not explicitly addressed in proposals from the strategy, although it is recognised that these may still be happening:</p> <ul style="list-style-type: none"> <li>• Investment (recommendation is 10% of transport budgets to walking and cycling, with investment of between £5 and £10 per person per year to cycling) – is this beyond the scope of the strategy?</li>   <li>• Provide personalised travel planning</li> <li>• Introduce regular ‘walking buses’ and projects such as ‘walk once a week’ in schools</li> <li>• Provide free cycle safety checks (e.g. Dr Bike) and cycle maintenance training</li> </ul>	<p>Noted. Walking and cycling are an integral part of the Council’s investment in any transport schemes or proposals. The percentage is difficult to calculate but LBH’s investment is likely to be far higher than 10%.</p> <p>The Council already undertakes work, residential, school travel planning. We are open to facilitating PTP subject to</p>

	<ul style="list-style-type: none"> <li>• Ensure workplace walking and cycling programmes are developed using an evidence-based theoretical model of behaviour change (e.g. NICE guidance)</li> </ul>	<p>funding/resources becoming available.</p> <p>The Council's sustainable transport &amp; engagement team works with schools and employers to facilitate Walk to school/work programmes, Dr Bike sessions, maintenance training etc. We do support walking buses but ultimately these are responsibility of the schools themselves to sustain.</p> <p>Noted. As above we would welcome further discussion on this.</p>
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**Response from Lee Valley Regional Park Authority, Claire Martin, 18/10/2014**

Document	Comments	Hackney Response
<b>Walking Plan</b>	The Authority endorses the objectives to increase walking levels in Hackney within a safe, convenient, legible and attractive public realm, to promote walking as part of linked trips with public transport and strengthen Hackney's visitor economy and to develop walking as a key public health initiative.	Support Noted
	The Regional Park is an important resource for walking offering a safe and attractive environment for people to walk both for leisure and to improve general health and well-being. Reference to the Regional Park under Policy W12 'Hackney will actively promote walking for linked trips, and for leisure and health purposes' Action iii) 'Promote walking for leisure purposes at our parks and Greenways including the Lee Valley Regional Park and New River walkway' is supported.	Support Noted
	The Authority welcomes the Council's holistic approach and the actions for joint working with TfL, Network Rail, neighbouring boroughs and other stakeholders to deliver pedestrian improvements to key destinations outside the borough such as Central London and the Olympic Park. The proposal to create a fully accessible Lea Valley Path from Tottenham Hale through to Olympic Park is supported and will enhance access through to the wider Park north of Hackney with opportunities to combine walking with a linked tube or rail journey in order to create a circular trip.	Support Noted
	The Authority notes and supports the public realm improvements at Hackney Wick (Policy W18) and the proposals to connect with the QEOP. Hackney Wick over ground station is an important public transport hub for those visiting the Regional Park, providing access to the VeloPark and the new Parklands. For the Authority maintaining clear signage promoting the QEOP and Regional Park will be important. Presumably this will be the subject of future partnership working and delivery between the Council and the LLDC.	Support noted. New signage is expected as part of the upgrade of Hackney Wick station.

<p>The proposals under Policy W25, to progress junction improvement schemes and new crossing facilities to improve pedestrian safety, have identified pedestrian crossings at Lea Bridge Road by the Prince of Wales pub and at the junction with Chatsworth Road as a short to medium term priority. Park Development Framework Area Proposal 2.R.2 'Lea Bridge Road' identifies the need to create new crossing points as key features of the 'Park road' (i.e. Lea Bridge Road) to ensure priority is given to Park visitors. A pedestrian crossing of Lea Bridge Road by the Prince of Wales pub would enhance access onto the Lea Valley Walk and improve visitor access into the wider Park area. The Authority supports this scheme and seeks its inclusion in the delivery section of the Plan.</p>	<p>Noted however as the pedestrian crossing by the PofW pub has been completed in 2014 it will not feature in the delivery plan, however we will keep reference to it in the text.</p>
<p>The Authority welcomes the Council's continuing support for cycling and the Policy direction C5 'to ensure that support for cycling is embedded in all Council plans and strategy documents,' which include the Core Strategy, Development Management Policies (DMP) document and Area Action Plans. This ensures a consistent focus on cycling that will assist the Council, the Authority and other stakeholders in lobbying for new cycle provision and future investment through the planning process.</p>	<p>Support noted.</p>
<p>Hackney's DMP document (Publication Version) Policy DM32 supports the Park Authority's adopted Area Proposals for the Park within Hackney. Many of these proposals complement the Council's cycle plan – they include proposals to enhance cycle access into the Park from the west via Springhill and Springfield Park, (2.A.1 Visitors) and from Clapton station (2.A.6 Visitors). Proposals also seek to maintain a network of all-weather shared use paths between visitor facilities, open spaces and the strategic routes; the Lea Valley Walk and Lee Valley Pathway (2.A.6) in order to provide access for all abilities and users. Proposal 2.R.2 Lea Bridge Road recognises the need to enhance the existing pedestrian and cycle paths adjacent to the road and seeks to create new crossing point.</p>	<p>Support noted</p>
<p>The Authority welcomes Policy C15 for the promotion of considerate cycling in parks, and along towpaths and the need for the Council, C&amp;RT and Lee Valley Regional Park Authority to work together to make this happen.</p>	<p>Support noted</p>

	<p>The Authority notes the inclusion of Quietways (longer routes on quieter streets and through parks) and Greenways (primarily longer distance off road routes along towpaths, reservoirs or green spaces) as part of the Council’s core cycle network, Policy C36. Three Quietways connect with and lie partially within the Regional Park; the Olympic Park Quietway providing access to the Parklands via Hackney Wick, Quietway 55 which enters the Park from the west along Lea bridge Road and Quietway 38 Bloomsbury to Walthamstow which includes two route options along the Lee Valley Pathway through Walthamstow Marsh and/or along the Lea Valley Walk alongside the Navigation.</p>	<p>Support noted</p>
	<p>Although the Quietways project is given a high priority in the delivery section of the Plan (Route Reviews and Junction improvements Table 6) there is no indication of timescale. Similarly Policy C42 states that the Council will work in partnership with the LVRPA, C&amp;RT, Sustrans and others to develop and improve a network of Greenway cycle routes including the Lee Valley Path and Lea Navigation towpath, but no indication is given of priority, or implementation phasing. The Authority is supportive of partnership working to identify a network of greenway routes and would welcome further detail in the delivery section of the Cycling Plan on these matters.</p>	<p>Noted. However, Greenway funding is largely dependent on TfL or outside sources e.g. LLDC. The Council is unaware of dedicated funding at present and assigning priority is difficult.</p>
	<p>The Authority welcomes the inclusion of leisure cycling within the Plan (paragraph 10.6). Leisure cycling can be an important part of encouraging individuals, families and other groups to cycle. Areas such as the Regional Park which offer opportunities for safe, off road leisure cycling can help people to gain confidence and improve their cycling skills which in turn may increase the take up of cycling as a means of travel.</p>	<p>Noted.</p>
	<p>The Cycling Plan should include the promotion and facilitation of leisure cycling within open spaces such as the Regional Park as a project under the ‘Encouragement Measures’ delivery category (Table 8). This would bolster project proposals for Greenways within and linking into the Park and the Queen Elizabeth Olympic Park. It would also help to meet the needs of one of the Council’s target groups for cycling, the young couples and families’ socio-</p>	<p>Noted. The text will be amended to reference the suitability of the LVRP for encouraging cycling.</p>

	<p>economic group, which have been identified as living in areas near open spaces such as the Regional Park.</p>	
	<p>The cycling infrastructure project list and implementation phasing should also include provision of cycle hire hubs within the Park in Hackney as suggested in the main body of the Plan, for example at Hackney Marshes or Springfield Park. These could be run just at weekends or linked into an extension of the London Cycle Hire Scheme which the Authority also supports. PDF Area Proposals identify Lea Bridge Road as a possible location for docking stations, potentially at the Waterworks Centre. Finally the Council should also explore opportunities to link cycle provision and training with the programmes and facilities provided at Lee Valley VeloPark.</p>	<p>Noted. The Council supports the expansion of the cycle hire scheme to the Park but is not in a position to fund this or give an accurate estimate for implementation. The Council will look to support local schemes dependent</p>
<p>Public Transport Plan</p>	<p>The Authority supports those components of the Rail Strategy that will have a positive impact upon the Park; namely                  Re-opening of Lea Bridge Station – the Authority supports Policy PT2 to secure associated improvements to pedestrian, cycling and bus routes between the station and Hackney. Lea Bridge Station will be an important public transport node serving the Regional Park’s visitor hub on Lea Bridge Road. The strategy should make reference to this fact to ensure that new access infrastructure connects with and enhances access to visitor facilities along Lea Bridge Road.</p>	<p>Noted. However, much of the Lea Bridge road lies within LB Waltham Forest including the visitor attractions. The Council will continue to work with LBWF to improve connections along Lea Bridge Road as part of the latter’s successful Mini-Holland bid.</p>
	<p>West Anglia Main Line three-tracking and associated station upgrades – service and infrastructure improvements on the West Anglia Main Line should ensure access to the Regional Park is improved, particularly from stations such as Northumberland Park , Angel Road and, within Hackney, from Clapton Station. Service improvements between Tottenham Hale and Clapton (Policy PT3) will</p>	<p>Noted. The Council supports linked trips including the ability to bring bikes on trains.</p>

	enhance opportunities for visitors to the Park to enjoy a linked trip, walking or cycling in one direction and using the train to return.	
	Hackney Wick Station Upgrade (Policy PT 10) – as recognised in the Plan Hackney Wick station is an important access point into the Park and the QEOP. The Authority supports the upgrade works and improved pedestrian links	Support noted.
	The Authority supports the Council’s strategic priority to improve bus access to the Olympic Park, Hackney Wick and Stratford (Policy PT15). Regular well connected bus services between Hackney and the Olympic Park would benefit both local users and visitors to the Regional Park, particularly if the VeloPark and North Park hub are the location for fully accessible bus stops.	Support noted.
General	The Authority wishes to be kept informed of the outcome of this consultation on Hackney’s Transport Strategy and looks forward to working with the Council and other stakeholders to improve walking and cycling opportunities and public transport infrastructure that enhances access to the Park.	Noted.

**Submission from the Canal & River Trust,**

Document	Comments	Hackney Response
General	<p>Canal &amp; River Trust is pleased to see that the borough recognises the importance of its waterways and has highlighted the Regent’s Canal Parallel Route as a specific project for delivery. However, we think that the strategy could go further in recognising the role of waterways in creating opportunities for regeneration, employment and supporting modal shift to sustainable transport. This should be supported by a commitment to invest in towpath upgrades</p>	<p>Noted. However, the Council is not in a position to commit to providing dedicated funding for towpaths and will look to prioritise its resources on the adjacent carriageway which it has direct responsibility for. Instead, the Council will continue to support towpath upgrades through other sources such as s106 funding where possible.</p>
	<p>The Canal and River Trust notes that within the Draft Transport Strategy there is no mention of utilising the Blue Ribbon Network for freight purposes. Policy 7.26 of the London Plan states that “The Mayor seeks to increase the use of the Blue Ribbon Network to transport freight”. This should be reflected within Hackney’s Transport Strategy. A short statement stating that Council will, in principle, support the use of the Blue Ribbon Network for the transportation of freight would be appropriate</p>	<p>Noted. The updated plan will include a reference to the Blue Ribbon Network</p>



	<p>CRT suggested wording in Blue;</p> <p>5.4 Employment and Economy The regeneration of the Regent’s Canal has led to waterside business opportunities, with cafés and restaurants enticing more people to visit and spend money in the borough. We will seek to replicate these opportunities on the River Lee, recognising the important role waterways have to play in regeneration and creating employment and business opportunities.</p> <p>P79 Proposed transport improvements Regent’s canal and River Lee towpath and access upgrades</p> <p>P86 Strengths and weaknesses Strengths Two waterways- the Regent’s Canal and the River Lee providing access to green space and walking and cycle routes Weaknesses Change in use and underinvestment means canal and river towpaths and their accesses require investment to accommodate increasing use and demand, to improve accessibility and connectivity with on highway walking and cycling routes</p> <p>C10 p106 Ensure that existing road and cycle network is maintained to a high standard with a good level of service and upgrade routes with high cycle flows which are not currently fit for purpose, for example the Regent’s Canal.</p>	<p>Comments noted. The text will be amended to reflect some of the suggested phrasing.</p> <p>We support towpath and access upgrades but cannot commit to funding these. We will continue to support investment through development contributions, match funding etc as and where appropriate.</p>
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<p><b>Overarching transport strategy</b></p>	<p>C15 P106 Work with partners to promote considerate cycling in locations where cyclists and pedestrians share the space and where appropriate undertake enforcement action. Where there are concerns over capacity, work to upgrade connections and promote alternative and appropriate routes on road.</p> <p>C41 In partnership with the Canal and River Trust, Lee Valley Regional Park, and other partners Hackney will look to improve the network of Greenway routes Include traffic free route between Broadway Market and Kingsland Road to relieve towpath congestion. p108 <b>W11</b> Reduce instances of pedestrian/ cyclist conflict by promoting considerate cycling and pedestrian priority. Working with TfL and partners introduce appropriate measures where high levels of conflict with pedestrians are reported</p>	<p>Noted. However this is covered by W19 'Progress a traffic free pedestrian and cycle only route between Kingsland Road and Broadway Market in order to relieve congestion on the towpath' and does not solely relate to towpaths.</p> <p>Noted – as above.</p>
<p><b>Exec summary</b></p>	<p>1.3 achieved the following goals To have upgraded canal and river towpaths to support modal shift to sustainable transport modes, ensure connectivity and integration with the borough's highway cycle network.</p> <p>2.5 Canal &amp; River Trust waterways connect the following regeneration and opportunity areas: Dalston Hackney wick ICity Olympic Park Isle of Dogs Kings Cross Upper and Lower Lea Valleys Given the strategic importance of these locations and the greenway link our canal and river towpaths provide to these destinations, we would expect to see towpath upgrades included in the committed projects</p>	<p>As above- the Council supports upgrading towpaths in principle but cannot commit to funding these. Towpaths are the responsibility of CRT to manage and therefore Hackney is not the lead partner. The Council will continue to work with CRT to source funding opportunities.</p>

<p><b>Cycling Plan</b></p>	<p>5 Outcome 12: Use excellent, sustainable urban design across the borough in our streets, on our estates, in our town centres, on canal and rivers and in other public spaces and local amenities; design which encourages and enables people to walk, cycle, play and spend time together safely in the community.</p> <p>3.2 Promoting better health The boroughs canal and river network provides active travel opportunities combined with access to nature which can help improve wellbeing.</p> <p>5.5 The east-west connectivity into central London provided by the Regent’s canal has contributed to high cycling levels, with up to 500 cyclists an hour using this route during peak times.</p> <p>Page 43 C9 Examples include, shared use paths of substandard width and pinch points on towpaths</p> <p>Page 45 C12/13 In relation to parks and towpaths, the Council will increase efforts to work with partner organisations such as the Canals and River Trust and British Waterways, park rangers, residents and voluntary and cycling groups to promote considerate cycling campaigns and address areas of concern through enforcement action and closures where appropriate. The Council will also work with neighbouring boroughs, the Mayor’s Cycling Commissioner and the Canal and River Trust to improve the cycling conditions of, connections to and promotion of parallel roads adjacent to the Regent’s Canal (see Delivery Chapter), which would greatly reduce the pressure on the towpath.</p> <p>P92-94 Table 6 Route Reviews and Junction Improvements Greenways Regent’s canal towpath upgrade- Lead Hackney, partners CRT, priority High</p>	<p>Noted. As above. Towpaths are the responsibility of CRT to manage and therefore Hackney is not the lead partner. The Council will continue to work with CRT to source funding opportunities.</p>
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Walking Plan	<p>P20 Table 4: Stakeholder issues raised</p> <p>Cycling on the pavement/canal/ parks and other shared surfaces Regent’s Canal and River Lee towpaths (our Stakeholders have raised this as an issue)</p>	<p>Noted and agreed. Text has been amended to reflect this. (p20)</p>
	<p>P24 W6 Actions: Work with Canal &amp; River Trust to upgrade the Regent’s Canal and River Lee towpaths to tackle pinch points, and improve conditions for pedestrians and cyclists.</p>	<p>Noted and agreed with the caveat that the Council supports this but may not always be in a position to help fund these upgrades. Two new bullet points have been added x)Work with Canal &amp; River Trust to progress the Regents Canal Parallel Route to relieve pressure on the towpath and; xi) Upgrade the Regent’s Canal and River Lee towpaths where appropriate funding is available to tackle pinch points, and improve conditions for pedestrians and cyclists.</p>
	<p>P27/28 W11</p>	<p>Text amended to; Work with Canal &amp;</p>

	<p>Work with Canal &amp; River Trust to upgrade the Regent’s Canal and River Lee towpaths to tackle pinch points, and improve conditions for pedestrians and cyclists.</p>	<p>River Trust to upgrade the Regent’s Canal and River Lee towpaths to tackle pinch points where funding is available, and improve conditions for pedestrians and cyclists</p>
	<p>P50 Table 6: Public Realm Major Schemes</p> <p>Regent’s canal and River Lee towpath upgrades, partner, CRT, priority High</p>	<p>Noted however upgrading towpaths is unlikely to meet TfL/borough requirements for a Major Scheme.</p>

**London Cycling Campaign in Hackney (LCCiH), Oliver Schick by email, 17/11/2014**

Document	Comments	Hackney Response
<p>General</p>	<p>We are delighted that this Strategy is so strong in furthering improvements to sustainable transport, and particularly active travel, in the borough, and offer these comments to help increase the strategic character of the recommendations and future plans even further.</p> <p>While most transport strategies pay some tribute to sustainable forms of transport, and in particular to forms of active travel, Hackney’s draft Transport Strategy is different in that the commitment is not only evidenced by past work (Table 2 on pp. 22-26 in the draft Overarching Transport Strategy is a concise record of the resounding successes achieved) but also clear through the way forward identified in it.</p> <p>Public transport and active travel modes are necessary allies, and while we expect an increasing share of active travel in the mix, this is a case which remains for us to make. We sound a note of caution about the nature of future public transport development and analyse what different kinds of public transport mean to Hackney. A crucial aspect of any contemporary transport strategy concerned with sustainable transport is how it addresses the currently excessive need to travel. The main reason for this is that residential and employment locations tend to be far apart. Fairly basic goods and services are not available in most or many Hackney town centres. As an example, Hackney as of today does not have a single department store (there apparently used to be two in Hackney Central alone). This causes people to have to go on long trips through London or to order goods from the Internet. Much more economic development, to enhance the diversity and quality of local retail and other business offerings, is still required. This aim is essentially contained in the excellent ambitions expressed in the Liveable Neighbourhoods Plan, as referenced here: ‘Public realm improvements will be complemented by our planning policies which encourage the provision of well-located amenities such as local shops, markets and essential</p>	<p>Support noted. The provision of department stores and other services is beyond the scope of the Strategy and partly dictated by market demand and planning policies. However, we recognise the central point that provision of local amenities reduces the need to travel.</p>

	<p>services that are fundamental to encouraging more people to travel sustainably and leads to people having a greater sense of community.’ (p. 12) Reducing the need to travel should be referenced more explicitly, however. As we argue extensively elsewhere in this document, we see the role of active travel in supporting the local economy as crucial. It is already an excellent draft Strategy and we look forward to contributing to its success.</p>	
	<p>Key recommendations are as follows;</p> <p>1) As part of the LCC’s 2014 election campaign, Hackney Council signed up to the LCC in Hackney’s 21 ‘ward asks’, which consist of one key traffic scheme in each ward, with some ‘ward asks’ being joint asks between two wards. Additionally, Hackney committed to the LCC in Hackney’s manifesto. Most of these improvements have considerable strategic relevance and should therefore be included in this Strategy and not only in the Local Implementation Plan. We are very pleased that some projects from the ‘ward asks’ and the manifesto are already in progress, such as a return to two-way for Stoke Newington town centre.</p> <p>2) We advocate a simple strategic hierarchy in addressing transport based on first addressing overall network characteristics, then those of nodes, and finally those of links. We are delighted that there is already strong evidence of this hierarchy guiding the work and we have added numerous comments in the following to strengthen application of this methodology.</p> <p>3). Another type of comment which we make exhaustively and repetitively is the need to strengthen the local economy, aiming for a greater co-location of residential and employment uses, as a key factor in reducing the need to travel. This is prompted by the over-dominance of Central London and the low density of employment uses in Hackney itself, and is related to the need to even out density of activity across London more to truly make it a sustainable city. This also underpins our critical comments on ‘major project’ public transport improvement</p>	<p>Noted.</p> <p>1) The updated document will reference the LCC Ward asks.</p> <p>2) This work will be partly undertaken as part of the Roads Task Force between TfL and Hackney.</p> <p>3). Noted. However this is needs to be considered on a regional, pan-London level</p>

	<p>proposals such as Crossrail 2. We favour more local and fine-grained public transport provision.</p> <p>Our two main points about successive Hackney Transport Strategies have traditionally been that cycling should be fully integrated into the Strategy, and that there should be much better integration between land use and transport planning.</p> <p>i) On the first point, we of course warmly welcome the great emphasis on cycling in the 96-page Cycling Plan. We would, however, suggest integrating it into an overall strategy, as indeed likewise for the other elements. On the second point, we are very pleased to see the emergence of the Sustainable Transport Plan as a possible Supplementary Planning Document (SPD), subject to its adoption. It is a very useful summary of Hackney’s existing policies. We note that no new policies are proposed in this, and propose a few key policies which we would hope could at least be foreshadowed in this document, while at the same time we recognise that their adoption would probably require revisions of existing planning documents, and that this is unlikely to be possible in the short term. We hope that future iterations of the strategy process will see land use and transport policies become more closely enmeshed, particularly policies working together towards achieving a better distribution of activity.</p> <p>ii) We note that a more ambitious target has been adopted in this draft Strategy of 15% cycling mode share by 2024. This exceeds the previous target set in Hackney’s Local Implementation Plan (LIP), which was the result of Transport for London (TfL) ‘capping’ Hackney’s preferred target of 20%. We are therefore pleased that this higher target will be in the Strategy. In view of the fact that Hackney achieved nearly double its previous target for cycling, of 8% commuting trips by 2011, and cycling in London has continuously exceeded predictions, we are confident that a higher LIP target is justified and would encourage Hackney politicians and officers to renegotiate this key target with TfL. It should be at least 20% by 2030.</p>	<p>Cycling and the SPD is part of the overall Strategy. Is Plan is a component of the overall Strategy and should be viewed as such.</p> <p>Noted. Proposed targets will be under review over the lifetime of the Strategy and can be revised if necessary.</p>
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<p>We have long advocated a Road Danger Reduction (RDR) approach and are surprised that the relevant section is still entitled the ‘Road Safety Plan’. Only a few references to RDR are made in the Plan, and very few aspects of its method are up-to-date. While the dialogue between RDR and traditional Road Safety approaches has better informed ‘road safety’ in general and the boundaries are no longer as clear-cut as they were, it is unclear why a Road Danger Reduction methodology, as espoused, for instance, by the London Borough of Lambeth, has not been adopted. We add a number of more detailed comments on the draft Road Safety Plan later in this document.</p>	<p>Hackney has not chosen to adopt a formal RDR approach with its current road safety plan however as noted the Road safety plan prioritises vulnerable Road users in all aspects from engineering through to education.</p>
<p>We would also advocate adopting separate targets for primary and secondary school pupils to cycle to school, with the target substantially higher for secondary school pupils, to reflect their different travel patterns and to have a sharper strategy aimed at increasing cycling among pupils</p>	<p>Noted. Text will be amended to include separate targets</p>
<p>We would find it useful to be able to discuss with the Council each year a ‘dashboard’-style monitoring plan including key figures such as the latest modal share figures. The exact content would need to be determined in discussion. As different figures come out at different times, setting the right timing would also require some thought.</p>	<p>Noted and agreed.</p>
<p>We would recommend making the Executive Summary the ‘overarching’ document, supported by the collection of key evidence in the draft Overarching Transport Strategy, to avoid repetition and to improve the structure.</p>	<p>Noted. The Council will consider this in the final version.</p>
<p>Objective II: We would suggest that the objective be re-phrased to set the aim of increasing Hackney’s liveability to indicate a greater ambition than merely ‘remaining’ one of London’s most liveable boroughs</p>	<p>Noted however the intention of the statement is that it is to be viewed ten years hence.</p>

	<p><b>Objective VII:</b> We would suggest re-phrasing this objective to make it at once more positive and more wide-ranging. It is an objective that is key to strategic network management. In itself, this is obviously very welcome; we have argued in the past that key to restraint of through motor traffic is work on the ‘entry’ junctions at the outer northern and eastern edges of Hackney, such as Stamford Hill Broadway, Clapton Town Centre (currently the Lea Bridge roundabout), as well as the motorway access points at the A12 Lea Interchange and Hackney Wick.</p> <p>Going beyond the scope of junctions, it is also important to modally filter the network inside cell boundary streets, especially considering that there is relatively little scope for reducing through motor traffic capacity at Hackney’s southern nodes. This is a key strategic ambition which should guide much of Hackney’s work, and an objective should be added to achieve a coarse-grained network for through motor traffic and a fine-grained network for walking and cycling. Hackney would not be alone in this. There are already efforts in this direction being progressed in Lambeth, e.g. with the excellent scheme proposal for Loughborough Junction. As we have noted at various points in our draft <a href="#">Vision for Hackney</a>, it is necessary to re-establish the urban grain where it has been lost by removing failed and superfluous through motor traffic infrastructure. Through motor traffic restraint is also essential to strengthening the local economy.</p>	<p>Noted. The Council will continue to consider modal filtering on streets on a case-by-case basis. The Council is happy to review the LCCiH forthcoming document and discuss individual cases at that point.</p>
	<p><b>Objective VIII:</b> This is a very good objective, and we would suggest expanding on this theme. We have recently begun work on economic factors influencing people’s choice of transport, and cycling is a core ingredient in enabling a greater meshing together of the localised economy by facilitating trips which are not easily made by walking and on public transport.</p> <p>We would therefore suggest adding the following objective, or revising Objective VIII to include it:          ‘Hackney will use the potential of active travel modes to encourage more localised economic activity, creating more attractive local centres easily accessed primarily by cycling and walking.’</p>	<p>Noted – the Council will consider amending the objective to include a reference to encouraging localised activity.</p>

	<p>Objective X: We consider Crossrail 2 as an exemplar of an outdated London-wide transport strategy in building even more radial public transport links than already exist. While some additional trips would be made to Hackney on Crossrail 2, the main effect of such radial lines is to channel far more passenger traffic into Central London and to strengthen the Central London economy much more than that in any boroughs. Creating more motorised modes of travel, which includes even urban railways, will generally increase the need to travel, not reduce it. Moreover, as with Crossrail 1, Crossrail 2 will require extremely high levels of public investment which would be much more effectively applied to improving London's streets on the surface. We therefore consider that Crossrail 2, or similar plans, would be in direct contradiction of plans to strengthen Hackney's own economy, and for that reason we would not support it.</p>	<p>Noted. However, Crossrail 2 is a London-wide project which the Council supports for a variety of reasons.</p>
	<p>Objective XV: We would very much welcome greater emphasis on cycle theft. It is still a very significant 'entry-level' crime which causes an estimated 25% of victims to give up cycling either permanently or for a long time. Key to tackling cycle theft are the markets.</p> <p>While there have been reports of stolen cycles at Kingsland Waste Market, the main trade in London seems to centre around Brick Lane Market and even New Covent Garden Market in Battersea. It is therefore a necessary strategy for London's local authorities and borough police forces to work closely together in tackling the problem, and the objective here should reflect that this is an issue which transcends borough boundaries. Needless to say, better enforcement against cycle theft within the borough would also be very welcome.</p>	<p>Noted. The Council will continue to work with the Met Police and continue to support installation of more secure cycle parking.</p>

	<p>2.4: As noted above, we advocate regeneration and re-establishing the urban grain in other areas than the ones listed here, such as Clapton Town Centre. As the Council has committed to drawing up plans within the next four years to return this junction to a crossroads layout, with attendant development, this should be referenced here.</p> <p>We have already referenced above our ‘ward asks’ and manifesto points, and would also make reference again to our highly strategic emerging ‘Vision for Hackney’. We would hope that the Council would adopt even more points from this to guide its work strategically.</p> <p>We would also comment that employment growth must be more fine-grained than merely contained in big projects, and this potentially includes well-designed mixed-use development at numerous junctions and in small clusters. We outline a number of these in the draft ‘Vision for Hackney’</p>	<p>Noted as above.</p>
	<p>2.9: The clear suggestion of Figure 1 on page 7 is that public transport levels have been growing only slightly, and hence stabilising, since 2001, largely in favour of active modes. This not only shows that potential for further public transport improvements is more limited than potential for active travel (excepting major projects such as Crossrail 2, whose effectiveness, however, is rather relativised by the extremely high investment required and its likely impact in mostly strengthening Central London rather than outlying areas) but that Hackney’s strategic direction would benefit from further sharpening of its support for active travel. A key factor is cost; active travel modes require far lower levels of investment than public transport modes. This is not to deny the importance of Hackney’s bus network to the borough. It is a very strong factor in reducing the number of cars on the network. It is also of greater local significance than long-range, grade-separated modes like urban railways.</p>	<p>Noted. Investment in Crossrail 2 is decided (and funded) on a pan-London basis. The Council does recognise the extremely positive returns that active travel investment has and will continue to prioritise its own funds in this area.</p>

<p>2.10: ‘However, further investment will be needed to facilitate the demand to travel— particularly to access employment opportunities that lie outside the borough.’ This cuts to the heart of one of London’s fundamental problems, namely that population density and density of activity are not co-located well. Needless to say, as recognised elsewhere in the draft Strategy, Hackney should seek to increase employment opportunities inside the borough. We argue, in addition, that cycling has already demonstrated that it is more than capable of delivering access to jobs further away, such as in the City of London, the City of Westminster, or Canary Wharf, to name just the three most prominent centres in London. This is in addition to cycling’s local role. As noted above, supporting cycling and walking over entrenching further public transport capacity improvements is a much more effective way of both promoting local trips and of making better use of existing public transport capacity.</p>	<p>Noted. As above. The Council including its planning policy framework, regeneration and are town centre management functions are actively seeking to increase further employment within Hackney.</p>
<p>2.12: ‘However, walking to work levels at 12.5% are relatively low, reflecting the low jobs density of Hackney (0.7 jobs/ resident of working age), meaning that residents are more likely to need to travel long distances to work.’ This point further reinforces the need for more local jobs. The strategic problem with (short-termistically) supporting increased public transport capacity to facilitate access to jobs outside the borough is that this will, at the same time, decrease opportunities for more job creation inside the borough, leading to a continuation of the vicious circle from which large parts of London have been suffering for decades. A far-sighted strategy will eschew projects such as Crossrail 2 and concentrate public transport improvements on the local public transport network in tandem with strong support for walking and cycling, which will in the short to medium term lead to a reactivation of some inactive commercial frontages and deliver much more sustainable local economic growth than if traffic is drawn away from Hackney</p>	<p>The Council recognises the value of localised transport improvements to support the local economy. However, the Council supports Crossrail 2 for reasons outlined above.</p>
<p>2.13: ‘Cycling to work has been the standout success story with all wards in the borough seeing increases over the period of 2001-2011 ranging from a 48% increase in New River to a 718% increase in Lea Bridge.’ As Figure 2 on page 9 also shows, this development is really at the strategic heart of transport in the borough and the Council should orient its direction of travel even more strongly towards cycling</p>	<p>Noted. Cycling will continue to play a key role in the Council’s transport vision and investment.</p>

	<p>3. SWOT analysis</p> <p><b>Weaknesses</b></p> <ul style="list-style-type: none"> <li>• We expect that the comment on ‘increasing cyclist casualties’ may have been written before the 2013 figures had come out. Cycling casualties indeed increased up to and including 2012, which we would expect to be part of the ‘Olympics effect’.</li> </ul> <p>However, a marked decrease was recorded in 2013, and it is to be hoped that this trend continues. It should also be said that Hackney has done remarkably well in this respect considering the vastly increased population</p> <p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>• There is an oversight in that a greater level of cycling is not included among the opportunities here. This could reference point 4.5.</li> </ul> <p><b>Threats</b></p> <ul style="list-style-type: none"> <li>• The point about ‘potential of increased conflict between pedestrians and cyclists as numbers increase’ should be placed in its proper context. The main worries about such conflict are only in a few areas, such as in London Fields, and, needless to say, such conflict is still much preferable to conflict with cars.</li> </ul>	<p>Noted.</p> <p>Noted. Text will be amended to reflect this.</p> <p>Noted. However many stakeholders have raised this point as a legitimate concern and it will remain in the Strategy.</p>
	<p><b>Structure of the Strategy</b></p> <p>For some reason, the numbering here switches from 4.x to 5.x after the brief summary of the Cycling Plan objectives. We assume that this must be an error. Subsequent sections should therefore have different numbering, too.</p>	<p>Error noted and will be corrected in final draft.</p>
	<p>As noted above under ‘key recommendations’, one of our main points about the structure of Hackney’s Transport Strategies has been that we would wish that cycling was fully integrated into the strategy. What this means is that, while we make a lot of points specifically indexed to cycling (and will have to continue to do so, until such a change be achieved), ideally a strategy should attempt to include a</p>	<p>Cycling is integrated in the overall TS. It is not intended to be viewed as a standalone document. The close</p>

	<p>level away from mode-specific considerations in which it talks about trip purposes, travel distances, and so forth. Greater emphasis on the local trip, for instance, will automatically deliver higher rates of cycling and walking without there having to be mode-specific strategy components. This helps not only to deliver objectives but also serves to increase public acceptance of strategic ambitions in uniting more people behind shared goals. For instance, few people would object to sustainable mixed use in their area, resulting in better access to goods, services, education, and employment, reducing, for instance, the time and stress of their commute, and improving community cohesion. For this to be achieved, our other key point, a close co-ordination of land use and transport planning policies, is also required.</p> <p>Hackney should set an example to other local authorities in breaking out of the vicious circle of transport planning on the one hand being only subservient and often post facto to heavy concentrations of land use activity, such as in Central London, leading mainly to big transport projects like Crossrail 2 swallowing up public investment, and on the other hand being much less powerful to deliver localised improvements because of the heavy pressure exerted by through motor traffic travelling to Central London (which, despite its disproportionate impact, does not convey very large numbers of people).</p>	<p>co-ordination of land use and transport policies is outlined in the Council’s spatial planning strategies-contained in its Local Plan/ Local Development Framework.</p>
<p>Cycling Plan</p>	<p>We strongly welcome the objectives of Hackney’s Cycling Plan. In particular, we welcome the commitment to ‘tackle the causes of real and perceived road danger for cyclists’. We would suggest that this approach of addressing the causes over the symptoms should be applied to the outdated ‘Road Safety’ approach in the draft Road Safety Plan (see our comments below).</p> <p>We are particularly delighted that the role of cycling in ‘strengthening the borough’s economy’ is explicitly recognised, as this is key. Needless to say, the more traditionally accepted goal of strengthening residents’ health and well-being is equally welcome.</p> <p>While we understand what is meant by it, we do wonder about the formulation that ‘cycle training will continue to be a guaranteed right for everyone in Hackney’.</p>	<p>Support noted.</p> <p>The Road safety plan focuses more on short term action plan Hackney will be taking on reducing casualties on its roads. It’s a plan that has within it the aim of reducing KSI and all casualties of 40% by 2020. The</p>

	<p>Cycle training as a ‘guaranteed right’ would appear to be subject to primary legislation. A formulation emphasising the Council’s commitment to continuing to apply for and otherwise generate more funding for cycle training, as well as then offering cycle training to all adults in the borough, would seem to be sufficient.</p>	<p>action plan detail how this will be achieved.</p> <p>Noted and we do look at collision data for causation factors. We will amend the wording “guaranteed right for everyone” to read more along the lines you have suggested</p> <p>Noted the revised Strategy will emphasise the commitment to cycle training as opposed to a guaranteed right</p>
<p>Public Transport Plan</p>	<p>We have already noted, much though we are powerless to influence these higher-level political agendas to any significance, that we are uncomfortable with projects like Crossrail 2.</p> <p>Our priority is with more localised public transport provision. Local buses make a very important contribution to improved access to local destinations, particularly for disabled or elderly people, and this is provision which must be safeguarded. To overcome the slight conflict between our recommendation for modal filtering throughout the borough, one action item in particular that we would like to see in the Plan is the development of a template for (camera-enforced) bus-and-cycle only modal filters to continue to facilitate the movements of local buses where cells might be filtered in the future. To the best of our knowledge, such a template does not exist yet. It will be essential for some of the modal filtering projects we</p>	<p>Noted, however new public transport projects are also important for disabled and elderly people (and parents with push chairs) –e.g. step-free stations and provides easier connectivity with the rest of London in ways that buses cannot.</p>



	<p>envisage throughout the borough, and the development of such a tool is actually highly strategic</p>	<p>The borough is willing to explore this should the technology/ funding become available.</p>
	<p>Under <b>5.13</b>, provision of electric car charging points is referenced. While we recognise that this is an element of the Mayor’s Transport Strategy, we would much prefer a concentration on car-sharing only. Electric car provision has the potential to greatly increase the car fleet again, or at least to maintain it, when it should be drastically reduced.</p> <p>The general reasoning behind them is, obviously, that cars with non-localised pollution (pollution occurring mainly at the point at which the charged power is generated, not where it is used) are better than cars with localised pollution. However, even at a time of rapidly falling car use, the marketing effect of this single operational change is likely to lead to car use becoming more acceptable again. Electric cars have also often been characterised as not being less polluting than cars burning fossil fuels, owing to the offsetting of pollution to the generating sites, and appear to be no more than greenwash, enshrining all the other problems with cars, such as space wastage, social isolation, and road danger, and their current role in being given various exceptions from charges and restrictions is worrying.</p> <p>Meaningful action on London’s transport environment must aim at reducing car usage first and foremost, even if electric cars appear to promise some short-term improvements in air quality in the metropolis.</p>	<p>Noted however please note that the Transport Strategy prioritises the needs of pedestrians, cyclists, public transport users etc before motorists irrespective of the whether they drive electric vehicles or not.</p>
	<p>5.14: We strongly support the aims of the Sustainable Transport draft SPD.</p>	<p>Support noted</p>
	<p>6. Key Targets, commitments and proposals</p> <p>6.1: We advocate adopting a higher target for walking rather than merely maintaining the 40% modal share. On the cycling target of 15%, section 4.5 states</p>	<p>Noted. The text will be amended to state ‘at least to maintain’ offering scope to</p>

	<p>that it is meant to be achieved by 2031, which is probably in need of correction (as this is the LIP target rather than the new target for this Strategy). We included in our manifesto for the 2014 local elections a request for Hackney to renegotiate the LIP cycling target with TfL, and as the Council supports our manifesto point, we hope that Hackney will manage to revise this target upwards. We have consistently beaten cycling targets in Hackney and there is no reason to suspect that momentum will be lost to such an extent that a mere doubling of cycling will be achieved in the next ten years. As the LIP target is actually a possible factor in securing funding, we think it is quite important that a higher target is set.</p> <p>Likewise, we expect that the rate of residents commuting to work by cycle will be higher than 25% in 2024. As this is a ‘softer’ target in not being about overall modal share, it will perhaps be fun to beat it way ahead of time. Given that we get very good data about this target from the census, it would perhaps be sensible to make an exception from the 2024 date for trips to work and to set the relevant commuter targets for 2021, the date of the next census.</p> <p>We would also advocate to break down the statistics and targets on school cycling into primary and secondary school pupils, as children at primary school are much less likely to cycle to school than those at secondary school owing to tight catchment areas around Hackney primary schools. We would then also advocate adopting a higher target on cycling to school for secondary school pupils.</p> <p>Stoke Newington gyratory return to two-way operation: While again another thing which we support very strongly, it is slightly odd to include the return to two-way (‘removal’ sounds negative and does not indicate well what is envisaged) of the Stoke Newington gyratory and other one-way systems in the table entry on cycling. These measures will, of course, have very wide-ranging benefits far beyond cycling.</p>	<p>increase this as needed.</p> <p>Noted – the TS is a live document and targets can be amended after review. The TS is a ten year strategy, therefore the target will remain at 2024.</p> <p>Noted. The revised Plan will provide separate figures.</p> <p>Noted however, this project also appears in the Walking Plan and other parts of the Strategy.</p>
	<p>On page 19, in the box on the Liveable Neighbourhoods Plan, ‘traffic levels’ should be ‘motor traffic levels’.</p>	<p>Agreed. Will amend text.</p>

<p>Liveable N'hoods Plan</p>	<p>While this document is entitled the 'overarching' document, it is mainly as collection of key evidence and context. As such it is very useful, but in our opinion the summary of the overarching issues and the content of the daughter documents is more successful in the Executive Summary. We would suggest combining the draft Executive Summary and the draft Overarching Transport Strategy, while editing out some of the repetition. This would shorten the final Strategy quite considerably and make the structure easier to comprehend.</p> <p>Small errors: There appears to be some confusion about numbering around Section 8.3. Also, the document references the LIP target of a 15% modal share of cycling to 2031 (p. 10) without making reference to the target contained in this draft Strategy of 15% by 2024. This should be corrected.</p>	<p>Noted. We will consider this.</p> <p>Noted- errors will be corrected in the final Strategy.</p>
	<p>We strongly welcome the introduction of the Liveable Neighbourhoods Plan and believe that it will be key to the success of Hackney's Transport Strategy. We would also suggest that this document should be given a prominent status within the Strategy, as it is more strategic than the mode-specific plans. For instance, work on modal filtering would be better accommodated within this Plan than within the Cycling Plan</p>	<p>The LN plan is part of the overall strategy. Reference to modal filtering will be cross-referenced.</p>
	<p>Objectives: We should note that no mention is made in the objectives of cycling and walking as the principal modes in liveable neighbourhoods (when they are mentioned prominently throughout the remainder of the draft Plan). It would be good to correct this omission.</p>	<p>Agreed- text will be amended to reflect this.</p>
	<p>As above, we also consider the nod to electric vehicle technology problematic, and certainly not a key objective of achieving liveable neighbourhoods.</p>	<p>EV have a role to play in reducing local emissions and the technology is equally applicable to buses, taxis etc.</p>
	<p>Needless to say, we strongly support the ambition expressed in the first paragraph of 3.1. While we agree to a large extent with the second paragraph, too, we would re-formulate this to sound slightly less fatalistic. It is certainly true that car parking control is an essential element of designing streets better suited to social</p>	<p>Noted.</p>

	<p>interaction, but the Play Streets project (5.6) alone has shown that even without car parking control very meaningful and encouraging things can be achieved in a street. In fact, car parking control is only one of three closely related and interlocking policies which need to be applied consistently and borough-wide, the others being 20mph and modal filtering. The latter is particularly significant, as often it is simply the interaction between parked cars and through motor traffic which makes streets appear inhospitable and impossible to use for any other purpose. While even with modal filtering it would still be necessary to reduce the incidence of drivers coming looking for car parking spaces, and to reduce the space occupied by stationary motor vehicles, significant improvement is clearly not only dependent on car parking control. Needless to say, were all streets to receive good controls, without modal filtering more carriageway space could actually be freed for the movements of through motor traffic, which is not desirable, underlining the need for all three policies to work together.</p>	
	<p>An important structural issue affecting these documents is that the main content concerning modal filtering is found in the draft Cycling Plan. This may be because the LCC in Hackney has been one of the main groups advocating such a policy. However, the relevant sections should be relocated inside the Liveable Neighbourhoods Plan, as the intention behind modal filtering has, of course, always been to benefit all sustainable and especially active travel within the borough, as well as a greater focus of local networks on local centres, to benefit the local economy. For all these reasons, modal filtering is more than a policy just for cycling and should be made a key policy of the authority within the Liveable Neighbourhoods Plan (where only reference is made to it).</p>	<p>Noted. Each Plan is part of the same overall Strategy. However, modal filtering has been moved to the LN Plan and will be cross-referenced where appropriate.</p>
	<p>Good network management, defining more clearly the purpose of every street in the borough, is absolutely key to building a sustainable future and defeating the recurrent perceived imperative to increase transport capacity in London. The borough must recognise that with greater density of population also comes the opportunity to locate destinations, and hence density of activity, closer to population centres, as opposed to continuing to operate under the outdated model that all activity must be in Central London only.</p>	<p>The Council does recognise this and its spatial strategy is set out in its suite of Local Plan documents. The Council is proactively working with TfL as part of the Roads</p>

<p>Considering that 20mph zones already exist for every minor street in Hackney and 20mph limits will shortly be introduced to its principal streets, subject to consultation, Hackney should concentrate on implementing modal filtering and car parking control together, and newly apply modal filtering where car parking already is controlled.</p>	<p>Task Force to re-define the purpose of each street in Hackney – many of which are expected to have more ‘place’ functions than previously. The Council does look to apply modal filtering where parking zones are implemented on a case-by-case basis &amp; subject to consultation.</p>
<p>In-carriageway cycle parking: We strongly welcome the commitment to creating more incarriageway cycle parking, including residential parking. We would always suggest clarifying the distinction between cycle parking on the footway, generally in the form of Sheffield stands, ‘Rounded A’ stands, or other types of ‘hoop’ designs such as Cycle Hoops, and ‘bread bin’ parking in the carriageway, as is done in Policy C45.</p>	<p>Support noted. The revised text may add more clarity to in-carriageway cycle parking.</p>
<p>Play Streets: We are very strongly in favour of the excellent Play Streets initiative (5.6) and are delighted to see objectives LN8 and LN9 (6.1). As ever, we would recommend sharpening up the wording here to make it quite clear that the target is not ‘traffic’ but ‘through motor traffic’. Traffic as such is desirable and helps bring streets to life, but it should primarily be people on foot and on bikes as well as access traffic by all modes. Speaking of ‘traffic restraint’ only can sometimes give rise to fears that the measures envisaged are purely negative when the opposite is the case.</p>	<p>Support noted. Agree and will amend text to refer to ‘through motor traffic’</p>
<p>A minor relative of Play Streets is the ‘parklet’, a possible programme which we would suggest Hackney adopt, of permitting residents or businesses to temporarily convert car parking bays into motor-free spaces, perhaps to introduce additional</p>	<p>Noted. The Council are progressing with plans to trial parklets</p>

	<p>seating outside a restaurant or to install temporary cycle parking in the carriageway. Spaces could be demarcated at low cost by means of Plantlock containers or similar means and would not require anything complicated.</p>	<p>&amp; it is included in the Walking Plan</p>
	<p>Relationship to Hackney’s Community Strategy: We are pleased to see reference made in the Cycling and Walking Plans to Hackney’s Sustainable Community Strategy. Similar prominent reference should be made to the Sustainable Community Strategy in the Liveable Neighbourhoods Plan, too, above and beyond the two brief mentions of it.</p>	<p>The SCS is referenced in the introduction of the LN plan in addition to the other Plans.</p>
	<p>The actions listed on pages 21-22 are key to achieving the borough’s strategic ambitions. As small matters of wording, we would still suggest not to use the misleading term ‘road closure’. To explain what is meant, it can be good terminology to stress that all forms of traffic, with the exception of through motor traffic, will still be permitted, including access motor traffic. Also, throughout this section, it is perhaps appropriate to predominantly use ‘street’ instead of ‘road’. Actions 1 and 2 (on expanding car parking controls and modal filtering) are the most important. We support these strongly. However, we would also encourage the Council to go further. In order to achieve the aim of motor traffic evaporation through better systematic network management, it is not necessary to conduct ‘traffic reviews’ if residents in an area are supportive of the principle of modal filtering. As these measures are meant to be carried out on a systematic basis, filtering in one area would displace through motor traffic into other areas irrespective of whether these areas initially showed low levels of through motor traffic. The Council should seek to find out the views of residents and implement modal filtering where there a majority are in favour and where there are no material objections. Residents should be involved in workshops to establish the best filter locations, using their local knowledge, and local bus services should continue to be permitted through filters (which will require a template to be established for bus-and-cycle only filters, as noted above). We would also suggest that the Strategy make explicit note of the desirable use of ‘Culford filters’ (see our comments on the draft Cycling Plan).</p>	<p>Noted agreed. Text will be amended to clarify the term ‘road closure’.</p>

	<p>The Council should seek to include in the Transport Strategy a map of traffic cells to be achieved, together with a strategy for phased implementation (filtering cells in two halves, for instance, if it is not possible to filter all medium-ranking streets inside a cell in the first phase). We note that the Plan envisages that determining cells be done ‘through Member engagement and public consultation’, and both are, of course, essential. However, we would suggest that an initial blueprint of cells would inform this work and offer a better understanding both to Members and to the public alike what is being envisaged.</p>	
	<p>Action 3 (on road user charging) has previously been prefigured in the existing Transport Strategy under 11.2.8. We welcome this continued ambition and would emphasise that road user charging is effectively ‘soft’ modal filtering. It can be very helpful in improving conditions on main streets where ‘hard’ filtering would not be possible. ‘Hard’ filtering should of course be the default in residential streets. As no further detail appears to be given on this ambition throughout the draft Plan (and, indeed, this is subject to the investigation of options considered in the action), it is not possible to comment further other than that we would very much like to be involved in exploring options, and the same undoubtedly goes for other stakeholder groups.</p>	<p>Noted</p>

	<p>On <b>Action 4</b> (on delivery arrangements), in our view there is at present no need for delivery vehicles to use residential streets except where a delivery address is located within one. The implication seems to suggest that there is a wider need. The aim must be to expect delivery vehicles to use largely main streets at all times, with the above exception. Better use of main streets by delivery vehicles would in turn cause more discretionary motor traffic trips on main streets to evaporate. Were essential traffic to continue a persistent pattern of rat-running through residential areas, it could be said to actually be encouraging more motor traffic.</p> <p>The ambition has, of course, often been articulated to organise deliveries in London better, but with businesses all over London being supplied by many suppliers, and multi-drop drivers often delivering throughout all working hours, we consider this very difficult. The lack, largely, of much meaningful action in this respect throughout London, except in well-defined and powerful business districts such as Regent Street, has been notable. We expect that unless out-of-hours delivery arrangements were highly organised and done on a London-wide basis through Mayoral powers they would not be feasible for many goods, although there may be some areas or particular supplies for which this might be possible.</p> <p>Night-time deliveries would be ideal, using smaller vehicles not subject to the night-time lorry ban, but except in very few areas most business premises have no night-time access or indeed the ability to have someone on hand. We would think that freight consolidation centres and delivery drop-off points, as per <b>Actions 5 and 6</b>, will be a more promising way to go. Zero emission deliveries already exist in the borough, e.g. for the E5 Bakery, and more last-mile delivery and, indeed, local businesses supplying local businesses in this way, would be transformational. Growing communities already distributes vegetable bags using delivery drop-off points located throughout Hackney.</p>	<p>Noted. The Council will work with TfL and local part to look at how freight and deliveries etc can be better managed, consolidated and timed. The Council is also looking at ways to shift 'last-mile' deliveries' to zero-emission vehicles through the Shoreditch Zen programme and the Air Quality Action Plan.</p>
	<p>Action 7: A Freight Action Plan would be strongly welcomed. Ultimately, there is a need for some kind of planning to be applied to freight delivery arrangements, but</p>	<p>The Council is willing to work with TfL and local businesses to</p>



	<p>as with Action 4, we suspect that this would only be powerful if the Mayor of London undertook work on the issue.</p>	<p>establish a local freight plan.</p>
	<p>Overall, we support these actions and look forward to seeing them in practice, to whatever extent this may turn out to be possible.</p>	<p>Noted.</p>
	<p>Erratum: We assume that the reference on page 22 to the Walking Plan was meant to be to the Cycling Plan.</p>	<p>Noted but reference to modal filtering will now be in the LN Plan.</p>
	<p>6.2 Air Quality: With the exception of the aforementioned caveats on electric vehicles, we support the actions in this section.</p>	<p>Noted.</p>
	<p>7.1 Car Clubs/Car Sharing: We support these initiatives.                  7.2 Electric vehicles: See above.                  7.3 Parking management: We strongly support further progress on car parking control, but would apply the same caveat as at the previous occurrence of the introductory paragraph (3.1). (The phrase ‘car parking’ should be adopted throughout this section where this is the intended meaning, to avoid confusion with the ongoing work of increasing cycle parking.)</p>	<p>Noted.</p>

<p>Cycling Plan</p>	<p><b>Cycling Plan Objectives</b>                  We would make similarly positive comments on these objectives as above but also suggest the following changes and additions</p> <p>1.3Relationship to 1.4: It is not clear to us in what way Section 1.4 materially differs from 1.3. We note that only the two mode-specific plans (Cycling and Walking) incorporate this division into ‘objectives’ on the one hand and how they ‘support’ the Strategy and ‘other plans’. We would suggest amalgamating the two sections into one and to note in the objectives of all the Plans in which ways they relate to the overarching Strategy or other ‘daughter documents’.</p> <p>Cycle training as a ‘right’: We strongly welcome the ambition behind this formulation and understand why it has been chosen, but would nonetheless suggest re-formulating it to indicate that the Council will commit to always seek high levels of funding for training.</p> <p>The borough’s economy: As part of the overarching strategy we outlined in the comments on the Liveable Neighbourhoods Plan, we also envisage a stronger role for cycling as part of the ‘glue’ of active travel underpinning local economic activity, as is indeed recognised under 1.4. We would therefore suggest broadening the range of addressees of the objective from retailers to all kinds of economically active people, whether they be employers, service providers, public or private sector, and so forth. This is addressed in the later section on ‘Lack of suitable bicycle storage and parking’ and ‘Lack of other end-of-trip facilities in Hackney’. (At the same time, we realise, of course, that support from retailers is of particular importance.) We would also suggest adding to the last objective a mention of employers and their interest in providing cycle parking both for employees and customers.</p>	<p>The Council chose this phrase to emphasise its commitment to cycle training over the lifetime of the Strategy</p> <p>Noted- the text will reference a broader category of economically active people than just retailers.</p>
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<p>1.4 Supporting the Transport Strategy and other plans                  Relationship to the draft Road Safety Plan: As noted in our comments on the draft Road Safety Plan, we would not support the methodology outlined in it and therefore would not trust it to meaningfully assist in delivering a reduction in road danger as applied to pedal cyclists.</p>	<p>Noted.</p>
<p>1.5 Link to Hackney’s Sustainable Community Strategy 2008-2018 and other documents                  We are pleased to see this explicit cross-reference being made. The headline of this section is slightly misleading, however, as no references to other documents other than the Sustainable Community Strategy are made under 1.5. These occur in sections 1.6-1.8 instead.</p>	<p>Noted.</p>
<p>3. Why the need for a Cycling Plan?                  Document structure: As noted above, we are delighted with the breadth and scope of the draft Plan, but we would welcome its inclusion in the main core of the Strategy.</p> <p>References: We welcome a well-referenced plan and would suggest the addition of footnotes in this section (especially 3.2), as several readers have commented that it would be interesting to follow up the references more directly.</p> <p>Managing congestion and overcrowding on public transport: We strongly welcome the statement that increasing road capacity (meaning motor traffic capacity) is not an appropriate response to traffic congestion. It is, however, necessary in this section to note not only cycling’s lesser contribution to congestion in general but also specifically it’s potential to shift travel from longer trips to more shorter trips, accessing local destinations, and thereby supporting the local economy much more strongly than either public or private motorised transport can. Congestion and overcrowding are not only associated with localised traffic volumes but also with the length and purpose of trips.</p> <p>Role in promoting road safety: As per our comments on the draft Road Safety Plan, we would advocate use of the term ‘road danger reduction’ throughout.</p>	<p>Noted. The revised Strategy will include footnotes, reference road danger reduction more frequently and refer more explicitly to cycling’s suitability for mode shift for short trips.</p>

	<p>4.3 Implications for Hackney: It must be noted that the LCC in Hackney supports a full return to two-way working over cycle contraflow permission in the return of one-way systems to two-way operation.</p>	<p>Noted.</p>
	<p>5.2 Numbers of people cycling: To illustrate how strongly the London Borough of Hackney has figured in increases in cycling, we would recommend inclusion in the document of one of the maps which graphically illustrate the increase in cycling on a ward by-ward basis, e.g. in the style of these maps from the Drawing Rings blog: <a href="http://drawingrings.blogspot.co.uk/2013/02/a-couple-of-maps-showing-where-in.html">http://drawingrings.blogspot.co.uk/2013/02/a-couple-of-maps-showing-where-in.html</a></p>	<p>Noted. The Council will attempt to illustrate this.</p>
	<p>5.6 Cycling Schemes and Initiatives in Hackney                  Emphasising cycle permeability: The mention of London Fields may not be appropriate here, as it has not been subject to permeability improvements in the recent past, although it is, of course, a very good example of a convenient and direct route which is open to cycling.</p> <p>Speed reduction techniques: It would be appropriate to mention here the Council’s commitment to 20mph on its principal streets (under consultation) in addition to the completed work on 20mph in residential streets.</p>	<p>Noted.</p> <p>Noted and agreed.                  Text will be amended to reflect this.</p>

	<p>6. Barriers to Cycling</p> <p>6.2 Barriers to cycling in London</p> <p>Dangerous junctions: While junctions in themselves are not ‘dangerous’, this is a very good section and it is very important that it shines a spotlight on the issue of badly designed junctions. Prior to identifying junctions, we would recommend inclusion of an additional level of analysis that of the overarching network. This is addressed to some extent in the section on ‘barriers to cycling in Hackney’ (which we strongly welcome) but conspicuously absent in the section on ‘barriers to cycling in London’. Key barriers to cycling, such as poor permeability, are primarily characteristics of the network (although (secondary) permeability characteristics can also be identified at junctions, such as in whether there are any banned turns). Most importantly, network characteristics essentially determine what happens at junctions, and junctions largely determine what happens in the links between them.</p> <p>For instance, in London’s largely radially-oriented network, which has evolved in this way over centuries because of the pull of centralised power in Central London, junctions are determined by high radial and tidal flows in the peak hours. Changing these characteristics (particularly reducing radial flows) remains a key objective for all transport planning in London, as well as for improving the economy of smaller centres away from Central London. The design constraints which have usually led to junctions becoming cycle unfriendly are entirely caused by the existing imbalances. As a simple example, the junction of the A10 Stamford Hill with Belfast Road (which should really be glossed as the junction of the A10 Stamford Hill with the B105 Manor Road, and Belfast Road as its minor arm) was significantly worsened through the London Bus Priority Initiative’s scheme in the early noughties to increase the number of southbound general traffic lanes south of this junction to two by narrowing the footway. This change to the junction and link was caused by perceived network requirements for more through motor traffic capacity (in the guise of improving bus services) and has caused much faster ‘burst speeds’ away from the junction and undoubtedly less care and attention by</p>	<p>Noted. An additional level of analysis of the over-arching network is considered to be beyond the scope of the Strategy. Many of the dangerous junctions with high levels of collisions are on TfL-controlled roads – analysis would therefore need to be undertaken by both parties.</p> <p>Managing tidal flows on main roads is similarly considered to be beyond the scope of borough-level transport planning and strategy but we will look to work with TfL and neighbouring boroughs to address these issues.</p> <p>As mentioned above, the Council is presently working with TfL as part of the Roads Task Force</p>
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<p>drivers. It may have been a strong contributing factor in collisions. Needless to say, it would be desirable to reduce through motor traffic capacity here again.</p> <p>Key to improving bad junctions is therefore to address the characteristics of network operation around them on a London-wide basis, transcending the boundaries of any single London borough, and the Strategy should address explicitly how Hackney aims to achieve this in partnership with neighbouring authorities and Transport for London.</p> <p>An important principle for junction design is place-led junction design, which means taking the requirements of a junction as a destination, public space, and meeting-place into consideration first and foremost, and continuing to prioritise these while compromises are made for the movement of through traffic. While placemaking is the primary concern, and can usually be achieved by good management of activity at junctions, as opposed to design changes, in London many central places have been sacrificed so much to the movement of through motor traffic that placemaking through better management of activity is often not even possible, necessitating the need to start with place-led design. The two ideas should not be confused, and quite often it is placemaking that can facilitate later place-led design, and not vice versa. A judgement as to how to proceed has to be reached in each individual case.</p>	<p>process to look at the highway network in Hackney. A more place-led approach to the network generally (including junctions) will be advocated.</p>
<p><b>6.3 Barriers to cycling in Hackney</b>                  Need for improved network and junctions: Here we strongly welcome the emphasis on returning large sub-networks of Hackney’s network to two-way operation from their current status as damaging one-way gyratories. We note, however, that this still falls somewhat short of an analysis of the overall network, and would advocate inclusion of such an analysis in the Strategy. Most of the building-blocks for the articulation of such a strategy are already in place, such as work on modal filtering throughout the borough, but it would be desirable to tie them all together in a cohesive format.</p> <p>Bike Theft: See comments above under the Executive Summary.</p>	<p>Much of this work is being undertaken as part of the Roads Task Force review process.</p> <p>Noted.</p>

<p><b>7. Cycling Targets</b></p> <p>Overall targets: As noted above, we believe that a target of 20% for modal share of cycling by Hackney residents is realistic by 2024. We fully expect the target of 15% to be reached before 2024 and the other targets to be beaten, too. Where the adopted targets have potential to influence funding levels, we would advocate changing them.</p> <p>Target for cycling to school: As noted above, we advocate a separation of targets between primary school pupils and secondary school pupils. This would enable clearer segmentation of work on secondary schools in particular, as potential for more cycling to primary schools is much more limited considering that most primary school pupils live within easy walking distance of their schools. Much higher potential to change the borough’s cycling culture exists at secondary school level, particularly in addressing the ‘teenage drop’ in cycling. Making cycling cool, ambitious, and normal for secondary school pupils would strongly enhance Hackney’s considerable cycling culture. We would also note that school cycling targets should not be indexed by age of the pupil, e.g. 5-15 as stated would not include those pupils who reach the age of 16 while at secondary school.</p>	<p>Noted. The targets will be reviewed over the lifetime of the Strategy and revised upwards if necessary.</p> <p>Noted and agreed. The final Strategy will include separate primary and secondary school targets. The Council is pro-actively looking at increasing cycling to school measures e.g. EU STARS programme.</p>
<p><b>8. Cycling Plan principles</b></p> <p><b>8.2 The Policy Framework for Cycling</b>                  We strongly welcome the commitment to ensure that there is consistency throughout the Council to work on ‘cycling as a borough priority’. While this addresses to some extent our suggestion that the Cycling Plan should be included within an overarching strategy, it also provides a compelling argument in favour of re-thinking the position of mode-specific plans and instead merging them with the main Strategy.</p> <p><b>8.3 Design Principles for Cycling Infrastructure</b>                  While we again welcome the commitments made in this section, it must once more be noted that we prefer full two-way working to cycle-only contraflows, which</p>	<p>As noted above, the Cycling Plan is part of the main strategy and should be viewed as such.</p> <p>Noted.</p>

<p>should only be considered as a last resort. While there is the exceptional case, such as Powerscroft Road west, where full two-way working cannot be combined with modal filtering, generally we would assume that any problem with full two-way working even in streets with car parking on both sides can be solved by attendant modal filtering. In fact, the introduction of a mere cycle contraflow can seriously reduce the viability of modal filtering, which benefits from drivers being able to travel the same way in and the same way out. If a street falls short of full two-way working, this is not possible</p>	
<p>The hierarchy of provision: We welcome inclusion of the hierarchy of provision. It must be noted, however, that while to transport planners it is not difficult to understand at all, the hierarchy has traditionally been quite thoroughly misunderstood because it fails to spell out what the abstract recommendations of reducing (motor) traffic speeds and volumes mean in practice. We understand under this heading a comprehensive package of strategic network management, with a strong emphasis on facilitating the short trip (up to 2 miles), as spelled out elsewhere in this document. At the sharp end of London-wide transport strategy, it means, as noted, re-emphasising more evenly-spread, localised activity destinations.</p> <p>The list of measures undertaken by the borough as given in this paragraph is very welcome, although again we have a few small caveats. The term ‘vehicle restricted areas’ is not one which we would choose for modal filtering, as it gives a misleading impression. Cycles are vehicles, too, and vehicles as such (including motor vehicles) are not restricted. What is restricted is merely through motor traffic. The term recurs later, e.g. in ‘Cycling in shared spaces, parks, and open spaces’. We would recommend avoiding it.</p> <p>Also, it is important to note under ‘cycle permeability’ that the mention of ‘cycle exemptions from turning restrictions’ is not a higher-order measure. There should normally not be any turning restrictions at still-fully permeable junctions themselves. Potentially problematic volumes of turning through motor traffic would</p>	<p>Noted.</p> <p>Noted and agreed. Text will be amended to reference ‘through motor traffic’</p> <p>Noted.</p>



	<p>be dealt with away from the junctions by filtering inside traffic cells, leaving only access traffic to turn, and making banned turns unnecessary.</p> <p>Modal filters should ideally be constructed inside cells, and never at the junctions with main streets, if this can be avoided at all. At junctions with main streets, they typically contribute to making the main street more dominant by removing the presence of additional junctions and contribute to increased through motor traffic volumes.</p> <p>Inside cells, the predominant type of filter used should be the ‘Culford Filter’, exemplified at the junction of Culford Road/Northchurch Road/Northchurch Terrace. This filter filters all four sides of the junction. This method can greatly cut down on the number of filters required. A Culford filter also offers great potential for car parking-free areas that could be used flexibly by residents, e.g. for small street festivals. (For consistency, it should be noted that a Culford filter junction incorporates selective turn restrictions, but these are also consistent with restrictions on straight-ahead movements and apply across all turning movements. The difference to banned turns, especially on the main street network, is that these tend to be only partial, to emphasise one alignment over another. Partial turning restrictions, including modal filters directly at the main street junctions, may reduce scope for modal filtering inside traffic cells.)</p> <p>Non-Culford filters are certainly a possible option in long streets where filters at junctions only would leave excessively long travel distances and detours (a very good example is in Glyn Road, E5). Also on the subject of permeability, and as noted above, care must be taken not to emphasise cycle contraflows too strongly, as they should only be a measure of last resort. All streets inside a filtered zone should be available for two-way travel by users of all modes.</p>	<p>Instances where modal filters, Culford Filters, cells etc will continue to be assessed on a case-by-case basis. The Council will review the LCCiH forthcoming ‘Vision for Cycling’ and consider these as part of the work programme going forward.</p>
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<p>Need to design for future growth: It is important to note that reflecting on likely levels of future growth is one of the principal reasons why we very strongly stress the need to focus on the local trip and the local economy. It is a fallacy to assume that with an increasing population the transport network will necessary come under such pressure that predict and- provide policies have to be applied to cope. This is not the case, but it is likely that high levels of public funding will be wasted on the fallacy in the foreseeable future.</p>	<p>Noted.</p>
<p>Maintaining the existing cycle network: This is an excellent section.</p>	<p>Support noted.</p>
<p>Cycling in shared spaces, parks and open spaces: We strongly welcome the intention to permit cycling in all such areas.</p>	<p>Support noted.</p>
<p>8.4 Smarter Travel and Cycling Promotion</p> <p>Hackney Homes Estates: We strongly welcome the attention given to this important portion of Hackney’s network, and in particular the renewed commitment to a ‘seamless’ public realm, which is far-sighted and will enable Hackney to gradually repair the wounds caused by war and temporary depopulation while practising good urban design.</p> <p>Estates often form ‘secondary networks’ within the primary network. By this expression, we do not mean the network of trunk roads (the ‘normal’ meaning of the phrase) but all the network of streets, roads, and paths that was established before secondary networks, such as those for specific modes (e.g., canals or railways) or for specific contiguous areas (such as housing estates) were added to the mix). Secondary networks, whether non-contiguous like the poorly-permeable lines of canals or railways, or contiguous like estates, present significant permeability blockages to cycling and the local trip. While Hackney is not as badly affected in this respect as some other boroughs, the disruption presented by secondary networks is nonetheless significant.</p>	<p>Noted. The Council is committed to reinstating the street network and re-establishing walking/cycling networks where possible and appropriate as part of its Estates Regeneration programme and redevelopment of large sites as indicated in the SPD.</p> <p>Support noted for the Estates cycling programme.</p>

The history of contiguous estate sub-networks is instructive. Many were initially established deliberately in discontinuation of the surrounding primary network with the intention of discouraging through motor traffic. When it became clear that this mere incongruity of construction (e.g., curvy paths through estates, estate entrances which did not line up with surrounding streets) did not deter through motor traffic sufficiently, additional gates and barriers were introduced on practically all estates to filter their secondary networks. (In view of the low width and low capacity of such estate streets, as well as their close proximity to homes, this need became apparent for estates long before it became more and more apparent for the cells of the primary network.) Some of these barriers were designed to be permeable to cycling and walking and some were not. Work on these secondary is important.

We also strongly welcome plans to improve cycle parking on estates and note that a survey of Hackney's estates is currently being undertaken by the London Cycling Campaign. We support the excellent Cycle Loan scheme.

<p>9.4 Speed reduction and cyclist safety engineering techniques We welcome most of the measures in this section.</p> <p>Filtered permeability measures: As noted, this should be prominently included in the Liveable Neighbourhoods Plan.</p> <p>Sinusoidal speed humps: We have to note that we have yet to see a successful implementation of this otherwise laudable concept. Where sinusoidal construction has been attempted tend to end up as quite low and quite easy to drive over, as achieving the desired shape with hand-laid materials on site is exceedingly difficult. As previously noted, we prefer an approach that modally filters areas to continued investment in most vertical features, whose implementation and maintenance can be very costly. (We generally support footway-level tables.) Short travel distances within filtered areas are a much more effective measure for speed reduction than vertical features inside unfiltered speed restricted areas. While vertical features were a useful option in the past, when filtering was not yet widely supported, we would hope that Hackney would be able to move away from this approach. Where there really is no other option to implement a higher-order scheme, we would of course welcome the continued provision of vertical features.</p>	<p>Noted.</p> <p>Noted and agreed. This will be moved to the LN Plan.</p> <p>Noted.</p>
<p>9.5 Clear Space for Cyclists</p> <p>We welcome the proposed policy and would recommend the addition of ‘but we will include consideration of the provision of protected space where feasible.’ After ‘In Hackney, this will almost always be an on-carriageway solution’ (green box on p. 58).</p>	<p>Noted and agreed. Text will be amended to reflect this.</p>
<p>9.6 Reducing Cycling Accident rates</p> <p>This section is under the misleading impression generated by anomalous pre-Olympic through motor traffic rates in Hackney. We note that while serious injuries to cyclists increased in 2011 and 2012, to a total of 54 in 2012 (plus one fatality, of Dan Harris at the A12 Lea Interchange, during the Olympics), the rate of serious</p>	<p>Noted. There was an increase in KSI across all modes in 2012. Hackney is keen to explore cycle casualties in</p>

<p>injury was reduced back down to 20 by 2013. Given the speed of this significant change and the fact that few other factors changed in the borough other than that the Olympics were winding down in 2013, we are strongly inclined to believe that it was the anomaly of the Games which was a strong contributing factor in the increase. This is also corroborated by similar rises in other boroughs adjacent to the main Olympic sites up to 2012. It would be very interesting to see a detailed study on these developments. Adjusted for the Olympics, Hackney’s cyclist casualty rate is significantly better than assumed throughout the draft Strategy. At any rate, as we say in our comments on the draft Road Safety Plan, we would advise that being guided by casualty numbers alone can throw up the wrong results.</p> <p>It must be noted that much of Hackney’s collision history revolves around turns into side streets from main streets, as well as collisions on relatively minor streets used as rat runs. Our prevalent strategy of modal filtering of cells would address a large number of these crashes by discouraging fast, dangerous turns and through motor traffic in inappropriate environments.</p>	<p>comparison with cycling casualty rate.</p>
<p>Editing mistakes: Note that the list of junctions along the A10 on page 62 includes five junctions, not four as stated. Also, Policy C26 is obscured by Policy C27.</p> <p>We also apologise for commenting so much on wording, but ‘accident’ should generally be avoided in favour of ‘crash’ or ‘collision’. Moreover, there is no such thing as a ‘dangerous junction’. Infrastructure as such is not either ‘safe’ or ‘dangerous’, although there may be bad design which does not adequately address particular manoeuvres. The language of ‘safe’ or ‘dangerous’ infrastructure is very much part of an outdated ‘Road Safety’ approach to design intervention and does little to help address road danger at source. Historically, there has only been one significant cycle collision cluster in Hackney, at the junction of Shacklewell Lane and St Mark’s Rise. The remaining differences in collision levels throughout Hackney are not very significant and generally reflect how busy junctions are, and, indeed, high cycle flows through them. It is, of course, always necessary to compare crash levels with flow data. In order to</p>	<p>Noted. Text will be amended to correct this.</p> <p>The word ‘accident’ will be replaced with ‘collision’.</p>

<p>address design shortcomings of junctions, we have identified desirable design improvements throughout our emerging 'Vision for Hackney'.</p>	
<p><b>9.8 Safer Lorries and Vans</b>                  We very much welcome Hackney's work on changing its own procurement practice. On HGV routes in Hackney, we advocate introducing a registration scheme for HGV trips in Hackney, e.g. those relating to development sites. While this is a new suggestion which will undoubtedly take some years to filter through to all agencies, we are confident that it is the only way of ensuring that HGV traffic in London is as controlled as it should be.</p> <p>Combined with such a registration scheme should be a requirement for drivers to drive with a 'driver's mate' at all times, to pay special attention to the nearside of vehicles during turning manoeuvres and to act as banksmen near sites. We do not believe that technological fixes will provide an adequate replacement for additional pairs of eyes and ears. The additional cost of driver's mates will no doubt be opposed initially by the haulage industry but will greatly decrease the rates of serious injury and death (at source, as required by road danger reduction) as well as improving the working conditions of drivers. It will also work in society's economic favour if only a few deaths are avoided, if one were even inclined to engage in the slightly distasteful game of inventing economic values for deaths and serious injuries. Notwithstanding these recommendations, we strongly welcome cyclist awareness training, or full cycle training, for drivers, as well as a reduction in goods vehicle volumes.</p>	<p>The Council is willing to discuss these issues with the LCC but suggest that these may be more appropriate to work on a pan-London basis. The Council is open-minded and willing to explore additional HGV/cyclist safety initiatives whether it be technological based or human based.</p>
<p>London Cycling Campaign's 'Safer Lorries, Safer Cycling': We are pleased that the Council continues to support this important campaign. The London Cycling Campaign will soon be renewing and updating campaigning efforts on goods vehicles. We would note, for clarity, that the liability policy being advocated should properly be called 'stricter liability', to reflect the fact that it involves initially placing the burden of proving that they are not liable on the user of the heavier vehicle (which is, of course, what the second paragraph on page 67 actually says), as opposed to strictly assigning liability without recourse, as the term 'strict liability' has been misunderstood in newspapers and public opinion.</p>	<p>Noted.</p>

<p>We completely understand the outcry, based on this misunderstanding, as it appeared unreasonable. It is, however, eminently reasonable to place the burden of proof on the participant in a collision who is much less likely to be injured or traumatised at the time of the crash. Many vulnerable road users who become victims of crashes are incapable of gathering witnesses and do other necessary things immediately following a crash, unlike most car or other motor vehicle users.</p>	
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<p><b>10. Delivery Strategy</b></p> <p>We agree with the Council that there is a lot to do, so that populating the delivery plan is not very difficult. As an aid to strategy and particular measures, we are in the process of drawing up our draft 'Vision for Hackney'. As noted previously, we would like to see the borough adopt a fundamentally network based method of analysis to underpin its delivery strategy, cascading down to node (junction) improvements, and ultimately link improvements. Each stage in the 'cascade' is made progressively easier by the previous, higher stage.</p> <p>As a simple example, Broadway Market (a link) was improved recently without significant changes to the nodes at either end. The LCC in Hackney advocated modal filtering of the Cat and Mutton bridge at the southern end and the creation of a 'market square' style junction with attendant modal filtering to the west, thereby addressing both the surrounding network and the adjacent nodes. While both nodes were redesigned to some extent (improved public realm at both ends), these changes did not make material differences to traffic management there.</p> <p>The result of the nodes not being addressed is an improved public realm in Broadway Market which is nonetheless perceived to carry far too much rat-running through motor traffic (causing poor air quality) in addition to significant cycling volumes and excessive levels of weekday car parking provision. Had either node been addressed before the link was considered, many more benefits of the link scheme could have been realised.</p> <p>Likewise, at an even higher level, failure to address surrounding networks to reduce through motor traffic levels generally means much more difficult input data for junction redesign. Both of our suggested node schemes had these positive implications for the network. Hackney should therefore generally be guided by an overarching network vision to facilitate design (and reduce cost of schemes) at lower levels. The measures identified in this section go some way towards addressing this, albeit in a somewhat unsystematic fashion.</p>	<p>Noted. See above.</p> <p>The Council is willing to discuss the LCC's 'Vision for Hackney' when completed.</p>
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<p><b>10.2 Route Reviews and Junction Improvements</b></p> <p>One particular problem dogging good design for cycling is the emphasis, found in many funding programmes, including the current ‘Vision for Cycling’ programmes espoused by the Mayor of London, on route-based alignments. Typically, ‘cycle route’ programmes fail at significant barriers and fail to complete ‘routes’. This has been the London Cycling Campaign’s experience of such funding programmes from the 1980s onwards, be they the initial GLC work, the London Cycle Network of the 1990s, or the London Cycle Network Plus (LCN+) of the 2000s.</p> <p>A much better approach is not to design funding programmes based on one continuous alignment, but rather based on where opportunities for meaningful and progressive redesign can be identified based on a variety of indicators. Preferred alignments (e.g., direct and convenient ones) can still be signed and indicated on maps, either before or after they are complete. Our criticism is not directed at having specific routes (although the Council’s assertion that the whole of Hackney’s network with the exception of the A12 forms the borough’s cycle network is correct) but at the design of funding programmes which, if faced with impossible obstacles, always return an underspend. We want funding programmes which achieve reliable, predictable, and consistent spends.</p> <p>A flexible design of funding programmes which nonetheless adheres to the strategic principles we have outlined is therefore essential. As is evident from our draft ‘Vision for Hackney’, we recommend a great number of interventions everywhere, of which most are interventions which are not specific to cycling. We therefore recommend that the Council work with other boroughs through London Councils in advocating a different shape to funding programmes.</p>	<p>Noted.</p>
<p><b>(Market) Porters’ Route</b></p> <p>Another remark on wording—the dreaded ‘traffic-free’ occurs here and is evidently meant to mean ‘free of motor traffic’. People on bikes and on foot are traffic, too, and the phrase ‘traffic-free’ should never be used, as the public realm generally</p>	<p>Noted and agreed. Text will be amended to ‘free of motor traffic’.</p>

<p>has no areas which are ‘traffic-free’ at all. Traffic is a very positive thing and needs to be re-established in the English language as such.</p> <p>We do, of course, welcome the commitment to continue to improve the route, including the interventions at either node of Broadway Market that we have mentioned above, as well as other key interventions along its length, such as the proposal for an improved crossing of Hackney Road at the southern end of Goldsmith’s Row.</p>	<p>The Council is actively working with TfL and LB Tower Hamlets to improve the crossing at Hackney Road.</p>
<p>West End – Old Street – iCity/Olympic Park Cycle Corridor</p> <p>We very much welcome proposals for the A106 Victoria Park Road in this section. However, our draft Vision for the street is strategic modal filtering (with through motor traffic bound for, and originating from, the A12 routed via a two-way Well Street/Cassland Road and a two-way Wick Road). The proposed filtering locations would be the junctions of Victoria Park Road, Harrowgate Road, and Gascoyne Road (primary filter) as well as, more radically and if the local community supported this, the junction of Victoria Park Road and Lauriston Road. We are fully aware of the radicality of the proposal to filter a current A-road (even if it is in actual fact a quiet residential street in character and much abused as a route from the motorway), but do not believe that any of the other options outlined in this section are likely to be realised.</p>	<p>The route is indicative only at this stage. The Council is open to discussions on this corridor with all stakeholders including but not limited to; LB Tower Hamlets, LCC and TfL.</p>
<p>Central London Grid: We would note that the London Cycling Campaign’s vision for the ‘Bike Grid’, which the LCC originally proposed, was very different from TfL’s eventual design of the funding programme. We envisaged a programme of selective modal filtering of key alignments, preferring, for this priority programme, not to wait for systematic area wide filtering. Fortunately, in view of our strong commitment to area-wide filtering, this problem affects us less in Hackney than it does other areas of London, but it may affect the way in which Hackney ‘connects’ with other boroughs.</p>	<p>Noted.</p>
<p>Greenways: We would suggest an additional mention of the ongoing programme for improving parallel routes to canal towpaths in this section, much as we realise</p>	<p>Noted. The text will be amended to include a reference to the</p>

<p>it relates to greenways in particular, as the parallel routes programme is a key measure towards improving the greenways.</p>	<p>Regents Canal Parallel Route.</p>
<p>Area-based traffic and filtered permeability reviews          As noted above, we would suggest moving this and related sections to the Liveable Neighbourhoods Plan and make it one of its a key components. We obviously welcome the commitment to these policies very warmly. Our most important caveat is that we would want to see this approach applied strategically irrespective of existing or future through motor traffic levels, to systematically improve conditions for cycle traffic, pedestrian traffic, and motorised access traffic and to increase levels of traffic particularly by active travel to enliven the borough with short trips and local economic activity much more than the current suppressive and damaging dominance of through motor traffic can deliver.</p> <p>One thing that is missing from the Strategy is a clear map of traffic cells, including cell boundary streets and streets which may not be modally filtered in a ‘first phase’ of intervention (such as, for instance, Richmond Road or Victoria Park Road). The latter type of street should be represented by a dashed line to indicate the full extent of potentially modally filtered cells as well as their likely division in the ‘first phase’. We would therefore advocate that, instead of examining areas based on ‘traffic flow’, the Council work with residents to implement filtering in all traffic cells in Hackney. Through our draft ‘Vision for Hackney’, our 21 ‘ward asks’ as part of the 2014 election campaign, and our election manifesto, we have identified some priority areas, and we look forward to testing the very likely success of this policy in working on the initial priority areas together with local residents and the Council. Of particular importance in such schemes is to involve local residents in the work of identifying filtering schemes (for instance, in workshops), so that they can both participate and contribute local knowledge as well as communicate the rationale to their neighbours who may not have time to get involved. We do make some specific suggestion for filtering in the draft ‘Vision’, although in most areas, especially where there are multiple options, we have refrained from doing so.</p>	<p>Noted and agreed. This section will be moved to the LN Strategy.</p> <p>Noted. Given timeframes, it is unlikely that this work will be progressed in the publication of the final Strategy. However, the Council is considering looking at this issue as a separate piece of work.</p>

	<p>We note that the aim to increase cycling on an area-wide basis around schools should be explicitly referenced here (reference to 10.4).</p>	<p>Noted and agreed. Text will be amended to include this.</p>
	<p>Individual permeability schemes: We very much welcome the Council’s commitment here and would like to meet officers to discuss individual sites. We have identified all significant known barriers to permeability in the draft ‘Vision for Hackney’ and would like to have an early opportunity to highlight especially network and junction issues which may prove a barrier to higher-order schemes, such as where a mere cycle contraflow may be being planned and where we would like to see full two-way working. This is also in view of a full strategic view of whole areas in which such schemes may be embedded, where traffic engineers will require strategic support from the Transportation team. Adoption of the ‘Camden approach’, as recently discussed with Hackney officers, in which public realm designers take the lead on co-ordinating schemes and act as ‘clients’ to the engineers, could be very productive in this respect.</p> <p>As it is, we would like permeability measures to be informed by a systematic basis to the interventions (as explained above—a clear definition of cell boundary streets around potentially filtered cells) so that schemes can be designed under the assumption of modal filtering (meaning that high levels of through motor traffic are addressed first and full two way working can be established where only low levels of access motor traffic remain).</p> <p>Needless to say, there are a great many small-scale measures, such as the need for dropped kerbs here and there, which we have not specifically itemised in the draft ‘Vision’, as this would have made the documents unwieldy. Such measures should also be considered, although this can be by multiple mechanisms (such as inclusion in other, larger schemes or footway improvement schemes).</p>	<p>The Council is willing to meet the LCC to discuss these sites. We will consider the ‘Camden approach’</p> <p>Noted.</p> <p>Many of these issues are discussed in the walking strategy.</p>
	<p>10.3 Other infrastructure Cycle hubs and cycle parking: The introduction of cycle hubs, especially a ‘Superhub’ in Dalston, sounds like an interesting idea. We do support cycle</p>	<p>Noted however Dalston TC is an economic hub in its</p>

<p>parking at stations. Some caution is required, however. Paradoxically, as transport integration very much favours the longer trip, such as the work trip into Central London, cycle hubs at rail stations may be counterproductive to the borough's own economic activity. We note that previous work on the Finsbury Park Station cycle hub has not been very successful, although this was undoubtedly in part because of the lack of a suitable site there. It must also be noted that the availability of cycle parking at stations is sometimes used as an argument for restricting the carriage of cycles on trains.</p> <p>Cycle hubs at the Homerton and other major employers (such as at all Council buildings) would certainly be a very good thing. Needless to say, the Council's cycle parking programmes, including residential and destination cycle parking in the carriageway have been very successful and we welcome their expansion. We note that good provision for larger cycles, including cargo cycles and adapted cycles used by disabled people, is required. We comment on this more extensively among our comments on the draft Sustainable Transport SPD.</p>	<p>own right and considered suitable for a 'superhub' if a suitable site and funding can be identified.</p> <p>Noted.</p>
<p>Extension of the London Cycle Hire Scheme: We welcome this but would note that location of hire stations needs to be considered carefully in order not to clash with full two way working.</p>	<p>Noted.</p>
<p><b>10.4 Supporting measures</b> All of these measures are excellent and we support them, with the following caveats. As already noted, we advocate splitting school cycle targets between secondary and primary schools.</p> <p><b>Cycle to School Partnership pilots:</b> Area-wide proposals to improve cycling around schools are very good and chime well with the other area-wide strategies that we advocate. The link should be made explicit in both this section and the other sections on area-wide measures.</p>	<p>Noted.</p>

	<p>11. Delivery Plan – Funding and Priorities</p> <p>While we welcome the high priority given to virtually all schemes in Table 6, it is perhaps arguable whether a finer method of prioritisation might be able to identify even ‘higher’ priorities among the great many high priorities. As we have argued above, we consider modal filtering to be a higher priority than most of the other measures.</p>	Noted.
	<p>12. Monitoring</p> <p>In discussion with LCCiH committee members, it was established that some would appreciate having a ‘dashboard’ style annual summary of key transport statistics in Hackney. The actual content of this would need to be determined in discussion, and taking into account that different transport statistics are published at different times of the year.</p>	Agreed. The Council is considering an annual monitoring report to include these issues.
Walking Plan	<p>Comments on the draft Walking Plan</p> <p>We largely follow the comments on the Walking Plan as made by Hackney Living Streets, with the exception of the call to make certain paths in parks pedestrian-only. In our view, such selective restrictions are impossible to create and would be ignored in practice. Managing high cycle traffic levels in parks, or poor behaviour by a minority of users, cannot be done by prohibition, as this typically only succeeds in excluding those users who are considerate and likely to obey such prohibition, and leaves those whom it was designed to exclude in the first place.</p>	Noted.
Public Transport	<p>A theme which is often encountered in discussions of cycling by transport planners is an implicit assumption that the primary transport provision which must be required to increase is public transport capacity, with cycling playing a subordinate role in ‘relieving pressure’ on ‘overcrowded’ public transport as a kind of ‘alternative’—sometimes seen as a temporary stopgap until such additional public transport capacity can be funded. This draft Strategy is quite clear in its preference for active travel modes, but echoes of the above attitudes can be found occasionally, such as on page 83 of the Overarching Transport Strategy.</p>	Noted however the Council will continue to make the case for public transport investment for reasons outlined above.

<p>We are always firm in recommending, for the sake of truly local economic development, that the role of public transport be rethought. While, as we state above, public transport and active travel are natural allies, one of the main roles of public transport in Hackney has been to transport people to jobs outside the borough. Naturally, with few jobs available in Hackney, and high levels of deprivation being caused partly by lack of access to jobs, there is great benefit to the role of public transport in this respect. Care must be taken, however, especially now that public transport provision in Hackney has been consolidated following work on the London Bus Priority Initiative, the reopening of the Old Broad Street line as the East London line, as well as constant work on improving the remainder of the Overground network, that public transport provision does not continue to entrench existing unsustainable transport patterns, delaying economic development in Hackney by causing the creation of jobs elsewhere. This pattern is particularly evident in the ongoing development of radial urban railway lines as Crossrail lines, which is also why we register our opposition to Crossrail 2.</p> <p>While, owing to the considerable increases in population density throughout the borough, recently some economic functions have returned which relate directly to residential needs, such as a marked increase in the number of food shops, this has not been matched by an increase in development in other key categories, such as employment. It used to be desired (and was, in fact, almost an archetype of post-war transport iconography), that people lived in leafy, low density areas (much of Hackney was de-densified in keeping with the borough's post-war population decrease) and commuted to work quite far away, e.g. by high-speed train. This ideal no longer exists, and in an increasingly overcrowded city only active travel modes can both help deliver growing economic development located near where people live, as well as facilitating access to jobs further afield without the negative consequences of a long-term embedding of high-capacity transport corridors to specific pockets of land. This creates welcome flexibility alongside the usual and well-known benefits of better air quality, better health, community cohesion, and others.</p>	
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	<p>Major public transport projects, such as Crossrail, mainly add to the attractiveness of super-dominant centres in Central London and continue to inhibit economic growth elsewhere. They may connect parts of East London with parts of West London, but in practice the vast majority of trips will end in Central London, where the highest land values exist.</p> <p>Despite this note of caution, we look forward to seeing further public transport development of the kind which strongly alters the modal split in the streets and makes a particular and invaluable contribution to reducing the modal share of private motor traffic. This includes local bus provision. Bus routes such as the 242 or 394 are vital for the borough. As we have noted above, local bus permeability requirements need to be considered in full area-wide modal filtering. This will need to be resolved by means of a template for camera-controlled bus-and-cycle only filters (which could certainly also remain permeable for essential traffic such as refuse vehicles or emergency vehicles).</p>	<p>Noted.</p>
<p>Road Safety Plan</p>	<p>We must express our disappointment here that this fairly traditional Road Safety Plan is only leavened with very few elements of Road Danger Reduction. It often talks about reducing road danger at source, despite not referencing RDR in as many words, but the method used for identifying priority sites (3.4.5 et al.) is entirely traditional.</p> <p>The draft Plan has numerous methodological shortcomings. For instance, car drivers or passengers form a sizeable group of collision casualties, but no analysis of such casualties is undertaken in the document. The causes of car occupant casualties are often closely related to the causes of crashes involving vulnerable road users (e.g., speed) and certainly deserve consideration in road danger reduction (which aims to reduce danger to <i>all</i> road users). It may be thought that owing to the distribution and nature of motor vehicle occupant casualties, little potential for concerted action exists, but drivers and passengers are injured from similar causes, sometimes self-inflicted, as other road users, and these causes need to be tackled together. Concentrating only on risk to vulnerable road users, well-intentioned though this might be, is not sound method.</p>	<p>The Road safety Plan is data led. The Plan exists to review the number of casualties on our road and ensure we have an action plan for reducing the number of those casualties. Hackney has not chosen to adopt a formal RDR approach with its current road safety plan however as noted the Road safety plan prioritises vulnerable Road users</p>



	<p>We do note that a ‘rate-based baseline’ and corresponding method are envisaged (e.g. 3.2.5, 3.6.5, 9.2.2, et al.), but fail to understand why this is a kind of adjunct to the Road Safety Plan, to be established outside of it, as opposed to an essential element of it. The methodology which is actually applied in the draft Plan is heavily biased towards traditional approaches of ‘improving safety’ in focusing on blank casualty statistics irrespective of context and other complex factors. ‘Collision clusters’ are identified using only STATS19 information, and even within this faulty method, the weighting, e.g. in Appendix A, is very questionable. (A junction with two serious injuries and nine slight injuries should certainly be ranked above a site with ten slight injuries. Was there really no modifier for serious injuries?)</p> <p>It must be noted that there is only a point in basing priority allocation on crash clusters if the types of crashes are either of the same or similar types, on the same approach to the junction or involving the same manoeuvre, indicating a problem with a particular aspect of the layout of this junction, or if their number is very significantly higher than elsewhere. If neither of these are the case, network-level traffic management work needs to be undertaken instead, as the causes of the problems will most likely be due to prevalent movements through the area, with a wide and seemingly disorderly distribution of crashes. However, no area-based interventions appear to be envisaged in 3.4.6, to name just one example of a section where they should be considered.</p> <p>In stressing the need for area-wide measures, we do not mean to imply that we would eschew node-specific measures. Certainly, place-led design (see above) needs to be introduced at the most notorious junctions quite irrespective of collision clusters; an absence of collisions may merely indicate avoidance by potential collision victims and potentially even more serious problems than where collisions are present. Good design is paramount on many more indicators than mere blunt collision counts. Apart from the work on prioritising infrastructure measures, for which it is inadequate, the Action Plan is generally acceptable, although we would argue that some of the weighting in Table A is questionable,</p>	<p>in all aspects from engineering through to education.</p> <p>We do understand the importance of applying rate based statistics when looking at cycling. However we have not developed a clear methodology so it was not possible to include this within the current plan.</p> <p>Note your concerns about prioritising schemes. We use both link and nodes when identifying schemes and greater priority is given to schemes where we have a large number of vulnerable road users being injured.</p> <p>2013 statistics were not available when the Plan was drafted. However as the Plan is till 2016 we will</p>
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	<p>e.g. A1 considers 20mph on principal roads as merely desirable rather than essential. This is obviously a slightly academic point given that 20mph on principal roads is being consulted on at the moment, anyway.</p> <p>We also note that the draft Plan only considers collisions up to and including 2012. A very different picture for pedal cyclist casualties has fortunately emerged in 2013, perhaps owing to the end of the Olympic period, with less construction and other associated motorised traffic passing through Hackney. It should certainly be updated to reflect the latest information as part of its baseline. We therefore strongly disagree with the method and the conclusions arrived at and would suggest that a very different plan, pivoted on Road Danger Reduction principles, needs to be devised.</p>	<p>consider including 2013 statistics onwards with any future revisions</p>
<p>Sustainable Transport SPD</p>	<p>This is an excellent document which we support in full. It is a concise summary of the borough's broad and consistent policy base and a very good step in the right direction towards greater integration of land use and transport planning practice. We do note that no formal policies are proposed to originate from this document and would hope that future iterations would assume a greater role in being central to planning policy. There are still some gaps in the standards, which we identify below, although we don't know if there is a possibility of anchoring new policies in this document. We would hope that this would be possible if they do not clash with existing policies in other documents, and this should be explored by Streetscene together with the Planning Policy team.</p>	<p>Support noted. The document is expected to be included to form part of the Council's Local Plan.</p>

<p>One of our major comments on cycle parking standards that we have consistently made over the years is the need for cycle parking inside dwellings. Cycle theft from homes is the main kind of theft which occurs, with bikes taken from areas of communal storage or garden sheds and similar facilities. While many people welcome communal storage and would not contemplate keeping their cycles inside their homes, whether for reasons of space or aesthetics, many, and especially those owning multiple or high-value cycles, prefer this.</p> <p>Combined with the fact that the majority of homes in London provide insufficient access to general storage, it would greatly improve the quality of the borough's housing offer to include in new development, or retro-fit where possible, small storage units unlikely to be usable as bedrooms. These could even take the format of Continental-style small basement storage units away from the dwelling unit itself, although this type of provision would still offer much greater security than standard communal bike parks. Considering the resistance that developers typically show to proposals to increase the floorspace of individual units, it is likely that it will still take some time for this to become a reality, but we are confident that it will eventually be recognised as a real need.</p> <p>Also in relation to in-dwelling cycle storage space, the London Cycling Design Standards (LCDS) recommend a minimum lift size of 1.2m by 2.3m (although this standard applies to commercial as well as residential developments). This would accommodate most types of cycles, although it could be increased especially in width (some cycles (see the next point) are 1.2m wide and an additional 10-20cm in the standards would make their conveyance by lift much easier).</p> <p>Where cycle parking is on a floor that needs lift access (and where many developers would be inclined to provide only stair access, which is never acceptable), but the lift does not have to cater for large cycles, e.g. where a sufficient number of accessible cycle parking spaces are located in an accessible location on the ground floor, the lift size should be a minimum of 1.1m by 1.4m to</p>	<p>Noted. If this is LCCih policy then it is suggested that the organisation makes a representation to the Greater London Authority to be considered for future iterations of the London Plan or London Housing Design Standards.</p> <p>Noted. A reference to cycle parking requirements for larger bikes has been added to the SPD p65.</p>
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	<p>which at least enables users to lift cycles upright while in the lift. Needless to say, it is best to include accessible lift provision everywhere.</p> <p>There is also no reference in the cycle parking strategy to space for, or proportion of provision for, larger cargo cycles, longer tandems, recumbents, tricycles, handcycles or adapted cycles, trailers, etc. as a requirement for new developments, or advice on retro-fitting such provision into older developments. Such cycles tend to be longer and/or wider than most bicycles. The emerging trend towards cargo cycles is of great importance and needs to be reflected proactively. It is essential that Hackney strategically prepare the shift from motorised carriages to such cycles. Additionally, under the Equality Act 2010 discrimination against disabled people is illegal, and some disabled people have the requirement to use special cycles which require special parking provision both in developments as well as in the public realm. However, most common cycle parking stands do not easily accommodate some types of larger cycle. There should therefore be a minimum standard of provision for such cycles of 5% of all cycle parking created. Depending on the rate of adoption of cargo cycles, it is likely that even higher standards will need to be created in due course. Adopting the advanced standards for cycle provision as suggested will enable Hackney to contribute to lifting standards elsewhere and provide additional leadership in the field.</p>	
<p>Conclusion</p>	<p>This is already a model strategy and confirms Hackney’s status as a beacon authority in the field of urban transport planning. We hope that our comments are constructive and useful and look forward to contributing our share to making the method articulated here a reality, as well as continuing to inform the agenda with new initiatives and innovation.</p>	<p>Support noted.</p>

**Response from English Heritage**

<p>Over-arching Transport Strategy</p>	<p>As the Overarching Transport Plan and its Executive Summary are the principal documents of the Hackney Transport Strategy 2014-2024 we would recommend that these documents are identified by their full title in Fig 1.</p> <p>The overarching draft strategy and its “daughter documents” accumulatively comprise a substantial body of literature with the aim of “establishing a clear long term vision to guide the work of the Council and its Streetscene Service”. English Heritage supports the broad aims of the draft strategy and considers that the setting out of a clear vision for transport within the borough is beneficial. However, in our view the Strategy needs to be drawn together in a more coherent framework so that all the separate elements of the daughter documents comprise an integrated strategic vision which can be clearly applied to transport works and projects.</p> <p>The Interdependent relationship of transport infrastructure and other environmental concerns means that separating out all the elements without a clear overarching framework can be a barrier to effective planning. The NPPF requires Council’s to ensure that plan-making provides a practical framework within which decisions can be made with a high degree of predictability and efficiency.</p> <p>In our view, the Strategy needs to more explicitly identify the inter-relationship of the needs and aims expressed, specifically in the overview of its component documents. We would value a clear diagrammatic overview of the relationship to other borough guidance and policy, showing the hierarchy of the Council’s Local Plan documents and broader suite of SPD’s and guidance. For example, the aims of the Safety Plan, Sustainable Transport Plan, and Liveable Neighbourhoods Plan all encompass aspects of cycling, and cycle storage, and the walking plan. In addition these documents will also have considerable overlap with Public Realm and Housing Design policies. We would suggest the Council explore how these</p>	<p>Noted. Text will be amended to give both documents their full title.</p> <p>Noted. The daughter documents are intended to be considered as part of an integrated strategy as opposed to separate documents. However, the final draft will attempt to bring these together in a more coherent fashion.</p>
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	<p>wider relationships and the aims set out in the Transport Plans can be visually represented and how the strategic policies will inform future proposal</p>	
	<p>In addition we are particularly keen to ensure that the Transport Strategy promotes the identification of opportunities to enhance and integrate transport improvements with the public realm, as set out in the Mayors Vision for London and Transport Strategy which identifies the need to “enhance the quality of life for all Londoners, including enhancing the built and natural environment”. Effectively this means developing mechanisms which identify the broader range of enhancement opportunities within the built and natural environment when developing proposals. As part of this we would also urge the Council to ensure that opportunities to enhance the setting of heritage assets and, where appropriate, access to these are identified in project planning. The recent Overground Stations at Hoxton and Haggerston and associated works have demonstrated the potential for simple high quality public realm enhancement and the reuse of railway arches to have a positive impact on the economic activity, social amenity, and character of neighbourhoods. They have also enhanced, through access by rail and bicycle, local heritage and leisure attractions such as the Geffrye Museum and the Regents Canal. Identifying these wider benefits, when planning and implementing the strategy, is essential if a coherent approach to transport, local distinctiveness character, and welfare is to be taken.</p>	<p>Noted. The text will be amended to reflect the opportunity to enhance and integrate public transport projects with the public realm.</p>
	<p>Vision and aims</p> <p>We would suggest that Strategy should identify the opportunity to enhance access to green space, culture and leisure opportunities within the borough. This is particularly true in the east of the borough where, despite improvements to the Overground, the resource of the River Lee is difficult to access or cross using sustainable transport (This is reflected in TfL’s PTAL Map 2012).</p>	<p>Noted – however this is recognised in the SWOT analysis and again in p97.</p>
	<p>National and Regional Policy Context. We would suggest reference to the National Planning Policy Framework which sets out the Government’s planning policies for sustainable development based on mutually dependant economic, social and environmental dimensions. The NPPF sets out a presumption that sustainable</p>	<p>Noted. The revised Strategy will include a) a reference to the NPPF. And b) a commitment to</p>

	<p>development should replace poor design with better design, improve the conditions in which people live, work, travel and take leisure. Chapter 12 sets out the government’s policies for conserving and enhancing the historic environment, including Policy 126 which includes the desirability of new development making a positive contribution to local character and distinctiveness and the opportunities to draw on the contribution made by the historic environment to the character of a place. Hackney has a rich and diverse historic resources which can both benefit from and enhance transport networks and their stated aims. We would therefore recommend a commitment that the Council, when planning for transport improvements, will consider the existing built context and seek opportunities to enhance local character and distinctiveness.</p>	<p>consider and enhance the existing built context when planning transport projects.</p>
	<p>Much of the analysis of existing transport usage and gaps in available sources of transport are available, as are predictions for growth, and environmental conditions. The relationship of how this information has and will inform future initiatives needs to be more explicit, for example how and where is growth in the north east of the borough going to be accommodated and connected to improved transport links?</p>	<p>Hackney’s Local Plan sets out where the Council envisages growth (i.e. where there is existing public transport provision). The NE of the borough is not ear-marked for major growth and hence not an area of significant transport investment in comparison with other areas where existing or planned public transport provision is in place.</p>
	<p>National Guidance. TFL also produces detailed Streetscape Guidance (2009) which provides useful technical guidance and an integrated approach to planning street works</p>	<p>Noted. The Strategy will reference this document.</p>

	<p>Local context and transport trends. This section does not identify changing trends in respect of the urban form, densities and the character of neighbourhoods, or access to leisure or cultural activities. These factors will affect pressure and demand for access to transport networks. The background document identifies varied growth across the borough but does not identify how this will be accommodated and, whilst this is alluded to in 5.2 Ward Populations and Change, how the design of new neighbourhoods will influence access to transport requirements. NPPF Policy 34 sets out the need to take account of other NPPF policies when planning for growth which minimises travel and encourages sustainable transport.</p>	<p>Noted however much of these trends and policies are set out in the Council’s Local Plan which is required to be consistent with the NPPF. The SPD also references these points.</p>
	<p>9.2 Strategy Vision and Goals. In our view, a policy stating Hackney’s Transport Strategy will achieve an integrated transport network which balances and improves the quality and experience of all modes of transport and promotes a sustainable transport network, would be appropriate.</p> <p>In addition we would welcome a policy stating that by 2024 Hackney will have successfully integrated new transport infrastructure to high standards of design, contributing to local distinctiveness, enhanced neighbourhoods and quality of life for residents.</p>	<p>Noted and agreed. Text will be amended to include these points.</p>
<p>Walking Plan</p>	<p>This has considerable overlap with the cycling and public realm. In order to access park, shops and leisure facilities this strategy needs to integrate with bus routes and other transport opportunities.</p>	<p>Noted however this is referenced in the SPD.</p>
	<p>We are pleased to note the objective set out at 1.2 to develop a safe, convenient, legible and attractive public realm. The Plan is referred to as a “Walking and Public Realm Plan at 2.1. We consider the Walking Plan needs to more clearly identify the urban design and public realm policies which will be applied in realising the aims of the plan (only Principle 1 of the adopted Public Realm SPD is referenced). Public realm works should be of the highest quality and where appropriate sustain and enhance the character of historic areas.</p>	<p>Noted. The reference to ‘Walking and public realms Plan’ should instead read just ‘Walking Plan’. Text has been amended to reflect this.</p>



<p>Liveable N'bourhoods Plan</p>	<p>In our view this document demonstrates the danger of separating the need for a holistic and integrated approach to the environment into “topic areas”, without a clear overarching framework. Whilst we support the general aims of the document it fails to identify the need to identify those elements of the public realm which enhance or detract from local character or promote works which take the opportunity to enhance local distinctiveness. It is important to identify conservation areas and areas sensitive to change and ensure that works compliment historic character and the setting of heritage assets.</p>	<p>Noted. However the ‘topic areas’ are to be considered as part of the overall Strategy. A reference will be added of the need for works to complement historic character.</p>
	<p>Policies need to integrate with wider initiatives such as lighting strategies, access to existing forms of transport, opportunities for access to leisure, and public realm guidance, and emerging Neighbourhood Plans. It is difficult to see how the Liveable Neighbourhoods Plan will facilitate the identification of, or opportunity for, many of the concepts included and in our view these might be better identified within the Borough’s public realm and design guidance for sustainable place-making.</p>	<p>It is considered that much of this is considered in existing Council documents including Public Realm SPD and the Sustainable Transport SPD. However, the Council are open to further discussion with EH on this. Also, the final documents will contain additional cross-referencing</p>
	<p>As above, we would consider that in order to achieve a coherent and attractive environment for cycling, the strategic policies in the document need to be integrated with the Councils wider policies for streets and other transport infrastructure.</p>	
<p>Cycling Plan</p>	<p>In addition to the commitments set out in C15, C38 and C39 we would encourage the Council to work with neighbouring boroughs in order to ensure a joined up and consistent approach to cycle provision, specifically in respect of difficult and dangerous quietway junctions at the borough boundaries where a coordinated approach to cycle infrastructure and problem resolution is essential. We would also recommend a commitment to best practice in respect of removing confusing clutter and towards infrastructure that compliments an attractive user-friendly public realm.</p>	<p>Noted. The Council will continue to work with neighbouring boroughs and TfL etc to ensure a higher quality provision of routes.</p>

	<p>Specific routes such as the Regents/Grand Union Canal path are partly or entirely within conservation areas, cycle infrastructure should seek to compliment the character and appearance of these areas through the use of high quality durable and attractive materials. The quality and appearance of associated public realm improvements should form a consistent and high quality environment across borough boundaries. When planning works to cycle routes or parking the Council should seek to identify sensitive locations and site parking etc. in an appropriate locations.</p>	<p>Noted.</p>
	<p>We would also consider it sensible to introduce a commitment to continued monitoring of patterns of use in response to changes, as evidenced by rapid and daily changes in use patterns in areas such as Hackney Wick and Broadway Market.</p>	<p>Noted. This is a function of the Annual Monitoring Report undertaken by Planning Policy</p>
<p>Public Transport Plan</p>	<p>In respect of the objectives at 1.2 we would suggest amending the last objective to state that “The stations in Hackney will contribute positively to local character and distinctiveness and will be built to the highest standards of design offering a safe, secure and attractive environment at all times”. This would be consistent with the NPPF and Objective 6 of the LIP 2. Whilst “oversight” in the context of the proposed phrasing is understood to mean surveillance, its meaning in respect of “to miss something” is unfortunate in the current draft and we would recommend alternative wording.</p>	<p>Noted and agreed. The text will be amended to reflect this.</p> <p>Happy for the text to be sharpened up but we need to be careful our wording is not used to prevent transport schemes going ahead such as Crossrail 2 at Dalston which could well remove listed buildings</p>
	<p>Page 34 Hackney Wick Station is adjacent to Hackney Wick conservation area. NPPF Policy 137 encourages local authorities to look for opportunities for new development within the setting heritage assets to enhance or better reveal their significance.</p>	<p>Noted. However, this is also reflected in the Council’s Local Plan including Hackney Wick AAP which is</p>

		more specifically concerned with new development and its heritage setting.
Sustainable Transport SPD	<p>We are pleased to note reference to the Public Realm SPD (2012). However, the role of this document is not clearly established. Sustainability as set out in the NPPF has three dimensions, economic, social and environmental, however the document (as stated out in the Overarching Strategy Document) focuses on “some of the transport requirements and financial contributions, some of the criteria for assessing applications and requirements relating to D &amp; A statements, travel plans Etc, and car and cycle parking standards, it also contains guidance on public realm requirements. There is no clear definition of the rationale for this document other than a loose collection of planning led considerations.</p> <p>Unfortunately the collection of “some” elements pertaining to sustainable transport fails comply with the NPPF aims of a clear plan-led framework for decision making. In our view the elements within this document need to be set out in relevant parts of the Local Plan and its supporting documentation. If the intention is to sign post the appropriate guidance or to develop an SPD for Planning for a sustainable transport network then this needs to be made explicit, clearly stating the aim of the document and systematically providing key elements of guidance which should be considered.</p>	<p>The intention of the SPD was to highlight the key transport considerations of new development. The intention is not to re-iterate the Council’s entire Local Plan which has to comply with the NPPF in any case. Nonetheless, a reference has been included to making including the SPD as part of the Local Plan has been included.</p>
General	<p>English Heritage supports the intention to produce an updated Hackney Transport Strategy. However in our view the overall framework for the documentation and the relationship between the Overarching Strategy Document and the “daughter documents” requires significant revision to meet the Council’s stated aims of a clear long term vision. We would urge the Council to address these issues and consider how the Strategy can be clearly set out in a logical and easily accessible manner.</p>	Noted.

**Hackney Living Streets, Brenda Peuch (email 16/11/2014)**

Document	Comments	Hackney Response
General Comments	<p>Hackney Living Streets is very supportive of Hackney’s Transport Strategy which we feel is ambitious, bold and well considered. We commend the Council for the quality and vision articulated in the Transport Strategy.</p> <p>“By 2014, Hackney’s transport system will be an exemplar for sustainable urban living in London, fair, equitable, safe and responsive to the needs of its residents and 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.”</p> <p>Hackney’s declining car ownership and use and increased use of public transport, cycling and walking rates are very encouraging and we are glad to see Hackney wants to continue to build on these successes.</p>	Support noted.
	<p>We note that Hackney currently has the highest levels of cycling and bus usage in London and would like to see <b>a further ambition for Hackney to have the highest levels of walking in London.</b></p>	<p>Noted. However, smaller boroughs in Central London (inc the City of London) are far more densely populated and traditionally have much higher levels of walking given the shorter distances involved. It is considered that this objective would therefore be unrealistic.</p>

	<p>A holistic approach has been taken to considering the future of Hackney’s transport, including community cohesion, health and well-being, environment, local economy and this is to be commended.</p> <p>We are particularly pleased to see the inclusion of a Walking Plan. Local Authority walking plans are very rare nationally, and Living Streets will be keen to promote this as best practice in demonstrating leadership in the walking agenda.</p>	<p>Support noted.</p>
	<p>In terms of structure of the documents, we would prefer to see a more unified strategy rather than the split between Liveable Neighbourhoods, Walking Plan, Cycling Plan, Public Transport plan and Road Safety Plan, as there is significant necessary overlap between the Plans.</p> <p>We feel the Liveable Neighbourhoods strategy should be the overarching one and the starting point for the related other documents viz: the Walking Plan, Cycling Plan, Public Transport Plan and Road Safety Plan.</p>	<p>Noted. The intention is that the Strategy is meant to be considered as a unified strategy as opposed to individual parts. It was considered that having one Strategy would be unwieldy and that important detail would be lost.</p>

<p>Over-arching TS</p>	<p>Overall we are very supportive of the Transport Strategy goals and have the following additional comments:</p> <ul style="list-style-type: none"> <li>- <b>Goal 7 to restrain levels of external rat running.</b> We would like to see this extended to all rat-running, including internal motor traffic within the borough which should be restricted to main roads. There should be an objective to achieve a coarse-grained network for through motor traffic and fine-grained network for walking and cycling.</li> <li>- <b>References to traffic, vehicles and road closures:</b> We would like to see the document distinguish between motor traffic and vehicles, and cycle and pedestrian traffic and vehicles. We would prefer a more positive term for 'road closures' such as 'open for walking, wheeling, cycling and play'</li> <li>- <b>SWOT analysis:</b> We note that with increasing population levels and demands on space on our streets, there is a threat identified of conflict between various travel modes, but this is envisaged to be restricted to conflict between pedestrians and cyclists. These are far more serious potential conflicts than those between cyclists and pedestrians whose interests coincide in most regards. More critical threats that</li> </ul>	<p>Noted and agreed. Text will be amended to reflect this.</p> <p>Noted and agreed. The Council has stated that its preference for cycle tracks is on-carriageway and will only consider on-footway as a last resort and where it can be safely accommodated.</p>
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	<ul style="list-style-type: none"> <li>- ought to be identified include the conflict between space for buses and space for cyclists, and space for car parking vs space for cyclists or space for pedestrian amenities. Pedestrian- cyclist conflict is more likely to occur if the Council continues to place cycling paths on narrow footways (as on Victoria Park Road) instead of the carriageway.</li> <li>- <b>Further Weaknesses</b> that need to be identified include narrow and congested footways that will not be able to cope with the additional population pressure within Hackney.</li> <li>- <b>Opportunities</b> could include the many parks as local destinations and walking areas in addition to canals and river networks, and also many local markets, leisure and recreation destinations within Hackney.</li> </ul> <p><b>Suggestions for new initiatives</b>                  We would like to see creative and ambitious initiatives to encourage walking including:</p> <ul style="list-style-type: none"> <li>- <b>Borough wide car-free day:</b> Large-scale ambitious motor traffic free events on a monthly or annual basis. Examples are the Open Streets movement, with the ultimate aim for a borough wide car-free day on a regular basis (at least annually).</li> <li>- <b>A borough-wide 20 mph speed limit</b> including on TfL roads.</li> <li>- <b>Innovative bus fare structures to allow combining walking and bus journeys:</b> Hackney Council to work with TfL for fares to work on several buses within a certain time with no surcharge so one can plan a route combining walking and a couple of buses at no extra charge.</li> <li>- <b>'Street art'</b> as a key element of 'Walking Plan'. Commissioning public art would make walking more attractive.</li> </ul>	<p>Noted. Will include this in final Strategy.</p> <p>Noted and agreed.</p> <ul style="list-style-type: none"> <li>- Noted but a borough-wide would require consultation and agreement with neighbouring boroughs, residents, police, TfL etc and unlikely to be realistically delivered given limited staff resources and funding etc. We can consider extending CFD to more locations</li> </ul>
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	<ul style="list-style-type: none"> <li>- <b>A Walking App:</b> As more and more people use online routing applications on their phones, we suggest the sharing of walking routes with online services such as the popular Citymapper. Walking routes could be published in an open format which could be used by any map/routing application.</li> <li>- <b>Parklets:</b> A programme to allow communities and businesses to apply to use car parking spaces for community amenity use, such as seating, planting, play area, cycle parking, street art, turf, or a combination of these. We would like these to be rolled out in a cost-effective way using for example, plantlocks as the boundary of the parking space(s) and allowing communities/ businesses to provide the facilities/ amenities.</li> <li>- <b>After school socialising space:</b> Increase pavement space outside schools by re-allocating from the carriageway to provide more space for socialising and community cohesion.</li> <li>- Raising bus laybys to level of the pavement to create <b>hybrid pavements</b> where it can make safer access into key destinations like schools and parks.</li> </ul>	<ul style="list-style-type: none"> <li>- Hackney is currently rolling out a borough wide 20mph limit and TfL have now stated that they will be implementing a 20mph limit on sections of the A10. We will consider a walking app depending on resources but feel that route planners apps are already available on.</li> <li>- The Council is keen on promoting parklets and is in the process of trialling one in 2015/16</li> <li>- noted- the Council is happy to discuss locations if/where this is suitable with LSiH and TfL</li> </ul>
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<p>Liveable Neighbourhoods</p>	<p>We feel this plan is ambitious and commendable. It demonstrates Hackney's holistic approach to considering transport in the borough.</p> <p>We welcome the objectives of this plan, particularly the two to ensure;</p> <ul style="list-style-type: none"> <li>- Hackney has the most liveable and sustainable neighbourhoods and streets in London</li> <li>- Hackney's streets and places are safe and attractive to enjoy and spend time in and are spaces that support community cohesion.</li> </ul>	<p>Support noted.</p>
	<p><b>Analysis</b></p> <p>We welcome the analysis, particularly the recognition that:</p> <ul style="list-style-type: none"> <li>- Our streets are a huge under-utilised resource dominated by needs of motor vehicles</li> <li>- There is a need to reclaim Hackney's neighbourhoods from parked vehicles and traffic</li> <li>- The aspiration can only be achieved by reducing dominance of the private vehicle, primarily through management of on-street parking and facilitating reduction in motor traffic flows</li> <li>- Urgent need to address poor air quality in Hackney</li> <li>- Need to address climate change by provision of more planting, soft landscaping and more tree cover on our streets,</li> </ul> <p><b>Actions</b></p> <p>We welcome proposed actions and commend the Council for innovative proposals including</p> <ul style="list-style-type: none"> <li>▣ increasing plant and tree coverage, use of SUDs (soft porous landscaping) to improve drainage and reduce run-off</li> <li>- Edible Streets initiative</li> <li>- On-street cycle parking</li> <li>- Play Streets are an especially welcome initiative, and we would like to see permanent play areas on streets including informal and formal play equipment.</li> <li>- Promotion of Zero Emissions Network in certain areas.</li> </ul>	<p>Support noted.</p>

	<p>We welcome proposals to reduce motor traffic levels in residential roads by</p> <ul style="list-style-type: none"> <li>- Expansion of Parking Zones 4</li> <li>- Area wide traffic reviews and use of modal filters to reduce through motor traffic</li> <li>- Localised congestion or road user charging</li> <li>- Reducing Last Mile Deliveries by consolidating delivery centres to reduce delivery by HGVs</li> <li>- Locating delivery drop-off points at public buildings to reduce motor vehicle delivery</li> <li>- Develop a borough specific Freight Action Plan</li> <li>- Using localized Low or Zero Emission Zones to control type of vehicles entering certain zones.</li> <li>- Encouraging car clubs and sharing</li> <li>- Encouraging use of cycle freight for council deliveries</li> <li>- Reviewing use of parking permits for private vehicles and essential car users across the Council</li> </ul>	
	<p>We have reservations about the following:</p> <ul style="list-style-type: none"> <li>· <b>Air pollution based parking charges:</b> Parking charges should reflect the space occupied by parked cars rather than any other characteristic. If factors other than space are applied, why not have higher charges for more dangerous vehicles with higher engine size and greater acceleration? Why not have higher charges for vehicles with higher roofs that obscure pedestrians trying to cross the road and make the road environment so much more dangerous? Or for larger vehicles that take up more space than a compact car, e.g. camper vans and trailers?</li> <li>· <b>Encouraging electric car use:</b> while electric cars produce less local pollution, they do not reduce global warming, they are as inefficient in use of</li> </ul>	<p>Noted. This suggestion will be considered as part of the Council’s Parking Enforcement Plan.</p> <p>Noted. However electric vehicles also cover buses, taxis and other forms of public transport.</p>

	<p>space as a petrol or diesel car, and they are as dangerous to cyclists and pedestrians.</p> <ul style="list-style-type: none"><li>· <b>Perceived need to manage supply of on and off street car parking according to 'need'</b>. We would assert that 'need' is created by provision of free and heavily subsidised car parking that is provided to car owners at far below known market rates that in Hackney are in the range of £1,000 to £5,000 a year by private providers. The need of the majority of non-car owners for space on our streets should be just as if not more of a priority when deciding on how kerbside space is allocated.</li></ul>	<p>Noted.</p>
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	<p>We would encourage the Council to go further in its plans and to:                  Reduce car parking provision to reflect the high proportion of families (over 65%) that do not own cars and should be equally entitled to use of kerbside space as the minority of car owners.                  Our ask is for a roll out of a programme of ‘parklets’: community use of valuable kerb side space, or for pedestrian and cycling amenity such as space for cycling or wider footways.</p>	<p>Car parking standards that are proposed in the SPD are lower than that in the London Plan and considered appropriate for an inner London borough with low car ownership and generally good access to public transport.</p> <p>The Council are very supportive of parklets in principle and hope to trial one in early 2015. Should this prove successful- we will look to expand these across the borough. The Walking Plan will contain a reference to ‘Parklets’</p>
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<p>Cycling Plan;</p>	<p>Hackney’s success with increasing cycling rates is to be commended and Living Streets hopes to see this continue to grow and for more people to choose cycling an option over traveling by car. We are therefore supportive of the objectives of the cycling plan. We feel the issues that both cyclists and pedestrians face are a common danger from motor traffic, including through motor traffic, valuable space occupied and congestion caused by private motor traffic, pollution caused by motor traffic and over provision of kerbside space for free or subsidised private car parking. We commend the strategy for going a long way to addressing these common concerns.</p>	<p>Noted and agreed. The Strategy will contain an updated reference to the common issues faced by pedestrians and cyclists</p>
	<p>There are areas where we feel Hackney could go further to ensure any improvements for cyclists do not cause conflict with pedestrians, and particularly vulnerable pedestrians, e.g. allowing cycling on footways in one way streets where Council does not want to tackle on-street car parking, and provision of toucan crossings in congested areas, including providing for cycling on sections of footways to facilitate use of toucan crossing.</p>	<p>Noted. The Council is willing to discuss these localised issues.</p>
	<p>We note that one of Hackney’s objectives is to ‘Ensure that pedestrians and cyclists co-exist harmoniously, with cyclists adhering to road rules and being considerate to pedestrians’. We also note that within the proposals, Hackney intends to allow cyclists to use pedestrianized areas but that ‘pedestrians will have priority over cyclist at all times’. We have concerns that if there is a lack of clarity, this will cause uncertainty and stress for pedestrians, especially vulnerable groups.</p>	<p>Concern noted. The Council is looking at a number of options to emphasise pedestrian priority in these areas including targeted campaigns, new signage and working with Police &amp; local stakeholders in known problematic areas.</p>
	<p>We applaud Hackney’s commitment to working with neighbouring boroughs and TfL to ensure consistency across local authority boundaries.</p>	<p>Support noted</p>

Public Transport Plan	Again, we are supportive of Hackney’s plans to improve accessibility to public transport services. In particular, we welcome the objective to improve walking and cycling conditions and key public transport stations	Support noted
	Living Streets would also suggest some work could be done to improve walking routes and wayfinding to and from public transport and particularly, tube stations just beyond the borough boundary.	We do work with neighbouring boroughs on these issues – for example with LB Islington on the Finsbury Park AAP and transport improvements where we have advocated this. However, if there are specific issues that Living Streets wish us to raise with neighbouring boroughs we can do us.
	Wheelchair access to buses is more popular than demand can always meet. Hackney has London Overground rail services that could be very beneficial to wheelchair users if only the stations became usable by them. A few local stations are now accessible and the trains can reliably offer some journeys but this provision is patchy and awkward. Services going into Liverpool Street could open up real commuting potential and ease the bottleneck on buses between Dalston and Central London. The easier it is for wheelchair users to change from one bus to another or between bus and train, the more flexible travel can become. That flexibility is naturally then available to all passengers. The process of improving interchanges would include smoothing out pavements and road crossings. Where step-free access to station platforms is planned, we would prefer both ramped and lift access to be provided.	Hackney is working with TfL (and Network Rail) to improve the accessibility of train stations for example at the Hackney Interchange project. Similarly, Hackney has a very high percentage of accessible bus stops on it on routes and is working with TfL to improve those on the TLRN network.

		However as always, the Council are willing to discuss if there are specific localised issues.
Sustainable transport SPD	We welcome this suite of planning documents which use development control to encourage walking, cycling and public transport, and reduce the need to travel by creating mixed use development encouraging local employment, shopping and leisure opportunities.	Noted.
Walking Plan	We applaud Hackney’s targets to prioritise pedestrians and increase walking rates in the borough, particularly for utility journeys.  Living Streets would like to see a specific objective for disabled people’s groups, to ensure the needs of people with disabilities are considered adequately as part of plans for the pedestrian and cycling environment	Noted. An additional objective has been included p4. Ensure that the needs of older people and those with visual and mobility impairments and other equality groups are considered in all plans and proposals to upgrade the public realm
	<b>Analysis of challenges and barriers to walking in Hackney</b> We agree with identified barriers of <ul style="list-style-type: none"> <li>• Concerns about personal safety</li> <li>• Traffic volumes, congestion and pollution</li> <li>• Unpleasant walking environment</li> <li>• Wayfinding</li> </ul> We agree with the detailed discussion of barriers identified by stakeholders. We would like to see mention of further barriers	Noted.  Noted. The updated Strategy will include

	<ul style="list-style-type: none"> <li>• Lack of spaces to rest, socialize and play on our streets.</li> <li>• Too much emphasis on movement, less on place value of public spaces</li> <li>• Planning: lack of local facilities – shops, amenities, leisure and employment opportunities</li> <li>• Lack of public and accessible toilets which can be a significant barrier to range of people particularly older and disabled people, pregnant women and children. Hackney should also provide more Changing Places toilets for adults with multiple and complex disabilities.</li> <li>• On-street car parking whose dis-benefit is not just obstructing visibility and movement for pedestrians but also has high opportunity costs in terms of space that could be used as valuable pedestrian amenity as described above, in addition to use for planting, greening and reduction of flood risk by reducing hard paving and improving drainage.</li> <li>• Streets should be used more for economic activities themselves such as for street markets, street stalls, street eating, and street based businesses.</li> <li>• We note increasing encroachment on footways. For example in Dalston where the pavements have been widened there is encroachment by stalls on the main road pavement and by the frontline stalls just in Ridley Road Market. There is also often a van parked on the widened pavement lately. Looking at all of this long term, widened pavements will be necessary to accommodate the increased number of local residents and commuters coming into the area. Most people accept what is there when they walk down the street but the nature of the pedestrian environment does affect people’s mood and behaviour so we need clear pavements where people can come and go and mingle relaxedly. Clearer pavements can’t be emphasized too much.</li> </ul>	<p>some of these and/or cross-reference from the LN Plan. The Council supports the use of streets for uses other than ‘movement’ and construction free pavements. Location-specific of instances of encroachment or illegal parking should be reported to the Council.</p>
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	<p>Much of the above is addressed in the Liveable Neighbourhoods plan, but should be referenced here too.</p>	
	<p>Proposed Actions, Policies and Proposals We welcome the strategies and actions outlined including</p> <ul style="list-style-type: none"> <li>• Putting pedestrians on top of movement hierarchy when considering function and capacity of streets</li> <li>• Reducing the need to travel by car</li> <li>• Maximizing pedestrian permeability and movement in new developments</li> <li>• 20 mph speed limits expanded to main roads in Hackney</li> <li>• Using modal filtering to reduce rat running in residential areas</li> <li>• Use of Parking Zones</li> <li>• Removal of gyratories and one-way systems</li> <li>• Engineering interventions at junctions including tighter radii, raised side road entries, carriageway narrowing</li> <li>• Provision of pedestrian amenities such as more seating on 'key walking routes'. These should include 'popular' walking routes to local amenities and routes where there are likely to be trips by older and vulnerable people to shops (e.g. near care homes).</li> <li>• Better and more crossing facilities.</li> <li>• Further removal of guardrailling</li> <li>• Legible London wayfinding expansion</li> </ul> <p>Additionally, we would like to see:</p> <ul style="list-style-type: none"> <li>• Review of all footways to ensure that street furniture is rationalized and minimized, with essential signage or lighting placed on walls or fences to the rear of the footway. All footways should have a minimum width of 2m. Cross falls should be max of 1:40.</li> </ul>	<p>Support noted.</p> <p>The Council supports a borough-wide review but this is dependent on staff resources and funding. The Council is fully supportive of re-integrating post-war housing with its surrounding network of streets and will do this as part of any redevelopment e.g.</p>

	<ul style="list-style-type: none"> <li>• Hackney design standards applied in estates, particularly those managed by Hackney Homes (particularly as this is likely to come back under Hackney Council). We would like to see the transition from highway to estate less obvious, as most walking journeys start from the front door. This will require setting of standards and training for Hackney Homes maintenance and infrastructure teams to ensure new investment supports this aim.</li> <li>• Raised side-roads should include crossovers into garages and estates as a default element of new pavement improvement schemes - often these are left out (presumably because they are not public highway) and this is no longer acceptable.</li> <li>• Phasing out of footway parking. While we welcome this, we are disappointed and concerned to see that existing permitted footway parking is to remain in Hackney. We would like to see a more robust approach to this in a shorter time-frame than 10 years, and to remove all existing permissible footway parking progressively.</li> <li>• The proposal to ‘reduce instances of pedestrian/cyclist conflict by promoting pedestrian priority’. We would emphasise the need for some specific measures to achieve this and would also advocate a consistency of design throughout the borough. This will allow greater understanding of pedestrians and cyclists throughout Hackney of who has priority where. We would like to know how this approach will be different from previous years where we feel Hackney has often been complacent in this regard, particularly in and out of parks. We would like to see schemes that actively discourage footway cycling, recognising that design and layout has a large influence on cyclist behaviour. We would also like to see signage used in parks like that used on towpaths indicating pedestrian priority.</li> <li>• It would be helpful to have at least a few routes in parks where cycling is forbidden, to enable people to go for a leisurely walk, safely; without needing to encounter cyclists.</li> </ul>	<p>Colville Estate and Pembury Estates.</p> <p>We will consider this on a case-by-case basis.</p> <p>Noted.</p> <p>Noted. The Council are looking a series of measures to discourage this including park signage that emphasises the pedestrian priority such as that used on towpath.</p> <p>The Council is willing to work with local stakeholders to examine how this would work in practice.</p>
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	<ul style="list-style-type: none"> <li>• Robustly addressing car parking danger, obstruction of pedestrian movement and over provision.</li> <li>• Current footway cycling should be removed (eg on Victoria Park Road). Space for cycling should be provided on the carriageway.</li> <li>• No new toucan crossings and programme put in place for existing toucan crossings in areas with high pedestrian traffic to be replaced with side by side pedestrian/ cyclist crossings.</li> <li>• Re-allocation of carriageway outside schools to footway to create a more social space, reduce traffic speeds and shorten crossing points.</li> <li>• Work with TfL to turn bus laybys into hybrid footway/carriageways (for example between Stoke Newington and Betty Layward schools, and Northwold Rd and Stoke Newington Common)</li> <li>• FORS – needs to have additional emphasis on walking, as HGVs kill and seriously injure many more pedestrians than cyclists.</li> </ul>	<p>Noted.</p> <p>The Council ultimately wishes for Victoria Park Rd to return to a 2 way operation at which stage the removal of the track could be considered. The Council is willing to review this on a case-by-case basis and dependent on local circumstances and funding availability.</p> <p>The Council supports this and is looking at this as part of road safety and cycle to school partnership pilots.</p> <p>The Council is willing to review this on a case-by-case basis and dependent on local circumstances and funding availability</p>
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	<ul style="list-style-type: none"> <li>• GPs to promote walking on referral - This is an important and significant piece of work. We would like it to be echoed in other relevant plans by public health and Clinical Commissioning Groups.</li> </ul>	<p>Noted and agreed. Text will be amended to include this.</p> <p>Noted.</p>
	<p><b>Action plan for walking</b></p> <p>We welcome the action plan particularly public realm improvements as in Broadway Market and Dalston Town Centre including:</p> <ul style="list-style-type: none"> <li>• Shoreditch Space and Place Shaping Plan: we would particularly like to see better road crossings of Great Eastern Street, Shoreditch High St, Old St, the removal of the toucan crossing at the triangle apex, and removal of motor traffic from the bulk of the inner streets through modal filtering.</li> <li>• Old Street public realm scheme- we would like to see robust support for this to be returned to a cross-roads configuration with direct, short, safe and convenient crossing routes for pedestrians and increase in availability of usable public realm in the four corners of the cross-roads junction.</li> <li>• Hackney Central Town centre: we commend the Council for the removal of motor traffic from Narrow Way. The focus must now be on creating suitable walking routes to the Narrow Way either end from Mare Street and across Dalston Lane.</li> </ul>	<p>Noted. Many of these are identified in the SSPSS and are likely to be taken forward as part of the Central London Grid, CSH1 and Quietway programmes.</p> <p>Noted. TfL &amp; LB Islington are the lead partners for this scheme and will lead consultation at which stage Hackney and its stakeholders will be invited to comment.</p> <p>Noted.</p> <p>This is a feature of the Hackney Central Interchange.</p> <p>Noted.</p>

	<ul style="list-style-type: none"> <li>• Provide a pedestrian bridge between Hackney Downs and Hackney Central</li> <li>• Improve identified junctions across Hackney</li> <li>• Improvements to local centres, shopping parades and street markets in Well Street, Chatsworth Road, Homerton, Hoxton St, Upper Clapton and Lower Clapton Roads.</li> <li>• Commitment to remove Stoke Newington gyratory</li> <li>• Creation of 10 new Pocket Parks through reallocation of road space to pedestrians</li> </ul>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
	<p>We would like to see <b>further measures to improve pedestrian crossings</b> particularly:</p> <ul style="list-style-type: none"> <li>• Removal of all staggered pedestrian crossings in Hackney to be replaced with direct straight-across crossings</li> <li>• Increase in crossing times to pedestrian speed of 0.8m/second in line with research conducted by Living Streets</li> <li>• Decrease in waiting time at crossings to reduce conflict and danger caused by forcing pedestrians to wait for too long to cross (e.g. outside Dalston station / Ashwin St).</li> <li>• All signalized junctions to have a pedestrian phase</li> <li>• Pedestrian Count Down timers should <b>not</b> to be used to decrease pedestrian crossing time and increase motor traffic phase time (as per TfL policy)</li> <li>• Prohibition of parking by more than the current 5m from the junction and from controlled crossings as currently this still masks pedestrians' crossings. Cars are getting bigger and increasingly high topped vans</li> </ul>	<p>The Council supports this in principal but re-design of crossings is to be considered on a case-by-case basis and dependent on funding.</p> <p>The Council will work with TfL and key stakeholder groups to review crossing times. Please continue to identify problematic areas.</p> <p>Noted.</p> <p>Noted.</p>

	<p>cause danger by obscuring sightlines to an unacceptable extent. There may need to be a restriction on where high top vans and higher vehicles such as four wheel drive vehicles can park.</p> <ul style="list-style-type: none"> <li>• We do not want the 'upgrading' of crossings to mean the removal of zebras. In fact, we would like to see more zebra crossings, particularly along school routes</li> <li>• We note that 60% of pedestrian collisions are away from crossings, so we would like to see an increase in safe, informal crossing points on desire lines.</li> <li>• We would like wider crossings installed as standard (e.g 5m).</li> <li>• We would like to see raised side road entry treatments used rather than dropped kerbs.</li> </ul>	<p>Noted.</p> <p>Noted. The Council is willing to work with LS and other stakeholders to identify priority areas over the lifetime of the Strategy.</p>
	<p>Smarter Travel/ Encouragement Measures/ Travel Planning/ Health initiatives</p> <p>We welcome these measures to encourage people to drive less and walk and cycle more to schools, work and local facilities. We would like to see more robust measures to encourage people to walk including;</p> <p>Decreasing provision of free and subsidised on-street car parking          Workplace parking levy          Within School Travel Plans – addressing car travel by staff as well as students as we note that many schools provide free car parking for staff which militates against walking, cycling and using public transport and also creates danger for other staff and student who walk and cycle.          Paying people to walk while on work (as employees currently get a car mileage and cycle mileage allowance)          We note that there are extraneous parking spaces on many Council estates as these are not needed by residents on estates. Instead of using the redundant parking spaces for community benefit, or for storage and income generation within the borough, we note these are rented out to people living</p>	<p>Noted.</p>

	<p>outside the borough which facilitates driving within the borough. We would like more imaginative use be made of these redundant parking spaces.</p> <p>Many of these are already outlined in the Liveable Neighbourhoods plan and we would like to see them referenced here.</p>	
Road Safety Plan	<p>We commend the Council for the overall trend of reduced numbers of pedestrian and cycling KSIs in Hackney compared with 2005-09 figures with increased levels of cycling and walking.</p> <p>While we welcome the figures that KSIs have gone down in Hackney in line with the national trend of lower casualties, we note that within the five years to end of 2012, there were 623 people killed or seriously injured in Hackney, and there were over 4,000 casualties. We note almost 1,000 of these were pedestrian casualties.</p>	<p>Noted. The focus of Hackney's Transport strategy especially its Road safety plan is for a safer pleasant environment for vulnerable road users.</p>
	<p>We are concerned to note that 48% of casualties occurred on TfL controlled roads, which are only 8.4% of roads in the borough indicating how much more dangerous these TLRN roads are. We note that all fatalities occurred on TLRN roads. We see that pedestrian casualties have gone up by over 15% compared to the 2005-09 baseline on TLRN roads. The dangers posed by TLRN roads need to be addressed more robustly with TfL.</p>	<p>Noted. Hackney officers have addressed the issue of the higher casualty rate on the TLRN with TfL officers those discussions will continue until there is a cohesive plan from TfL on addressing casualties on their roads.</p>
	<p>We welcome ambitions to enhance public realm and increase pedestrian priority, making Hackney a safer and more accessible borough, with a view to achieving one of the highest walking rates of all London boroughs.</p>	<p>The plan focuses on partnership working, Enforcement carried out by the Police and our publicity</p>

	<p>We agree with some aspects of the Road Safety Plan, but have reservations about the approach and thrust of this plan that focuses on education of non-motorised users. We would like the Council to focus on a road danger reduction approach, tackling the dangers posed by motorised transport and creating a forgiving environment for the more benign modes of walking and cycling.</p>	<p>campaigns address motorised users rather than non-motorised users.</p>
	<p>Overall we feel this document does not match the aspirations and quality of the other documents in the Transport Strategy. We feel the Walking Plan and Liveable Neighbourhoods Plan have a better, more comprehensive approach to road danger reduction than the Road Safety plan.</p>	<p>Noted</p>
	<p>We note there are three priority areas for the council to create a safer walking environment- engineering measures, working with TfL, and educating road users – especially pedestrians. We are concerned that there is no mention of enforcement in the priorities. We disagree that the top two priorities should be targeting ‘awareness’ messages at people walking and cycling.</p>	<p>In our partnership working section within the Road safety plan the importance of working with the Police on enforcement is listed as one of the Key areas we will be working on.</p>
	<p>We note that the police constantly ascribe a much higher level of fault to pedestrians rather than drivers when analyzing collisions and believe this reflects an attitude and culture that drivers have a greater right to be on the road than pedestrians which should be addressed at a fundamental level.</p> <p>We believe that the primary message to cyclists, walkers, older people, teenagers, children and those from disadvantaged families should be a strong one of encouragement to walk and cycle on Hackney’s roads and to get out and about</p>	<p>All of our road safety messages and publicity campaigns have been targeted towards motorists to look out for vulnerable road users. Hackney is one of the leading boroughs within London on encouraging sustainable methods of transport</p>



<p>A secondary message may include practical advice on keeping safe on the roads which should be delivered in a way that does not portray graphic images of dead pedestrians on street, or in a way that is patronising. We believe this negative message will not encourage parents to let children walk and cycle on our streets.</p>	<p>Hackney has not used graphic images or shock tactics in its publicity posters and will not do so in any future campaigns. Our safety message has never been to discourage our residents from walking or cycling.</p>
<p>We do not believe this advice should include emphasis on wearing high visibility clothing for pedestrians. We feel people should be encouraged to walk and get about regardless of the clothes they choose to wear.</p>	<p>Children are encouraged to wear reflective clothing especially during the darker months this is different to the need for high vis jackets etc</p>
<p>We would strongly advocate a focus on <b>enforcement against dangerous and illegal drivers</b> and any 'education' to be targeted at drivers rather than victims of collisions. We believe the priority and focus should be on making roads safer for walking and cycling by reducing speeds and volumes of motor traffic, strong enforcement and restricting car parking. In this regard we advocate the use of speed cameras, CCTV cameras and ANPR to enforce speed limits and deter aggressive and dangerous driving. <b>These should not be placed on footways reducing space for pedestrians.</b></p>	<p>Agree we support Operation Cube conducted by the Police which targets uninsured and untaxed vehicles. Hackney firmly believes in creating safer environments for pedestrians and cyclists this is demonstrated by the rollout of 20mph limits and various</p>



	<p>In all other aspects we fully endorse HLS's response and we too commend Hackney Council for the quality and vision articulated in the Transport Strategy."</p>	
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Councillor Responses - Carole Williams, Labour Councillor, Hoxton West

<b>Document</b>	<b>Comments</b>	<b>Hackney Response</b>
<p>General</p>	<p>We welcome Hackney’s plan to make cycling a normal, safe and attractive choice for travel and recreation, to build on the borough’s success in cycling rates and to address barriers that prevent residents from taking up cycling. The proposed cycling plan 2014 makes note of the increase in the number of cyclist using Hackney’s roads, towpaths and thoroughfares. We also note that, with this increase in the number of cyclists, that there has also been an increase in the level of concern within our wards about the use of the canal that relate to cycling safety, cycling etiquette and speeding along the canal.</p> <p>We welcome the vision outlined in the document of cyclists and pedestrians co-existing harmoniously in Hackney and believe that, to address the inconsiderate behaviour of a minority of cyclists, that the council should indeed work with the police to identify and to address these issues. However, we believe;</p> <ul style="list-style-type: none"> <li>- steps should first be taken to educate cyclists, particularly new cyclists, of considerate cycling through working with the cycle hire scheme to publish etiquette guidance on their website and to email considerate cyclist’s guidance document to each new member</li> <li>- the council should consider working with the London Cycling Campaign to publish cycling etiquette, particularly when using the towpaths</li> </ul>	<p>Noted. Policy C15 of the draft Cycling Plan and supporting text covers this issue. The Council already work with both the LCC and the Canal and River Trust on a range of issues including the promotion of considerate cycling in parks, towpaths and other areas.</p> <p>The Council is also actively seeking to provide alternatives for cyclists to use the carriageway adjacent to Regents Canal as opposed to the</p>

	<p>- the council should also consider working with the Canal and River Trust to create guidance for cyclists using the canal and plan an education programme for the minority of inconsiderate cyclists who are the source of occasional conflict along the canal</p>	<p>towpath. Cycle training is offered free to all residents, workers and students in the borough and those availing of the cycle loan scheme (who tend to be new or returning cyclists). We will continue to support considerate cycling and work with partners to promote this.</p>
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Vincent Stops, Labour councillor, email 22/10/2014.

Document	Comments	Hackney Response
Exec summary	2.5 Woodberry Down now 5000 homes 2.13 needs updating	Noted. Text will be updated.
	3.1 why is bus congestion singled out as a weakness? Cycle casualties should be put in context. LBH will become first fully Overground borough. An additional weakness is that on-street parking policies are not fully integrated into planning & transport strategies. A strength is the recognition of restraint policies in planning insofar as the presumption in favour of car-free development.	Noted.

	4.1 The air quality strategy should be linked to this diagram at least by a dashed line. There should be a chapter on the management of the public realm which brings all the streets enforcement roles into Streetscene and sets out standards - highways obstructions etc.	Noted and agreed. Text will be amended to reflect this.
	5.9 2013 casualty stats now out. When talking of targets the context of increasing exposure and rates should get a mention.	Noted. The Strategy will be updated with 2013 casualty statistics.
	6.1 Can we aspire to have Hackney Downs as an accessible station and put it in the CIL?	Noted. This will be included as an aspiration in the public transport plan.
Overarching transport strategy	I there should be recognition of the benefits congestion charging delivered - less vehicles and increased levels of investment, and the role of car-free development (at least 90% of all development). It would be good to state Hackney's overall approach - an incremental approach to create a better balance between pedestrians, cycles and motor vehicles. Jan Gehl. and throughout -should talk of 'casualty' reductions rather than accident reductions	Noted and agreed. Text will be updated to reflect this.
	2.3 the 40% walking figure isn't commuting trips. It's share of all trips. The Hackney Central Downs link will be all but built by the time this document is published. We should emphasise investment in road safety will be data led.  There should be a further document covering how Hackney maintains its streets etc. to include all the highways maintenance and enforcement activities. Keeping the streets clean and clear of stuff is just as important as widening a footway.	Noted and corrected.  An additional document may be worthwhile but given time/resource constraints have to be completed over the lifetime of the Plan as

	<p>6.3 I think Victoria Park is now covered with CPZ.</p> <p>7.54 Last paragraph is the most important in the whole document and must not be lost. I think additionally it should be noted that suppressed demand for travel in urban areas is such that mechanisms such as road space reallocation and roads pricing are needed in order to lock in the benefits of modal switch - Goodwin et al.</p> <p>Table 6:8.1 An additional threat is the continuing resistance of the Mayor of London and others to traffic restraint, particularly roads pricing and parking restraint. Also the issue of other boroughs that control boundary roads, for example Hackney Road.</p> <p>Page 95 I think the road accident challenge needs re drafting to reflect the trend in casualties and rates. Additional response is data led highways engineering measures and traffic volume reduction.</p> <p>Additionally the overarching strategy should set out the likely funds available to the council Over the life of the plan and an indication of what things cost. There is far too much campaigning going on with the absence of any sense of the reality of what funds are</p>	<p>opposed to being part of it.</p> <p>Noted and amended.</p> <p>Noted. The text has been slightly amended to include road space reallocation.</p> <p>Noted – the text will be updated to include some of this</p> <p>• MaryAnn</p> <p>At the time of writing it is difficult to estimate likely funds given significant uncertainties in the level of Central Government available, development contributions etc</p>
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<p>Walking</p>	<p>Table 4 I think you are missing stakeholder issue that must have been raised by others - the need for a continuous level footway- dropped kerbs, and the desire for single stage, direct crossings.</p> <p>Last para. I think you should talk about the need to link the transport strategy with maintenance and enforcement, particularly re highways obstructions.</p> <p>I think permeability, crossings etc for peds in the east of the borough, particularly the Wick Interchange should get a mention. Also the Dalston Lane / Queensbridge Road junction and Shacklewell Lane / Amhurst Road. There is a typo - not Well Rd.</p> <p>You are suggesting a minimum clear way of 5 m at junctions. The police told the road safety scrutiny in 2002 it should be 10 m and the Highway Code says 10 m. The policy should be for 10 m. If not there needs to be good justification.</p> <p>Telecoms equipment including boxes is a problem and will only get worse. The loophole that gives highways authorities no effective say needs closing. We should lobby on this. In my view highways enforcement of all kinds bar waste should be within the Streetscene function.</p> <p>There should be a presumption against pavement cycling, pavements should not be designated as cycle tracks particularly if they are barely wide enough to walk on and have bus shelters on them. The Victoria Park one is an embarrassment.</p>	<p>Noted and agreed. Text will be amended to reflect this p20-21</p> <p>Noted and agreed. Text will be amended to reflect this. Well Road has been changed to Well Street</p> <p>Noted and agreed. Text will be amended to reflect this</p> <p>The 5m is an absolute minimum for local roads but will raise this with Parking going forward.</p> <p>Noted.</p> <p>Noted. The Council's stated preference is for all cycle tracks to be on-carriageway. The ultimate aim for Victoria Park Rd is to be two-way negating the need for the on-footway track.</p>
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	<p><u>Legible London is a map based scheme. It was never intended that finger posts should be a cheap alternative.</u> The policy should be to do Legible London as was intended and replace the near useless many fingered post with liths. In this case less is more. An odd reinforcing finger post is allowed in the system.</p> <p><b>Shoreditch</b> Typo. Not Riverton St. Rivington. Can the removal of Murray Grove one-way be included?</p> <p><b>Hackney Central</b> Vallette St one-way should be removed The crossing of Amhurst Rd to the Narroway should be the priority. There has been a land swop of the Pembury Estate car parks for a Pembury Estate land in order to widen the North side of Dalston Lane pavement.</p> <p><b>Hackney Wick</b> The permeability to and through Hackney Wick is a strategic issue for Hackney. It is our only AAP with very low PTAL.</p> <p><b>General</b> 10 new spaces sound great, but could we say at least 10.</p> <p>Putting out seating is a great idea. You only have to look at the Narroway, but it needs a good number so they are not over run by drinkers. Can we say 10 benches a year in consultation with Age UK.</p> <p>Crossovers of pavements to facilitate cycling can be good, but as above Pavement cycling should be disallowed. I cannot understand why we make</p>	<p>Noted.</p> <p>Noted. Typo corrected. Noted and agreed. Included p33.</p> <p>Noted. Included p35. Noted. Noted. Included p36.</p> <p>Noted.</p> <p>Noted and agreed.</p> <p>Noted. The Council is hoping to implement a parklets programme which will include a measure of street seating. We will consult with relevant stakeholders on this.</p> <p>Noted. The Council's stated preference is for cycle tracks to be on-carriageway. In terms of the crossovers</p>
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	<p>such a big thing of cycle crossovers with tactiles and signs. If you must put something in a bit of corduroy on the cycle lane to slow down traffic should be all. I think the cycle way across Southgate Road at Northchurch Terrace is overly an aggressively cyclist facility on a pavement. The crossover at John Campbell St on Kingsland High Rd and at Sylvester Path across Mare St is great.</p> <p>Pedestrians want a level, continuous, wide, clear foot ways with crossings on their desire lines. The raised crossings at Richmond Rd and recent traffic Islands on Mare St are an example of poor permeability for pedestrian. I have no idea why median strips are installed, if they are they should be permeable because peds will always cross on their desire lines if they can.</p> <p>Hackney's side road entry treatments are great. It would be good to see if we could trial the LCDS by continuing the pavement and an even steeper ramp. I am told there is an example at Clapham Old Town.</p>	<p>mentioned the Council is happy to review these but must make decisions on a case-by-case basis depending on flows, local circumstances etc.</p> <p>Noted. These crossings will be reviewed as part of the Hackney Central public realm upgrade and continuous footways more generally across the borough</p> <p>Noted. The Council are open to implementing similar if local circumstances are appropriate.</p>
Cycling	<p>3.2 It should be stated that the societal and public health benefits of getting more people cycling are overwhelmingly positive.</p> <p>5.6. I think more should be said about the various speed reduction schemes - speed tables, entry treatments and junction tightening specifically. The approach of thinking about all modes and place should be included here.</p>	<p>Agreed but this is covered in the section on health and local economy.</p> <p>Noted.</p>

	<p>6.2 the 75% statistic for casualties at junctions is lower than Stats 19 for 2012 89%, 2013 84%. Can we compare sources as very important?</p> <p>Of course the fear of traffic is a barrier to cycling, but it is overplayed because so much of the studies are about perception. Young, affluent, white males in Hackney cycle a lot. Young, poor, black males in Hackney cycle much less. Are we really saying affluent, white, males are less scared of the traffic that poor, black, males?</p> <p>6.3 The one-ways to the east of the borough is a strategic issue and huge barrier. Deserves a mention.</p> <p>Lack of showers is a significant barrier?? You can make too much of this</p> <p>Throughout the strategy there should be interim, yearly, targets. I think Hackney should supplement the LTDS survey to make it more significant.</p> <p>8.3, Page 40. We should try and get in wide lanes &amp; wide bus lanes operating 24/7</p> <p>Policy c6 should not include the option of pavement cycling as this goes against the grain of an inclusive public realm and is always sub optimal cycling.</p>	<p>Has this been updated?</p> <p>The fear of traffic is frequently cited as the biggest obstacle to cycling irrespective of race and age.</p> <p>Noted however this factor is recognised as a barrier on pages, 32, 18, 49 and addressing this is referenced in C17.</p> <p>Lack of showers and changing facilities is a recognised barrier for those cyclists travelling longer distances including Council workers.</p> <p>Noted. The Council is considering included an online yearly progress sheet.</p>
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	<p>Page 43. Cycle crossovers should be like John Campbell Rd, not Southgate rd examples.</p> <p>C11 is fine as long as cycle routes don't take away from clearing pavements.</p> <p>C18 should be extended to include all RSL estates, not just HH.</p> <p>Page 55 the police told Hackney's road safety scrutiny that junction protection, yellow lines, should be 10 m as per the Highway Code. I can't understand a policy less than the Highway Code without site specific justification. The next iteration of the PEP should not have a policy that contradicts the Highway Code. Who is suggesting this?</p> <p>9.5 para 2. It is stated that most collisions occur on busier roads. Additionally this para should state over 80% are at junctions.</p> <p>Last para. Please add: The complexities of introducing segregation into busy streets with lots of pedestrian, bus, loading and side street activity will mean there are few candidates in Hackney For such treatment (and one might want to spend finite resources more usefully and confine such interventions to London's high speed, high traffic volume roads such as the A406 ).</p>	<p>Noted.</p> <p>Noted. The Council has no plans to implement footway conversions but reserves the right to consider this when all other options have been exhausted and subject to appropriate footway widths, local circumstances and consultation with key local stakeholders.</p> <p>The next iteration of the PEP is due in Autumn 2015 to comment.</p> <p><b>Noted.</b></p> <p>Noted however the Council will reserve the right to consider all options including segregated cycle lanes on a case-by-case basis.</p>
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	<p>Page 71 Victoria Park Road. It should be noted that improving access to the east of the borough is a strategic priority for walk, cycle and bus modes, there is therefore benefit to making VPR two way, not just putting in a short stretch on contra-flow cycle lane.</p> <p>Hackney Road is problematic and busy. I think this should be somewhere on the list to deal with, particularly taking out some parking and the guard railing.</p> <p>Filtered permeability. This is very good value for money. Opportunistic road closure should be encouraged. In my ward residents are pleading with us to close Greenwood and Navarino. It is precisely the opportunity we should be taking. The cycle provision is good, but not great, it's an important route. These are residential roads that are on a core quietway loads of cyclists actually use. I cannot understand why Hackney doesn't do a trial closure now. Makes no sense unless you are a motorist. Similarly Spurstowe Terrace is a horrible rat-run for residents that was closed for months by Network Rail that seemingly we cannot close.</p> <p>Page 83 cycle hire. I think the extension beyond central London is not good value for money. If the Mayor of London wants to pay for this then maybe OK, but I am sure Hackney could spend the money more useful on our estates with cycle hangars.</p> <p>Additionally it would be good to include the Bikeability map in this section.</p>	<p>Noted.</p> <p>Noted. – Its omission was an error. The updated Strategy will include a reference to Hackney Road and relevant issues.</p> <p>Noted. The Council are happy to discuss individual streets.</p> <p>Noted. However the advice from TfL is that future extensions are likely to be primarily developer- funded.</p> <p>Noted. Agreed. The revised Strategy will include this.</p>
<p>Public Transport</p>	<p>Table 1. I have raised the issue of connectivity between Woodberry Down and Stoke Newington. I think the extension of the 276 to Woodberry Down would be useful. The Orthodox Jewish community would like a bus service between Stamford Hill and Golders Green.</p>	<p>Noted. The Council is happy to work with TfL and local stakeholders to achieve this. The</p>

	<p>I think Hackney should have a policy to support the staffing of stations during the whole of their operating hours and to include the closing up of stations at night.</p> <p>PT 8 We should seek the removal of the parking cage at Hackney Downs and its replacement with something more appropriate</p> <p>Page 41 and PT16 should recognise the huge benefit to cycles and that Hackney will look to have wider bus lanes where it can.</p> <p>8.4 Community Transport Hackney should seek to develop a single provider of all demand responsive community transport including social services, NHS and Dial a Ride. The users of these services are often the same. My view is that a single Arm's length or community provider should be established and journeys commissioned by each body. In this way each body would control its budget and buy trips, not be a transport operation.</p> <p>There is no mention of light rail. Surely where there are corridors of 100 buses an hour the loadings might be such that trams make sense. My view is that there should be a bus route 48 tram and a bus route 149 tram investigated.</p>	<p>Public Transport Plan will include a policy on improving bus connectivity between Stamford Hill and Golders Green.</p> <p>Noted. TfL have responded to this consultation on this matter. The text will be revised to include this.</p> <p>Noted. This feedback will be forwarded to the Design and engineering team.</p> <p>Noted.</p> <p>Noted. Support this in principle but further discussion needed. Text amended p52.</p> <p>Noted- this is something that the Council is open to looking at. The updated Strategy will</p>
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		include a reference to this.
	<p>It's great that that this topic has its own chapter. My preferred title would be 'Public Space for Public Life, a strategy to improve Hackney's great outdoors'.</p> <p>4.1 The greatest influence on this policy area has been Jan Gehl's London study public places study: Towards a fine city for people. Hackney should commission its own version. This would cost £90,000.</p> <p>Trees. I hope there is to be a place for the London Plane in this strategy.</p> <p>Page 22 There should be a place for opportunistic road closures such as at Greenwood and Navarino Roads. This should be trialled for 6 months. A review could be undertaken in parallel to a trial. Whilst I understand the possibility of displacement to other street I am concerned that we may be making this all too difficult instead of getting on with it.</p> <p>Page 30 Council's own fleet. Has an assessment of the use of Zipcar or similar been undertaken?</p> <p>7.1 I am yet to be convinced that one-way car clubs are good for the environment. It seems mad that someone is employed to relocate them.</p>	<p>Noted.</p> <p>Noted. This is something that the Council will consider over the lifetime of the Strategy.</p> <p>Noted- the Strategy does note however other tree types have better air quality properties.</p> <p>The Council is willing to trial these subject to available funding and local consultation.</p> <p>Noted. Will be considered as part of future work program.</p> <p>The Council begun a time limited one-way car club basis in late 2014 and will review this arrangement when</p>

	<p>7.3 Parking Management. LN13 The introduction of CPZs should take account of wider societal and public policy benefits. Allowing a minority of motorists to veto such schemes has been the biggest failure of transport policy in Hackney and more widely in London. A map of the CPZ zones would be interesting.</p> <p>7.4 PTWs Motorcycles should never have been allowed into bus lanes on the Mayor's roads On road safety and cyclist &amp; pedestrian comfort grounds. Hackney should seek to get this reversed by a future Mayor of London. We should do much more to reduce motorcyclist casualties on Hackney's roads.</p>	<p>the initial contract finishes to assess impacts including an increase in car journeys. The revised strategy will include a map of Parking Zones in the borough.</p> <p>Noted. The revised Strategy will include a policy re-iterating Hackney's position on this with a view to changing TfL's current position.</p>
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<p><b>Road safety plan</b></p>	<p>I agree with the broadly data-led approach being taken. It is covered elsewhere, but along with slower speeds reduced traffic volumes will reduce casualties. This should be acknowledged in the Road Safety Plan.</p> <p>1.4.8 typo - residual should be residential.</p> <p>1.5.9 I think Hackney is the only borough with 20mph zones on residential streets</p> <p>2.3.3 Can any analysis be done to determine if the roads Hackney shares with other boroughs have higher casualty rates. I think they get ignored too often.</p> <p>3.6.5 I think Hackney should do as the City of London does in terms of swopping fixed penalty notices for cycle training on an industrial scale. TfL tell me they are working on this, but they have been saying this for a while. There should be a target to double adult cycle training.</p> <p>Additionally we should be implementing yellow lines around junctions of 10 metres as policy unless there is a safety or overriding reason to have less. As per the Highway Code and the contribution of the traffic police to the Hackney Road Safety Scrutiny Commission. Can you please justify having a policy that is of a lower standard.</p> <p>Motorcycles in bus lanes. Hackney should initiate an investigation as to the benefits or otherwise of introducing motorcycles into TLRN bus lanes. The evidence was mixed and relied on the network wide study where on most of the network there is both low levels of Cycles and bus lanes.</p> <p>The stats should be investigated to see if occupational motorcycling is significantly different to private motorcycling. We should promote pizza delivery etc by cycle. Hackney should engage with the pizza etc. delivery companies.</p>	<p>Noted.</p> <p>We will carry out a study to examine casualty rates on our boundary roads.</p> <p>Officers will find out if the legalities have now been addressed with swopping fixed penalties with cycle training. Every adults who lives work or studies in Hackney can access cycle training and as part of the Mayors Bicycling Programme there is additional funding to increase the number of adults being trained.</p> <p>Noted</p> <p>Discussion are ongoing with the Police on enforcement of the 20mph speed limit. Hackney is keen that we establish a level of enforcement on roads</p>
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	<p>The introduction of rubber blocks into the carriageway and narrowing of the carriageway to assist cycles with separate lanes is of great concern to the motorcycling community.</p> <p>Figure 6.1 P2W?? Must be a typo.</p> <p>Priorities for children. Can I suggest a forth priority: We will assure that the Highway Code And traffic police suggested restriction on parking within 10metres of a junction is a standard across the borough in order that children crossing the road can see and be seen.</p> <p>The collision cluster in my ward at the junctions of Dalston Lane /Pembury rd, Mare St / Amhurst Road and Mare St / Morning Lane is a function of traffic volume and should be dealt with by excluding through traffic from Hackney Central (Route 38 proposals) as part of an area wide scheme to improve bus services, cycling, ped safety and regeneration.</p> <p>7.3 20mph limit. The issue of enforcement needs addressing and the police commitment necessary to achieve compliance.</p> <p>Reference should be to Hackney Living Streets and the London Cycling Campaign in Hackney as opposed to the national and London groupings.</p> <p>Partnership working priorities. An additional priority should be. Hackney will encourage &amp; facilitate more police operation FOIST and COBA type operations on an industrial scale in order to remove uninsured etc. vehicles, particularly HGVs from Hackney's streets. An additional key indicator should be reducing the number of illegal vehicles on Hackney's streets.</p> <p>A map of the 20mph zones would be interesting.</p>	<p>that surveys shows where speeds are higher.</p> <p>All other points are noted and will be addressed in the revision of the Plan.</p>
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	<p>Hackney Wick is anomalous insofar as it's the only AAP area with low PTAL. The transport consideration should be highlighted as improving this and Bus, cycle and ped access. I think Hackney should acknowledge Hackney Wick as a low PTAL area, but nevertheless still seek low parking levels and favour sustainable transport improvement. Hackney should look for additional contributions in this area for sustainable transport. Low PTALs for Hackney Wick should not lead to high car dependent development, but better cycle, walk, bus access and local services.</p> <p>Legible London is a map based system with an occasional supporting finger post directional sign. Hackney Streetscene are mistakenly putting in multiple finger posts as a cheap alternative to get wider coverage. This should be resisted even if it means slower rollout of the scheme.</p> <p>There should be a presumption that cycle parking is located on the carriageway whenever possible. Footway cycle parking should not reduce footway widths below 2 m. 3 meters on busy streets.</p> <p>Where PTALs are low consideration should be given to access to services by walking and cycle as this may well be an alternative that could nevertheless justify car free development.</p>	<p>Noted. The Council is committed to improving sustainable transport connectivity to Hackney Wick.</p> <p>Noted. Will discuss the Design and Engineering team. Text has been updated to reflect the Council's preference for lith based system.</p> <p>There is – see policy C46 of the Cycling Plan.</p> <p>This is considered to be covered in the Sustainable transport SPD and other Council documents including the Local Plan and Public Realm SPD.</p>
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Ward Forums, De Beauvoir

Document	Comments	Hackney Response
Public Transport	Bus driver behaviour Yellow HCT bus - 812 - very useful needs to be retained More creative routes required Bus surveys - what happens to the results?	Noted. These will be raised with TfL Bus.
Cycling:	Cyclists - need licensing cycling on pavements Canal walk - oppose, what about Balmes Road as alternative	Noted. The Council does not support licensing for cyclists for a variety of reasons including complexity to resource and manage.
Liveable Neighbourhoods	Very supportive of more road closures especially Ardleigh and Stamford Rd, why not close De Beauvoir Road as well?	Road closures in the De Beauvoir area are being considered as part of the Quietway and CS1 schemes. Once implemented, the Council will look at other suggested roads

**Kings Park Ward Forum, 29/09/2014.**

Document	Comments	Hackney Response
General	<p>People identified some local issues relating to damaged footways/paving namely outside Glynn Arms pub, outside Pedro club and more widely in Gilpin Square.</p> <p>River transport absent from the Strategy and should be included and consider engine noise at night – one of the biggest sources of population growth in the Ward</p> <p>Population growth and impact on transport Dilemma re CPZs and road closures in place to prevent ‘rat running’ as clearly needed but demographics and centres have changed since implementation so there should be a review</p> <p>More work needed in working with local employers i.e. NHS and schools re employees travelling more sustainably to work</p> <p>Kings Park Ward strategically placed to be the gateway for walking and cycling access to both the marshes and the Olympic Park – there needs to be provision to encourage this e.g. signage and bike storage</p>	<p>Noted- these issues have been passed on to a Council Highways Inspector to review.</p> <p>Noted and agreed. Text will be amended to include a reference to the Blue Ribbon Network.</p> <p>This is discussed in the over-arching paper.</p> <p>Noted. Both measures are (and will continue to be) subject to local consultation.</p> <p>Noted. The Council’s Sustainable Transport and Engagement Team are working and will continue to work with local employers and schools to travel sustainably.</p>

	<p>Cycling on tow paths can be a problem – need signage to encourage considerate use and to enforce a speed limit</p> <p>There are lots of resources out there – eg cycling proficiency classes. More needs to be done to promote these</p> <p>Specific issue of traffic congestion/issues at junction of Kenworthy Road and Marsh Hill require a review – this is the site of lots of accidents</p> <p>Bus routes, especially routes 242 and 308, - concerns re how well Clapton Park is served – often cancellations and no information – can we get countdown boards on stops around Clapton Park</p> <p>Need to tackle people’s perceptions of safety / security on the buses, e.g. people feeling uncomfortable traveling upstairs</p> <p>Parking in Town Centres – people still drive so where can they park especially those with mobility issues</p> <p>Daubeney Road gate – is it in the right place? Moving it a short distance would allow access to garages from Clapton Park</p> <p>Cycling – concerns re 1 way streets – need better signage and protection for cyclists</p>	<p>Noted. Additional Legible London signage is proposed in the general Chatsworth Rd area</p> <p>Noted. The Council is working with the Canal &amp; River Trust on this.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted. However TfL no longer funds countdown information and needs to be funded through other streams e.g. development contributions.</p> <p>Noted. Blue Badge holders are entitled to park in on-street spaces in town centres.</p> <p>Noted. The Council is willing to review this.</p> <p>Noted.</p>
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**Disability Back up Forum meeting, 23<sup>rd</sup> September 2014**

Document	Comments	Hackney Response
General	<p>Comments made during discussion:</p> <ul style="list-style-type: none"> <li>• Areas where works planned is about gentrifying area for new comers to Hackney – not areas which really need money spent on them.</li> <li>• Concern was expressed about some of the language in the strategy documents, such as ‘vulnerable groups’, ‘elderly’.</li> <li>• There are still stations disabled people can’t access, steps to stations which are too steep, problems with narrow pavements or being blocked with street furniture/A-boards, shop fronts which are inaccessible.</li> </ul> <ul style="list-style-type: none"> <li>• Needs to be divided/separate lanes for cyclists to prevent riding on footpath.</li> <li>• Too many bus stops have no seats or shelter from rain and no real time info or info about diversions/temporary bus stops which make it difficult for disabled people and older people. Need audit of all bus stops. Have complained about Dalston Junction bus stop but no improvement.</li> </ul>	<p>Noted.</p> <p>Noted. Language will be amended as appropriate.</p> <p>Noted. The council is working with TfL and Network Rail to improve accessibility on a priority basis. Please inform the Council of any site or location specific obstructions.</p> <p>Noted- the Council will review this on a case-by-case basis.</p> <p>Noted. Some bus stops are on TfL-controlled roads and as such are TfL’s responsibility. However</p>

		<p>TfL no longer funds countdown information and needs to be funded through other streams e.g. development contributions</p>
	<p>The following points were raised in relation to the Council’s ‘Considerate Cycling’ objectives;</p> <ul style="list-style-type: none"> <li>• Cyclists are not aware they are a danger to people. Could have a poster campaign re safety/danger.</li> <li>• Cyclists are often under pressure from vehicles and pre-occupied with that, forgetting pedestrians. As a blind person, I rely on crossing to get across roads and cyclists going through red lights stops me crossing. Glad police are starting to enforce law. Need some forum of cyclists, pedestrians and motorists to discuss issues.</li> <li>• Problem of cyclists passing buses on pedestrian side was discussed. It was suggested that leaflets should be delivered/displayed in cycle shops about Highway Code, telling cyclists not to cross red lights.</li> <li>• The problem of cyclists exiting cycle lanes in parks and crossing pavements to get to the road (such as in Finsbury Park) was discussed. This is a danger to people with prams as well. Need clear road markings and campaign emphasising need to dismount to cross pavements.</li> <li>• Stamford Hill has a major problem with cyclists on pavements as there are no cycle lanes.</li> <li>• Cyclists could have tax/insurance scheme like motorbikes?</li> <li>• People want more facilities and cycling, but an aging population and more visually impaired people need to be taken into account. Hackney Council have produced a film promoting cycling and shows people cycling through parks, which is now allowed. We have now lost a safe area to walk. Need signs for pedestrian priority.</li> </ul>	<p>Noted.</p> <p>The Council agree on the need for cultural/behavioural change so that all users give each other space and stay safe. The Council’s Road Safety team have formed a group with police, fire and ambulance services to look at reducing casualties and improving relationship between all highway users.</p> <p>The Council will continue to work local stakeholders to promote considerate cycling including the use of revised</p>

		‘pedestrian priority’ signage.
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**Meeting with Cllr Levy and Cllr Steinberger (25/11/2014)**

<b>Document</b>	<b>Comments</b>	<b>Hackney Response</b>
<b>Public transport</b>	The 73 bus service to Stamford Hill/ Seven Sisters needs to be re-instated. The present bus passes half empty before it terminates at Stoke-Newington. Cllr Steinberger has previously requested its re-instatement from the Council and Mayor of London.	Noted. The Strategy will include these aspiration in the bus section of the revised Public Transport Plan and will raise these issues with TfL.
	Cllr Levy has previously raised the issue of a direct bus link to Homerton Hospital from Stamford Hill with the Council and Leon Daniels at TfL.	
	Passengers including the elderly and sick currently need to change which is less than ideal. This could potentially be done by diverting either the 254 or 253 which essentially cover the same route. We need to push this issue as a Council. Cllr Levy will send us a copy of the correspondence with TfL.	
	The 210 bus route to Finsbury Park from Golders Green should be extended to Stamford Hill	



	<p>Cllr Steinberger wants to remove bus lanes as in Liverpool, alternatively to have bus lanes open to general motorists when not in use.</p>	<p>Disagree. The removal of bus lanes would impact negatively on the reliability of bus journey times and their removal is undesirable for a host of reasons including increased congestion. In any case, TfL are unlikely to support this and have requested to extend bus lane times to 24hour restriction on some routes. .</p>
<p>Cycling Plan</p>	<p>All parties recognise the benefits of cycling in terms of reducing congestion and pollution. However, both councillors wish to see more enforcement action against unlawful cycling. There are many instances of cyclists breaking red lights at Stamford Hill Broadway causing problems for pedestrians and motorists. Many cyclists do not use lights at night.</p>	<p>Noted. Enforcement of unlawful cycling this is the role of the Police as opposed to the Council. The Councils role is to promote considerate and safer cycling through cycle training, awareness campaigns etc but is willing to work with the Police and local stakeholders to monitor problematic areas.</p>

	<p>Cllr Steinberger wishes to see the London Cycle Hire scheme extended to Stamford Hill and supports the Strategy’s objective on this issue. He has previously campaigned Boris Johnson on this issue.</p>	Support noted.
	<p>There is support for cycle training</p>	Noted
<p>Liveable Neighbourhoods Plan</p>	<p>Parking issues</p> <p>Both councillors generally oppose Controlled Parking Zones (CPZ). Charedi families tend to have larger families and more cars than other communities which is not always reflected in the Census. Using public transport is therefore not feasible in many cases for example; when needing to get to early morning services in the synagogue when there are children involved. Pressure for parking outside synagogues e.g Clapton Common is particularly acute. Cllr Steinberger has asked the Council/TfL to review restrictions on parking spaces outside synagogues when services are on- for example moving the restriction to begin at 8am (when services are finished)</p> <p>The policy to charge Hackney Homes residents for permits for car parking in internal courts is a misguided policy as it forces residents to park on-street (where it is free). This consequently puts pressure on scarce on-street spaces (Cllr Levy). Cllr Steinberger has queried whether the Council pays attention to the consultation process for CPZ and are in fact ignoring results. Both councillors wish for the results of any consultation to be legally binding.</p> <p>Hackney is one of the few boroughs that will not consider the Mayor of London’s proposal to extend free parking on red routes from 20 mins to 30 mins. This would help local traders.</p>	<p>Many issues raised here are better addressed in the Council’s forthcoming Parking Enforcement Plan which deals with Parking Zones (PZs) and on-street spaces and is due for public consultation in 2015. The report writers have passed these issues to the Parking Team. The Transport Strategy supports the use of PZs as a means to prioritise residents parking over commuter parking, reducing illegal parking and its role in facilitating localised public realm improvements including improved landscaping.</p>
<p>Walking Plan</p>	<p>Seven Sisters Road/ Manor House</p>	<p>Noted. The Seven Sisters Road proposals are under review with</p>

	<ul style="list-style-type: none"> <li>- Both councillors are opposed to the proposal to narrow Seven Sisters Road. This in their view, would create a bottleneck and tail-backs and create further localised air pollution from slower moving traffic.</li> <li>- The Mayor of London has previously indicated that he opposes the scheme so Cllr Steinberger is surprised to see it in there. Previous consultations outside Manor House underground station also showed that a majority people oppose it.</li> </ul>	<p>more emphasis on general public realm improvement as opposed to road narrowing. The text has been changed to refer to Seven Sisters Public Realm Improvements. The road is part of the Transport for London network who will have to agree any proposals. Public consultation on this scheme is likely to take place in 2015.</p>
	<p>Cllr Steinberger opposes road closures (to through motor traffic) generally but also specifically at Woodberry Grove. This was not included in the AAP and not referred to the London Mayor and was sneakily done.</p>	<p>Noted.</p>
	<p>Old Street roundabout public realm</p> <p>Cllr Steinberger is opposed to the removal of traffic lanes at Old St proposed part of the Silicon Roundabout development</p>	<p>Objection noted. The Old Street roundabout scheme is led by TfL and LB Islington.</p>
<p>General</p>	<p>It was suggested that transport issues proposed from the emerging Stamford Hill Area Action Plan could inform the Transport Strategy. While the timeframes do not coincide, any issues arising from the early stages in the AAP may inform the TS.</p>	<p>Noted. Any issues arising from the AAP will be considered in a future review of the</p>

	<p>Joel advised that Interlink is a key stakeholder in the consultation process and can be considered as a first point of contact to engage communities in the Stamford Hill area.</p>	<p>Noted. The Council has included Interlink as a local stakeholder group and look forward to a closer working relationship.</p>
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**Sustainable Hackney, comments submitted by James Diamond (7/11/2014).**

Document	Comments	Hackney Response
<p>General Comments</p>	<p>Sustainable Hackney held a public meeting “The Big Green Pow-Wow” at Arcola Theatre on 13th October to discuss the Air Quality Action Plan and the Transport Strategy. The event was attended by 30 members of the public. Council officers attended and answered questions from the public and a range of views were gathered and are included here as part of our submission</p> <p>Reduce the need to travel – shop local example is inadequate.</p> <p>Need to increase the job density – London plan has more growth in population than employment resulting in more trips.</p> <p>Stronger targets for reductions in emissions from transport</p> <p>Delays to buses caused by congestion are unacceptable. There should be a target to reduce time wasted and a strategy for dealing with it, e.g. time to deal with a traffic incident/collision etc.</p> <p>Oppose new river crossings which could increase traffic levels in Hackney.</p> <p>Abolish one-way systems</p> <p>Slow traffic</p> <p>Hanging bikes in trees - takes less space than bike hangars</p> <p>Install secured covered cycle parking as standard, not just demand - led</p> <p>Co-ordinate safe walking and safe cycling policies to ensure priority to pedestrians is preserved (separate planning will not work!)</p> <p>Allow taking multiple buses with one ticket</p>	<p>Noted. The Council agrees in principal with many of these points and issues raised and has included references to trams, food growing etc where not already covered in the Strategy. Many of the suggestions relating to improved pedestrian and cycling environment have been raised elsewhere. Car parking is restricted in new developments and much of the suggestions around tree</p>

	<p>Safe pavements for pedestrians/disabled by ensuring clear cycling/no cycling signage policy throughout Hackney</p> <p>Sharing best walking routes with online services (e.g. City Mapper) to avoid polluted areas.</p> <p>Why no plans for trams? (see Streetcar)</p> <p>Mini woods/planting on traffic calming islands.</p> <p>Poor condition of pavements a barrier to walking</p> <p>Public toilets/food growing in stations</p> <p>Ensuring space on roads provided for utility/cargo bikes.</p> <p>Cycle routes above railways (Skycycle).</p> <p>Plantable streets rather than edible streets.</p> <p>Make Car-free day an annual event.</p> <p>Cycle parking in stainless steel, not ugly black.</p> <p>Reduce exposure to air pollution by changing crossings so pedestrians don't get stuck in the middle of busy roads.</p> <p>Ensure planning decisions don't go against transport strategy (car-parking on the marshes).</p> <p>Biodiversity gains are a better ambition than food strategy as there will be a resistance to eating street produced foods as people don't know where it is grown.</p> <p>More trees and more support for communal food growing</p> <p>End the destruction of available green space in Hackney and the removal of trees including on Hackney Marshes.</p> <p>Extend the congestion charge zone to Hackney.</p> <p>Ban cars that aren't trade.</p> <p>Restrict parking on all new developments.</p> <p>Enforce environmental works in all new developments, eg Kingsland Basin, and ensure that all new trees and green roofs are actually watered and maintained by developers.</p> <p>The strategy should consider the potential role of water freight in removing freight traffic from the roads.</p>	<p>planting/landscaping etc are covered in the SPD and Liveable Neighbourhoods Plan respectively. Some relating to additional public transport provision and ideas around stations etc require partnership working with TfL, Network Rail etc.</p>
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	<p>Encourage discussion on liveable street improvements in Ward Forums so people can take ownership of street greening.                  Ensure much shorter waiting times at pedestrian crossings.                  Graffiti and street cleansing is excessive and polluting.                  Commission public art.                  Install public toilets.                  Install solar wherever possible.                  Small scale retail not big supermarkets, which will reduce traffic movements</p>	
<p>Over-arching TS</p>	<p>We support the vision, but would include “accessible and sustainable” in the vision.</p> <p>We would remove last section and add a vision of how transport can contribute to sustainability. Proposed wording.</p> <p><i>‘By 2024 Hackney’s transport system will be an exemplar for urban sustainable living in London. It will be fair, safe, accessible, sustainable and responsive and facilitate the highest quality of life standards for its residents. Transport will contribute to sustainability by managing transport demand, improving air quality, reducing carbon emissions and reclaiming the streets for public use and enjoyment.’</i></p>	<p>Noted and agreed, The Vision has been amended as suggested.</p>
	<p>Demand Management;</p> <p>We would like to see a new section in the transport strategy looking at demand management – how changing employment, housing, retail, technology and stronger communities can impact and reduce transport demand and related policies to support that.</p> <ul style="list-style-type: none"> <li>• Shop local</li> <li>• Increase job density – policies to increase local employment</li> <li>• London plan envisages more population growth than employment growth, this is the wrong priority</li> </ul>	<p>Noted. Much of this work is being carried out by other Council departments/ strategies and initiatives. Population growth will be higher than employment growth given that many people are</p>

		outside of working age.
Cycling Plan	We support the work of the Hackney Cycling Campaign	Noted.
Walking Plan	<p>We support the submission from Hackney Living Streets</p> <ul style="list-style-type: none"> <li>• There is a need to co-ordinate safe cycling and safe walking policies to ensure priority to pedestrians (separate planning will be ineffective)</li> <li>• Sharing best walking routes online (eg City Mapper) to avoid polluted areas.</li> <li>• Poor condition of pavements is a barrier to walking</li> </ul>	Noted.
Transport Strategy generally	<p>See comments from members of the public below</p> <ul style="list-style-type: none"> <li>• School travel plans should be kept up to date and related to air quality – suggest a schools conference to review, exchange ideas and update.</li> <li>• Include consideration of the role of water freight in removing lorry freight from roads</li> </ul>	<p>Noted. School TPs and wider engagement (e, g. STARS programme and Bike Around the Borough) are reviewed regularly by the Council’s Sustainable Transport &amp; Engagement Team. The Council will consider a conference dependent upon staff resources and costs.</p> <p>The updated Strategy will include a reference to freight</p>

		being removed by water.
Road Safety Plan	We strongly support the introduction of 20mph limits on all roads in the borough with effective enforcement. We strongly support the removal of one-way systems to improve pedestrian and cycling permeability and safety	Support noted.
Sustainable Planning SPD	We support enforcement of transport policies through the planning system. Schemes that undermine transport policies should not get approval (e.g. additional parking on the marches).	Noted.
<b>Public Transport Plan</b>  PT plan objectives	<p>PTO1 – Crossrail 2 We support the objective, but the related policy proposal (PT09) needs to be clearer, and the phrase “maximises the benefits” is too vague. TfL recently consulted on proposals which would only see one Crossrail 2 station in the borough, rather than three in the safeguarded route. In order to influence TfL Hackney should make a clear case for the safeguarded route option to be retained based on the benefits for the borough and build public support.</p> <p><i>Proposed wording - Crossrail 2 proposals will be well advanced with an alignment through Hackney that includes at least two stations in the borough, and achieves maximum environmental, social and economic benefit for the borough</i></p>	Noted. The Council is working with TfL to examine the feasibility of a third station at Hackney Wick and to secure stations at both Hackney and Dalston. The route alignment will be decided in 2015.
	<p>PTO 2 – improved public transport accessibility</p> <p>We support the policy, but it needs to be clear that this relates to areas with low PTAL scores, rather than disabled access which is covered in objective 8.</p> <p><i>Proposed wording - There will be improved public transport services for all our residents in areas where services are currently poor and improved access to emerging employment centres in Central London, Stratford and the Olympic Park and the Upper Lea Valley.</i></p>	Noted and agreed. The text will be amended to clarify that the objective relates to public transport accessibility.



	<p>PTO 3- East of the borough</p> <p>We support the objective, but it should apply to the whole of the borough, and not just the East. Policies should be developed for each area including Queensbridge and Lordship which will see little or no improvement under the current proposals</p> <p>Proposed wording ‘The whole of the borough will have seen a substantial improvement in public transport services including all those areas which currently have low access’</p>	<p>Noted but the objective is specific to the east of the borough has low PTALs and further away key from employment and service centres</p>
	<p>PTO 4 – Further Overground Improvements</p> <p>We support the objective. However we would clarify that we believe capacity improvements are needed at current demand levels.</p> <p>Proposed wording - The Overground network will have had further improvements to provide additional capacity on overloaded services.</p>	<p>Noted. Both the borough and TfL are aware of this and are working to increase Overground capacity in the near future.</p>
	<p>PTO 5 – West Anglia route Improvements</p> <p>We strongly support the objective. We believe this is one of the key capacity improvement opportunities and can be delivered at a much lower cost than Crossrail 2 and in a shorter time-scale</p>	<p>Support noted.</p>
	<p>PTO 6 – Mayoral control of WA route</p> <p>We support the objective. We would add an objective to improve station facilities</p> <p>Proposed wording; There will have been a smooth transition of the West Anglia Line services to Mayoral control, with improved stations and inner London rail services that have not lost out to non-stopping suburban services.</p>	<p>Noted and agreed. Text amended as suggested</p>
	<p>PTO 7 – Improved interchange facilities</p> <p>We strongly support the objective</p>	<p>Support noted</p>

	<p>PTO 8 – accessibility of public transport</p> <p>We support the objective, but we would strengthen it by replacing “majority of stations” with “most, if not all, stations”.</p> <p>There are 13 stations in the borough of which 6 already have step-free access, so “majority” is not sufficiently ambitious over 10 years. We also think that there should be an additional objective relating to community transport services</p> <p>Proposed wording’ <i>The accessibility of Hackney’s public transport will have been vastly improved with a fully accessible bus stop network, real-time service information, and step free access to most, if not all, stations in the borough.</i></p>	<p>Noted however due to engineering and resource/funding constraints the provision of step free access on all stations is unlikely to occur in the lifetime of the Plan. Similarly, TfL have indicated that RT information is likely to be developer funded meaning that all stops are unlikely to have these in place particularly in areas where levels of development are low</p>
	<p>PTO 9 – Comprehensive bus priority network</p> <p>We strongly support the objective</p>	<p>Support noted</p>
	<p>PTO 10- Safe and secure stations</p> <p>We strongly support the objective</p>	<p>Support noted.</p>
	<p>Additional objective needed – community transport</p> <p>There needs to be an objective on community transport. Without this community transport risks being marginalised and deprived of funding and resources.</p> <p>Proposed wording – Hackney will have improved community transport services for those who find it hard to access public transport, including the most</p>	<p>Noted. The Council recognises the role of CT but unable to commit to fully funding it. The updated strategy will include an objective on CT and its role in</p>

	vulnerable and marginalised within society so they can access jobs, education, services and have the simple freedom of being able to get out and about	supporting independent living.
Public transport policies	PT1-5 inclusive We strongly support this policy.	Noted
	PT 6 We support this policy	Noted
	PT 07 Improved London Overground  We support the policy, but we propose clarifying that capacity is needed at current levels of demand.  <i>Proposed wording; <b>PT7</b> Continue to lobby TfL for improved Overground services to provide additional capacity on overloaded routes</i>	Noted. TfL recognise the overcrowding on the Overground and are working to increase capacity/frequency where possible.
	PT08 cycle parking at stations  We support the policy, but we believe a step-change is needed, not continuous improvement. Replace “Continuously review levels of” with “Provide investment in”. Remove “wherever possible”  <i>Proposed wording; <b>PT8</b> Substantially increase the level of cycle parking at stations and public transport interchanges.</i>	Noted. The Council fully support additional cycle parking at stations and will work with TfL and Network Rail to increase this dependent upon funding, land ownership, redevelopment plans which are rarely in the Council’s full control. ‘The continuous review’ is to reflect the changing (increasing)

		level of demand for cycle parking.
PT09 Crossrail 2		Noted. As above.
<p>We support the policy, but it needs to be strengthened and public support gathered to ensure the safeguarded route remains on the table and make it clear that proposals for only one Crossrail 2 station in the borough are not acceptable to the residents of Hackney.</p> <p>Proposed wording; <b>PT9</b> <i>Build public support and Lobby the DfT and Mayor of London to quickly progress Crossrail 2 proposals and ensure an alignment that includes at least two stations in the borough, and achieves maximum environmental, social and economic benefit for the borough</i></p>		
Pt10 Hackney Wick upgrade	We support the policy	Noted
PT11 Ticket hall upgrades	We support the policy. It needs to include providing step-free access at most stations.	Noted. As above.
	<b>PT11</b> <i>Lobby TfL and Network Rail to progress urgently needed station ticket hall upgrades to reduce overcrowding and provide step-free access at most, if not all, stations.</i>	
PT 12 Staffing at stations	We strongly support the objective, but we think that the word “alternative” is a tacit acceptance of destaffing. We suggest replacing “alternative” with “additional”.	Noted. The text has been amended to refer to TfL’s commitment to staff all stations throughout the operational day and include provision of public toilets.
	Proposed wording.	
	<b>PT12</b> <i>Investigate options for additional uses of stations, provision of public toilets and co-location of community services/uses and potential use of stations for online delivery pickups and food growing</i>	

	<p>PT 13 Work with WARG We strongly support the policy.</p>	<p>Noted.</p>
	<p>PT 14 Stratford International We are neutral on this policy.</p>	<p>Noted</p>
	<p>PT 15 bus services to Olympic Park We support the policy. There should be a stronger target for reduction in delays and a strategy for this.</p>	<p>Noted</p>
	<p>PT 16 Improving journey times We strongly support the policy.</p>	<p>Noted</p>
	<p>PT 17 Road layout changes at Hackney and Stoke-Newington We strongly support the policy to achieve reductions in traffic speed and improved cycling and walking facilities</p>	<p>Noted</p>
	<p>PT 18 Fully accessible bus stops We strongly support the policy.</p>	<p>Noted</p>
	<p>PT 19 Real time information  We strongly support the policy. We think that the terms “wherever appropriate” and “wherever possible” should be removed as they tend to weaken the impact.  PT19 Continue to roll out bus countdown displays at bus stops and help to make real-time bus departure information available</p>	<p>Noted however available funding for RTI</p>
	<p>PT20 reduce crime on bus network We strongly support the policy</p>	<p>Noted.</p>
	<p>PT 21 taxis and minicabs  We support the policy together with the qualifications in section 8.3 Strategic priorities.</p>	<p>Noted</p>

	<p><b>PT22 Community Transport</b>                  We believe a greater priority should be given to community transport. Without this community transport risks being marginalised and deprived of funding and resources and services for marginalised people could suffer.                  Proposed wording' PT22 Hackney Council will proactively work with partners to provide an improved level and range of services for those who find it difficult to access mainstream public transport. This includes lobbying and raising concerns with TfL and London Councils as well as providing support for local community transport services</p>	<p>Noted. The text has been amended to reflect this.</p>
<p>Liveable Neighbourhoods</p>	<p><b>Overall comments:</b>                  Generally there are several key themes where a more proactive approach is required with <i>the council engaging with local or borough wide organisations</i> –</p> <ul style="list-style-type: none"> <li>• Edible streets</li> <li>• Green Action Zones</li> <li>• Air Quality</li> <li>• Estate based initiatives like cycle parking</li> <li>• Play streets.</li> <li>• Establish a <i>borough wide liveable streets forum</i>, tasked with monitoring progress, sorting priorities, helping encourage an active citizenship approach to the plan?</li> <li>• Encourage discussion on liveable street improvements in Ward Forums so people can take ownership of street greening.</li> </ul>	<p>Noted. The Council does and will continue to engage with organisations, residents and other relevant stakeholders on these initiatives e.g. Playstreets and GAZs and is open to suggestions on other ways to improve this. The Canal and River Trust are particularly keen on facilitating local ownership on areas near the Canal and the Council is willing to facilitate this where practical.</p>
	<p><b>Trees</b>                  Tree canopy ratio: at 18.5% now, increase to 25% by 2024</p> <ul style="list-style-type: none"> <li>• More trees and more support for communal food growing.</li> </ul>	<p>Noted. Hackney's arboricultural team will continue to work</p>

	<ul style="list-style-type: none"> <li>○ End the destruction of available green space in Hackney and the removal of trees including on Hackney Marshes.</li> <li>○ Enforce environmental works in all new developments, eg Kingsland Basin, and ensure that all new trees and green roofs are actually watered and maintained by developers.</li> <li>● Take opportunities for planting mini-woods on traffic-calmed streets</li> </ul>	<p>closely with the community</p>
	<p><b>Tree species list:</b></p> <ul style="list-style-type: none"> <li>▪ is this a list of preferred trees for introduction or just a list of species that are good for air quality improvement as an example?</li> <li>▪ all native? what pollinator, bird, or other species does this list support?</li> </ul>	<p>Noted. Decision taken by arboricultural team on a case by case basis dependent upon issues at specific location</p>
	<p><b>1: Action point 1</b></p> <ul style="list-style-type: none"> <li>▪ What does ‘green infrastructure’ mean – examples please</li> <li>▪ Rephrase to “Trees and green infrastructure will be an integral part of any scheme for the public realm and street that is approved by or funded by Hackney. We will introduce as many trees and elements of green infrastructure e.g [...] as is practical with every scheme.”</li> </ul>	<p>Green infrastructure terminology is considered to be self-explanatory and to remain as is.</p>
	<p><b>3. Flood management</b></p> <p>Isn't SUDS already a requirement for all new developments? If not, ensure it is.</p>	<p>Yes it is.</p>
	<p>4. Climate change adaptation Adaptation A flood mitigation programme is a big piece of work (LN2). Ensuring public realm &amp; highways schemes “consider flooding/climate change-led flooding” (LN4) will certainly be part of that. Why is LN4 listed separately? “Consider” should be strengthened to “incorporate mitigation into the approved design” in any case</p>	<p>Noted. The Council look to incorporate SUDs in all public realm schemes. The appropriateness of particular measures can vary on a case-by-case basis.</p>

	<p><b>2, 3, 4: Action points</b></p> <ul style="list-style-type: none"> <li>▪ Rephrase action point 1: “Identify options for including sustainable urban drainage and bio retention as part of every public realm improvement scheme we undertake in the borough and include the SUDS and bio retention option with the greatest impact on flood mitigation and biodiversity in each improvement scheme”</li> <li>▪ Rephrase action point 2: “Ensure all new developments incorporate sustainable urban drainage and that each SUDS solution implemented does not add to pressure on the drainage network”</li> </ul>	
	<p><b>5: Communal food growing -Action points 1 &amp; 2</b></p> <p><b>Communal food growing</b></p> <p>Waiting for people to request community food gardens/planters on carriageways is passive: Hackney should commit to actively promoting, encouraging Edible Streets, planters etc to residents as part of every consultation on public realm schemes. ‘Facilitation’ should be</p> <ul style="list-style-type: none"> <li>▪ actively supporting people to take over them over</li> <li>▪ funding for a period</li> <li>▪ Listening to &amp; working with existing <b>local</b> community orgs/people to learn lessons before implementing active promotion etc.</li> <li>▪ Plantable streets rather than edible streets.</li> <li>▪ Biodiversity gains are a better ambition than food strategy as there will be a resistance to eating street produced foods as people don’t know where it is grown.</li> <li>▪ Install solar wherever possible.</li> </ul> <p><b>Cycling</b></p> <p>Approach is too passive: actively work with Hackney Cycling and other orgs to ID areas of high demand / low storage capacity &amp; actively promote the hangers scheme.</p> <ul style="list-style-type: none"> <li>▪ More on street, covered cycle hangers.</li> <li>▪ Residential secure cycle parking as standard, not just demand-led.</li> <li>▪ Consult residents about cycle parking design</li> </ul>	<p>Hackney is actively looking at all these proposals. Implementation is dependent upon community involvement as limited funding available. We do work closely with the LCCiH and deliver these schemes already.</p>



	<p><b>8 &amp; 9: Reduce traffic levels Action points</b></p> <p><b>Traffic</b></p> <p>If local consultation generally doesn't want expansion of parking control (action 1), what then?</p> <p>All the 'investigate options for' seem to imply that there is a need for a Freight Action Plan specific to Hackney. Commit to developing one and incorporate 'investigations' 4, 5 &amp; 6 into it.</p> <ul style="list-style-type: none"> <li>• Extend the congestion charge zone to Hackney.</li> <li>• Ensure much shorter waiting times at pedestrian crossings.</li> <li>• Ban cars that aren't trade.</li> <li>• Restrict parking on all new developments.</li> <li>• Small scale retail not big supermarkets, which will reduce traffic movements.             <ul style="list-style-type: none"> <li>- Reinstate an annual car-free day</li> </ul> </li> </ul> <p><b>8 &amp; 9 'Area wide traffic reviews'</b></p> <p>Assume this refers to the 'Major Schemes' section in Walking Plan (8.3, p30-36):</p> <ul style="list-style-type: none"> <li>• Shoreditch</li> <li>• Old Street</li> <li>• Hackney Central</li> <li>• Stoke Newington</li> <li>• Seven Sisters</li> <li>• Hackney Wick.</li> </ul> <p>For clarity, each doc in the suite should say where they connect e.g. where specific commitments are being made in one document and are not therefore</p>	<p>Hackney is actively looking at all these proposals. Approach to Parking controls/consultation is outlined in the Parking Enforcement Plan (PEP). Council considers consultation it must by law consider traffic management grounds before public opinion</p> <p>No these area wide traffic reviews are different to Major Schemes.</p>
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	<p>repeated in the other for sake of brevity, the page numbers / headings / action numbers should be included in the other along with phrasing that commits Hackney to deliver on actions / commitments 'jointly &amp; severally' under both</p>	
	<p><b>10: Poor air quality Action points</b></p> <p><b>Air quality</b></p> <p>As above, this document needs to identify the pages / policies / actions that are fleshed out in the <i>Air Quality Action Plan 2014</i>. E.g. Green Zones, Zero Emissions Network, Last Mile Deliveries, work with taxis, Hackney's own fleet etc. are all directly map-able across the two docs.</p> <p>Need for action on Schools and actions on 'Local Low Emissions'.</p> <ul style="list-style-type: none"> <li>▪ This is not helpful and can easily be remedied with a table that lists policies/actions that cut across the daughter docs, in which doc the detail is found, where they wind up in the SPD etc.</li> <li>▪ Action 1: assume specific commitments are defined in the cycling plan....? Cross-check etc.</li> <li>▪ It would be worth getting some more info on the council fleet and encourage its conversion away from diesel, but how about an action plan for, say, the 10 largest fleets in and around the borough - some are bound to be private sector.</li> <li>▪ Need targets for reductions in air pollution from Transport</li> <li>▪ Redesign pedestrian crossings to reduce exposure to air pollution. Redesign staggered crossings so pedestrians don't get stuck on islands in the middle of busy roads.</li> <li>▪ Reduce waiting times at pedestrian crossings to reduce exposure to air pollution</li> </ul> <p><b>11: Action points</b></p> <p><b>More car sharing bays:</b></p>	<p>Noted.</p> <hr/> <p>Ratio of members to cars will increase. Specific bay number targets have not</p>

	<p>The council suggests that by 2015 there'll be roughly an equal number of car sharing/club vehicles and bays for them (150 vehicles, 140 bays), with c. 6,000 members (43 members per vehicle/bay). It estimates potential membership between 23,000 &amp; 63,000. So that's between 500 and 1,500 vehicles/bays if same membership ratio is needed to fund the scheme.</p> <ul style="list-style-type: none"> <li>▪ Include targets e.g. by 2019 = 300 vehicles/bays, 2024 = 600 vehicles/bays or "increase by 100% every 5 years the number of vehicles/bays" whichever is the greater.</li> <li>▪ Action point 2 should have targets e.g. 75% of all new vehicles/bays/members are in under-served areas</li> </ul>	<p>been found to work in the past and there is need for flexibility.</p>
	<p><b>12: action Points</b></p> <p><b>More electric car points:</b>          Actions on electric car charging points are all "seek to" &amp; "investigate feasibility" where is about residents' and business vehicles. Influencing individual purchasing decisions by installing infrastructure is risky expenditure. Not sure what I think about this.....          Action point 4: Rephrase to "The Council will install publicly accessible fast/rapid charging points at all Council-owned car parks" Action point 5 again "The Council will install....."</p>	<p>Noted.</p>
	<p><b>13, 14, 15 action points</b></p> <p>Document states reducing dominance of private vehicle can only be done by managing on-street parking. What about the number of parking spaces per unit on new builds? Even if this appears in development docs it needs to be included here. What if consultation on new/more restrictive parking zones doesn't work?</p>	<p>Noted. Parking standards are located in the SPD document.</p>
	<p><b>16, 17, 18 action points</b></p> <p>The proposals and actions reveal the Council doesn't know what it thinks about motorbikes &amp; mopeds</p>	<p>Noted. Parking for motorbikes</p>

**Individual responses to Move Greener**

<b>Document</b>	<b>Comments</b>	<b>Hackney Response</b>
<b>General</b>	<p>The greenest way of getting around is walking. Very large numbers of people in Hackney have no car and don't cycle. Hackney's first priority should be promoting walking. And walking would improve people's mental and physical health.</p> <p>In policy terms this could mean:</p> <ul style="list-style-type: none"> <li>- Pedestrianisation</li> <li>- Events which enhance the image of walking</li> <li>- Strict enforcement of traffic regulations including stopping cyclists cycling on pavements</li> </ul> <p>Restricting parking                      Discouraging provision of parking for staff in Council owned and run facilities including schools                      Measures to discourage school run</p>	<p>Noted. Many of these issues are covered elsewhere in the report including pedestrainisation of Mare St and inconsiderate cycling. The Council's own travel plan and school travel plans actively discourage car travel and promote walking and cycling</p>

Appendix 1

Responses to the open ended questions to the questionnaire.

**Cycling Plan**

Cyclists can be a menace to pedestrians and put off elderly and children walking in parks and towpaths		
Cycling Plans are flawed- Need to segregate cycling lanes as in Netherlands and Denmark if Hackney is to get anywhere near its targets		
Bus lanes are inadequate cycling infrastructure – cyclists need to be kept separate from both buses and HGVs		
Plan’s intentions and proposals are generally supported but difficult to see how they will be achieved without segregated cycle lanes on main roads		
Agree with ‘clear space’ but this needs to be protected in some way e.g. on A10 and Hackney Road		
No need for cycle training. Cyclists should not need to be ‘trained’ but protected instead/ training not suitable for the very young or v old.		
Support for cycle training		
Do not want roads to be over-engineered with cycle lanes		
Support for Council’s policy of filtered permeability – requests for more e.g. Cremer St		
Need for separate and more ambitious cycling targets for primary and secondary school children		
Enforcement against inconsiderate cyclists needed.		
Either technology or additional staff needed to enforce inconsiderate cycling		
Need to make byelaws against riding on the pavement and high fines		
Not everyone wants to own or ride a bike- tax payers money is wasted on cycling initiatives- no real benefits to local economy or health		
I don’t agree with every household should have access to cycle parking		
Cycle parking is essential as people do not cycle if they fear that bike will be stolen		
Cycle Plan discriminates against car owners/users		

London Cycle Hire should be extended to whole borough		
Pedestrian/cyclist conflict is over-stated – biggest danger are motorists		
Motorists need to have road safety education- not just cyclists or HGV drivers.		
Separated cycle tracks in parks (as in London Fields needed)		
Support for Quietways approach to CGH 1 - similar approach works well in Vancouver		
Do not support 20mph on principal roads – evidence from City of London suggests it causes more NOx and CO2		
ASLs a waste- motorists do not respect them and should be		
Should be compulsory hazard perception and road safety awareness training for all secondary school children		
Not everyone wants to or can ride a bike If you own a bike 'it is your responsibility' to: A) Have a decent lock - not expect the council to provide secure cycling storage at the expense of the council tax payers with all the current cuts to essential services B). Wasting money on promoting cycling's role in strengthening the borough's economy - is a disgraceful & insulting C). Having Hackney Council 'telling' resident's health and well being will be improved by riding a bike - is patronising D). Encouraging cyclists not to ride on the pavement would be a plus B). Encourage Hackney council to stop financially bullying motorists would be advantageous. More humane parking policies required like in Walthamstow, Greenwich		
C13 - shared space in parks : Shared space is a cop-out that invites conflict between cyclists and pedestrians. There is almost always space for a simple ridged kerb or a simple line to delineate space for cyclists, as is done in London Fields. It is necessary to build proper cycling infrastructure to get people on their bicycle. C15 - considerate cycling : much is trumpeted about 'considerate cycling' and the impact that cyclists can have on pedestrians, so much so that we often forget that motor traffic by far poses the biggest threat on our roads. Often 'enforcement action' turns into an over-zealous numbers game where police use safety as an excuse to target harmless infringements, obvious examples being cyclists moving ahead of an ASL when occupied by a vehicle and moving out of a cycle track to overtake : <a href="http://www.theguardian.com/environment/bike-blog/2014/jul/07/is-the-metropolitan-police-punishing-cyclists-for-frivolous-offences">http://www.theguardian.com/environment/bike-blog/2014/jul/07/is-the-metropolitan-police-punishing-cyclists-for-frivolous-offences</a>		
I support the objectives, although I think more attention should be made to the behaviour of cyclists on the road.		
Those who wish to cycle can do so, they do not need the council's interference and council money to do so. The council does not need to ensure a 'right' to cycle training. Training can be provided for children, but adults can pay for their own training. No need to spend council money on ensuring such a 'right' is implemented. The council makes car drivers pay for resident permits and visitor meters or vouchers. If cycle parking is to be provided with council money then the cyclists should be paying for this service too. The money raised can go towards enforcing safe cycling and the cycle training programmes. How many car drivers drive through Hackney parks, on pavements or park their vehicles by chaining them up in pedestrian areas?		
I would say that the majority of cyclists in Hackney are a true menace with no regard or respect for pedestrians. The Narrow Way is unsafe and the tow paths in particular are unuseable unless you have two wheels.		

<p>Hackney's cycling plans are completely flawed in that they are non-existent. Unless Hackney puts segregated cycling infrastructure on its main roads, which has been shown throughout northern Europe to reduce casualties by up to a factor of 5, the appeal of cycling will remain limited to fashionable people in their 20s and 30s. Children (or their parents) and older people won't risk cycling on zero-provisioned roads, which have been optimised to carry heavy-traffic including buses and lorries. Hackney's bus lanes should be reviewed and considered for conversion to segregated cycle tracks. Cyclists' lives should take precedence over bus passengers' convenience not the other way round. This strategy basically ignores cycling, but is big on cycling waffle which says nothing will change. The new Morning Lane proposals illustrate the situation perfectly. A horrible junction being rebuilt without anything for cyclists.</p>	
<p>Cyclists can be a menace to pedestrians, so any measures that can resolve this are welcome. Problems exist particularly on towpaths and in parks. Speed is the biggest issue.</p>	
<p>I believe that Objective 5, 'To ensure that pedestrians and cyclists co-exist harmoniously, with cyclists adhering to road rules and being considerate to pedestrians' can only be successfully implemented and legitimately sold to people who cycle once cyclists are given priority over other vehicular traffic, and there is enforcement on that level. I think this is a confused objective when put alongside other aims like increasing cycling generally. Surely the best way to ensure pedestrians and cyclists co-exist is to make them interchangeable, where cyclists are pedestrians and the majority of pedestrians are also cyclists. Give all of them more priority over motor traffic, normalise cycling and then work on harmonising as a consequential action. In summary, don't take action to put people off cycling or marginalise "cyclists".</p>	
<p>C4 - I think this highlights the problem with the cycling vision - If we don't have a much more ambitious target for young cyclists, then frankly we are just tinkering at the edges of real growth for cycling in Hackney. Children cycling to school is one of the acid tests for liveable streets and cities, If a road isn't considered safe for children to cycle, then to be brutally honest it isn't truly safe for cycling full stop - it is just 'the best we can do'. I understand the many difficulties in even getting to 5%, but I think for 10 years out we need to have a more 'visionary' vision. Your C19 aim addresses this (to a degree), but I think in 10 years we should be striving for routes and streets that surpass the need for bikeability training as it stands now. If we design streets for the future that only meet the needs of training for (poor) road conditions today, then we haven't really designed better provision or streets for cycling. Lack of training is not the reason we have so few children cycling - subjective danger is.</p>	
<p>I think training and awareness is much better than policing, restrictions and over engineering the roads. Too many signs, too many road marking are not helpful. I don't support cycle lanes. I support cyclists being encouraged to travel on less congested roads on cycle paths.</p>	
<p>Qualified support: I don't see any virtue in trying to "persuade" or "encourage" people to cycle through "confidence" etc when what is needed is an improvement in road conditions. I don't rate training either - I didn't need to be trained to walk, so why would I need to be trained to ride a bike? Emphasis should be on improving the road environment, and separating cyclists from danger from motor vehicles, not asking the latter to play nice</p>	

<p>I agree with some parts of the cycling plan, such as the need for everyone to feel it is second nature for them to cycle on Hackneys roads no matter what their age. I do not agree with a lot of the methods that the council want to use for this, such as training, which simply will not work with most people, as the report states the fear of being injured on the roads is the main barrier to people not taking up cycling. The council should not use the hierarchy of provision for main routes (and as main routes I would class as anything a bus, lorry or van would use as a through route). Fine to use this on residential roads but not main through routes. As the report quite clearly states most cycle accidents happen on main roads not on the minor roads. Therefore we need "clear space for cyclists" on these main routes and that clear space must be protected space, fully segregated from both motor vehicles and from pedestrians, as is common in the Netherlands. I agree the council needs to look at each main road on a case-by-case basis (two way tracks might work somewhere like Victoria Park Road, for example, but not the A10) Cycles and buses must be separated on the main roads, more cyclists in London are killed or seriously injured by buses than they are by lorries. Hackney should lobby TfL for protected routes on their routes, such as the A10. Six people have died on the A10 in less than ten years so we shouldn't be building the superhighway on minor roads it should be on the A10 and fully segregated. As the report states, people will want to and have to cycle on main roads like the A10 to access town centres and places of work. The council have a duty to ensure people can do that without dying. The proposed West End - iCity corridor along Old Street and Hackney Road must have protected lanes along its length all the way from the Islington border to the Tower Hamlets border.</p>	
<p>This is ludicrous, for the following reasons: 1) Confidence, information and skills will do very little to cause sustainable change in people's attitudes to cycling, because as long as the roads remain dangerous, subjectively and objectively, most people will be unwilling to cycle upon them. 2) Cycle parking is worth having, but is hardly a priority. 3) I agree with everything up until the 'through.' I've seen almost no instances of Hackney improving the physical environment for people cycling, and I see absolutely no merit in 'education' campaigns (and very little in 'enforcement)' simply because they have limited or non-existent effect. 4) It's hard to see what this even means - but the concrete measures needed to make it safe and pleasant to cycle would lead to this automatically, were Hackney to be willing to take them. 5) I'd love to see a similar focus on drivers adhering to road rules. This is only an issue because so many roads are so dangerous that people feel driven to cycle on pavements. 6) Shouldn't be necessary. Isn't necessary in the Netherlands. The biggest goal, the one that would truly achieve the vision of the cycling plan, is totally absent - creating safe space for cyclists - segregated from motor traffic.</p>	
<p>This is a misleading question. I may agree with many of the objectives outlined above but I do not believe Hackney is serious about making cycling safer when it continues to promote 'shared space'. Shared space on Kingsland Road, Hackney Road, Mare Street etc is hazardous because of buses and lorries. There needs to be a sea-change in the council to bring in segregated cycle lanes. Too many cyclists have been injured.</p>	
<p>Question 1 - Skills and training. You can have all the training you like for "cyclists" but that isn't going to help my 3 year old daughter cycle to school/nursery when she gets too big for thereat on my bike. Skills and training isn't a negative, but it is just not the problem preventing vulnerable groups (very young, very old) onto bikes. I can just imagining telling my mum (67yrs old) "now</p>	



<p>just confidently indicate and 'take the lane'" while we attempt to cross Mare Street to join the cycle route at the town hall. Question 5 - Harmonious co-existence. Think about it for a minute. "Cyclists" are harried and harassed wherever they are. On back roads, main roads, cycle tracks, shared pavements. The idea that cyclists are somehow the aggressors in all this is ridiculous. Most people are bullied off the main roads, only to encounter pedestrians wandering around in the very very very short stretches of cycle lane that actually exist (e.g. london fields, town hall etc.). Putting the emphasis on "co-existence" is to wilfully ignore the pent up demand for decent cycling facilities in this borough. People want to be able to ride quietly and mind their own business without being forced into conflict with other users with whom you are then asking them to "harmoniously co-exist". I'm all for harmony, but you wouldn't expect car drivers to be "polite" to pedestrians wandering around in the middle of the road. If there was a tick box here in favour of building more genuine cycle provision such as the Goldsmiths Ave route. I take a detour just to use this route. What the borough needs is a lot more dedicated provision like this. You only have to see the number of people using this to realise how popular it is. I generally support Hackney's policy of closing residential streets to through traffic using bollards, this is great. Where this could be improved is better linkage of these routes across main roads in order to improve continuity. I live in Cremer Street, which is a major rat run for taxis and white vans who are too lazy to drive round the main road route. Closing our street to through traffic would not affect deliveries or resident's access, but it would remove dangerous and economically useless traffic from our street. I would also like to say that Hackney Road is a disgrace. I never cycle this route because it is just so awful, but I have to use it occasionally and find it horrible. Car parking seems to be prioritised ahead of all other activities, including buses, walking and cycling. This road should be a beautiful boulevard connecting Hackney to the rest of London. Instead it is a mess of residents parking (why do we need to use important public space so that residents can store their cars during the day. The mini-cab office at the end of Hackney Rd is particularly bad, with constant illegal parking that interrupts bus routes and renders cycling very dangerous. A proper vision for Hackney Rd would be welcome.</p>	
<p>The cycling plan lacks a plan for segregation on Hackney's main roads. I'm sorry, but I'm not safe if I'm cycling in a bus lane used by 30 buses an hour. That's not safe. My child wouldn't be safe cycling in that lane. My girlfriend wouldn't be safe. Hackney needs fully segregated cycle routes on it's main roads so bike and bus traffic doesn't come into fatal conflict. Look at what TfL are proposing for their new and upgraded cycle superhighways; it's that sort of cycling provision Hackney needs on it's main and busy roads. I agree with everything else detailed, but it won't mean a thing without real, safe, segregation of bikes and buses.</p>	
<p>C4: this 5% figure seems incredibly unambitious C6: this seems often used by the Council to over-ride calls for protection for cyclists as it will "inconvenience" pedestrians. Safety for all should come before convenience. C7: parking should be totally separated from providing safe routes. Conflating them is muddying the water. C8: ALL junctions should be looked at, not just those that currently have high levels of cycling traffic. C13: I disagree with this both as a pedestrian (with young children) and as a cyclist. It is much better to keep bikes and young children apart from each other, it makes for very anxiety provoking journeys otherwise, especially in parks where people are likely to wander slowly and meander. C19: not nearly ambitious enough. And why only 'residential roads'?</p>	

<p>It is impossible to get around Hackney purely on 'residential roads' (not to mention many people live on 'non residential roads' eg A10/A106/A107) C24: removal of the one way system will do nothing to make cycling safer</p>	
<p>I passionately support better cycling facilities for the borough. However, I don't agree with how you are putting this overall adjective into practice. Hence my answers above. C22 clear space for cyclists seems to be sharing of wide bus lanes. Cycles and buses do not mix. What is needed on main roads, where people are most afraid of cycling and the most KSI collisions occur is segregated well designed cycle ways. C23 you will lobby tfl re the a10? Why not introduct segregated infrastructure on a10, as TfL wanted, where most people are being killed and injured? You policy of parallel CSH is unacceptable for eg, the crossing at Balls Pond Road is nasty and has no priority. Why are you trying to exclude the less confident from the A10? C24, two way at Stoke Newington whas potential to be nightmare,i with 4 lanes traffic, including 2 bus lanes; cycles being sidelined no doubt to busy bus lanes. Will be very dangerous. Why not two way for cycles only? C26 what are doing at Pembury circus. Need safe segregated and time separated signals. C36 all very well designing principle routes, but you also need to have routes on the busy main roads. Remember you aim is for more people to cycle. These people will need to acces the whole road network because they live and work in buildings on the whole network. C38 no! See my comment above re C23 and comment on C36 about need to access whole network.</p>	
<p>I'm a Hackney resident and LCC member and cycle across Hackney daily on my commute to work. I have benefited greatly from Hackney's continual focus on improving conditions for cycling, particularly on back streets and especially by improving permeability for bikes. I've also made use of the free Bikeability training. I wholeheartedly support the over-arching vision (making cycling second-nature for everybody) and am very pleased to see so many concrete and ambitious plans for continued improvement. However, I disagree on one aspect of the objectives. If Hackney is serious about widening the appeal of cycling to all ages/abilities, there needs to be a change of tack. Alongside the very useful work the council is already planning (more 20mph limits, modal filtering on back routes, safer junctions, training and education), we must see the introduction of bike lanes which are physically separated/protected from motor traffic on busy roads. Without this, you will only continue to improve conditions for confident vehicular cyclists like myself. You will not attract the parents/ young families/ teenagers or the elderly, where fear of motor traffic is the major barrier to cycling. There is general world-wide consensus about this, but a small number of very influential people (confident, vehicular cyclists) in Hackney council/ Hackney LCC hold a minority view and are against providing protected bike lanes. In the past, this stance has made sense as there has been no money or support from TfL/ City Hall to introduce segregation, however this is changing. Hackney should welcome the opportunity to use TfL cycling funds to introduce protected lanes for cyclists on main routes through the borough and fully support any TfL plans to introduce them on their own roads. This should be explicit in this document. Instead, the language surrounding protected bike lanes is very reticent and woolly. "Clear space" for cycling is not "for cycling" unless is is protected from motor traffic.</p>	
<p>I fundamentally support the aims and objectives of the cycling plan. However, I would like to see firmer language and a commitment to try and deal with the principle barriers to cycling. You state in your opening introduction that 'Concerns about cyclist</p>	

<p>safety and perceptions of safety figure prominently as the primary barrier as to why many people do not cycle. The recently-published Mayor’s Vision for Cycling states that the ‘fear of injury is the number one reason why Londoners do not cycle’. Similarly, a DfT study of a sample of 3,155 adults living in England found that 63% of potential cyclists surveyed agreed that they would ‘find cycling on the roads stressful’ and that 60% it was ‘too dangerous to cycle on the roads’ (Thornton et al, 2010). Implementing measures to help address this fear will therefore be a fundamental concern on both a London wide and borough level scale.’ It is clear there is a need to deal with the larger busy roads. The documents talk of creating ‘clear space’ which would be most welcome. Once this clear space has been identified, it should be protected in some way. Otherwise it will be at risk of being abused by parking or poorly driven motor vehicles. Or worse, encouraging higher speeds and more motor traffic. Without offering a safer route on main roads I think the borough may struggle to meet it’s own ambitious targets. Would the council consider trialling schemes of protected space? Say for 6-12mths to see if they are effective/used? This could be a cost effective way of collecting data, and also seeing where there is increased desire for route planning. Bus Lanes are not cycling infrastructure, and the council should not regard them as such. Buses are now responsible for a higher number of KSI amongst cyclists than HGV’s in London. We should be aspiring to keep large heavy vehicles and cyclists apart, not together. Both groups hold one another up, as well as causing many collisions. Bus stop bypasses such as used in Stratford have incredibly high satisfaction numbers (70% pedestrian, 90% cyclist) and should be considered in Hackney.</p>	
<p>C12 - C15 - more consideration needs to be given to pedestrians where there is conflict with cyclists. This is particularly important for vulnerable pedestrians - e.g. young children and the elderly. C18 - 20mph limit may create new problems - should be subject to review C52- There should be compulsory road safety awareness training for all secondary school children - see below</p>	
<p>Hackney’s Cycling Plan has the (admirable) stated aim - "To make Hackney’s roads the most attractive and safest roads for cycling in the UK, and a place where it is second nature for everyone, no matter what their age, background or ethnicity." However, for a borough that prides itself on its levels of cycling, the Plan’s target of a 15% modal share for cycling by 2024 is unambitious. Even more unambitious is a target of just 5% cycling share for trips made by children to school, by the same year (and not even for all trips children make). This compares very poorly with Dutch levels of child cycling, which are above 40% for the entire country, as a percentage of all trips. This is a target a genuinely ambitious cycling borough should be aspiring to. Correspondingly, Hackney should look and learn from the best of Dutch practice. Hackney already does many things very well, better than nearly every London borough. In particular it has made many residential streets, and roads away from the main road network, safe, comfortable and attractive for cycling, by filtering out motor traffic (or removing it completely). However, the strategy in this Plan for making cycling an attractive prospect on the borough’s main roads remains vague - talking only of creating ‘clear space’, which is ambiguous. The Council will look to pursue a policy of ‘clear space for cyclists’ when designing public realm and traffic schemes on busy routes or where there is high traffic flows. This is despite the Plan itself acknowledging several problems on Hackney’s main roads. For instance, the problems caused by a lack of clear routes on congested roads - "Where there is regular congestion and queuing vehicles there will be limited room for cyclists to advance and as a result cyclists will often squeeze between vehicles or</p>	

even undertake on the left hand side despite the known dangers" The problems caused by having to negotiate around the outside of parked vehicles - "Parking and unloading arrangements at the kerbside on these busier roads can also represent a danger to cyclists when moving around them especially when vehicles try to overtake and cyclists are also at risk from being hit by vehicle doors being opened in their path" The problem of where actual, serious collisions are occurring - "the majority of serious [cycling] accidents occur on our busier roads with high traffic flows and often multiple bus routes" And perhaps most importantly of all, the problem of subjective safety - "Chapter 5 established that fear of injury and the perception of cycling as a dangerous activity is a primary reason why many residents do not currently cycle" All of these problems clearly need to be addressed, if Hackney is to get anywhere near its own targets, let alone start progressing towards the considerably higher levels of cycling achieved in cities in the Netherlands and Denmark. Not least because - as the Plan itself acknowledges - "It is inevitable that cyclists will continue to use our busy high streets and strategic roads that carry high volumes of vehicular traffic because often they are the most direct and quickest routes." There are - tentative - noises about starting to do things properly on main roads, rather than relying on a strategy of mixing people cycling in with high volumes of motor traffic. "the borough is unsure as to how [full/light segregation] will impact on the borough's highway network (both TfL-controlled and otherwise) but will work with the Mayor and TfL to assess the appropriateness or otherwise of this approach on a case-by-case basis." Not ruling it out, but hardly a ringing endorsement. And later - "The Council is open and willing to examine proposals for segregated and semi- segregated cycle lanes on principal roads, but it will be considered on a case-by-case basis - taking into account concerns about: high collision rates at intersecting junctions where segregated lanes end; visual impact on the streetscape; interaction between bus users and cyclists at bus stops; and other competing demands for road space on Hackney's busiest routes." There are plainly many roads in Hackney that could happily accommodate cycling infrastructure, with physical buffering from motor traffic, and separated from pedestrians. This space could either come from footways that are sufficiently wide that reduction in width would not affect pedestrian comfort, or from private motor traffic lanes on the carriageway, or simply from better use of the existing space on the carriageway. Hard choices will have to be made in some locations about which modes of transport - and which uses of public space - get prioritised, but that's no reason to ignore those places where comfortable cycling conditions, separated from motor traffic, could be provided with little difficulty. Of course, in other locations, the borough will have to make those choices; about how many lanes of private motor traffic to keep; about whether bus lanes should be a higher priority than cycling infrastructure; and about whether simply returning gyratories to two-way running represents the best available way of making cycling an attractive and viable mode of transport - retaining one-way flow for motor traffic could, for instance, allow the creation of separated two-way flow for cycling. In short, Hackney needs to decide how much cycling it wants to have - whether it wants a small amount of growth on top of what it already has, or whether it wants to reap the benefits of genuine mass cycling. If it wants the latter, this Plan needs to reflect a serious commitment to prioritising the comfort, safety and convenience of cycling in the borough, especially on main roads, rather than the uncertain-sounding noises it currently contains.

More work need s to be done on 3.5 with more relaxation on cyclist using the pavement

<p>Please note: better secure parking and storage for cyclists is essential. some people are not cycling because they believe their bikes will be stolen.</p>	
<p>I dont support C12 proposal due to several mishaps i've had with cyclists at the market. I've been pushed for the road by cyclists who seemed to go through the market quickly. They behave in the same manner when they cycle on the pavement. Many of them couldn't care less about us pedestrains. They dont even bell on their bikes to warn us of their approach. So I dont agree with C12 And C13</p>	
<p><b>Walking Plan</b></p>	
<p>Speed, volume and traffic of vehicular traffic a deterrent to walking more in Hackney</p>	
<p>Health benefits of walking recognised</p>	
<p>Obstructions caused by parked cars near junctions</p>	
<p>Obstructions caused by Advertising boards and construction vehicles and signs</p>	
<p>Need to review/ extend the green man phase on crossing times</p>	
<p>Can we revise the targets for walking upwards?</p>	
<p>It's a bad idea to focus on visitor economy above local residents</p>	
<p>Need for app or book to show existing walking routes and local attractions including galleries and local businesses</p>	
<p>Art trail needed generally from Hoxton to Broadway Market</p>	
<p>Need for additional street seating</p>	
<p>Need for public conveniences e.g. toilets,</p>	
<p>More needs to be done on pedestrian/cyclist conflict on footways, exit points of parks and towpaths</p>	
<p>Cycle tracks should be on-carriageway and should not be on the footway</p>	
<p>Need for more local facilities and jobs to facilitate greater levels of walking</p>	
<p>Poor condition of footpaths in some locations</p>	
<p>Extend car-free day</p>	
<p>Need for lighting e.g. solar powered on routes</p>	
<p>Need for community involvement in some initiatives</p>	

Really like the way zebra crossings and general junctions have been raised to match pavement level across the borough. More of this please,
' Plenty of wayfinding and decent surfaces to make walking as attractive as possible
Tackling obesity Increased interaction because people are out and about
the high street feels like a motorway at times, crossing it is scary/ dangerous for children
there are still junctions that anyone with a mobility impairment would struggle to cross in the allotted time
, many short journeys could switch to walking if people knew about the alternatives
I particularly agree with the aim that wherever possible cyclists and pedestrians should always be separated. Even just a few cyclists speeding along, ignoring the pedestrian priority signs make the track very hazardous and destroy the enjoyment of a quiet walk chatting with a friend when you suddenly have to leap out of danger's way.
Don't agree with any due to this consultstion being so poorly put together and its patronising nanny state stance
Making walking a pleasant experience throughout Hackney including in all parks and canal tow paths. Ensure cyclists do not ride on the pavement, particularly in the 'town centres' in Hackney and that cyclists are properly segregated from pedestrians. Where possible prevent cycling in pedestrian areas and pavements.
Maintaining an active population has to be a priority given the current data on the risk of obesity.
Hackney's cycling plans are completely flawed in that they are non-existent. Unless Hackney puts segregated cycling infrastructure on its main roads, which has been shown throughout northern Europe to reduce casualties by up to a factor of 5, the appeal of cycling will remain limited to fashionable people in their 20s and 30s. Children (or their parents) and older people won't risk cycling on zero-provisioned roads, which have been optimised to carry heavy-traffic including buses and lorries. Hackney's bus lanes should be reviewed and considered for conversion to segregated cycle tracks. Cyclists' lives should take precedence over bus passengers' convenience not the other way round. This strategy basically ignores cycling, but is big on cycling waffle which says nothing will change. The new Morning Lane proposals illustrate the situation perfectly. A horrible junction being rebuilt without anything for cyclists.
W11 because many cyclists do not act reasonably. Any measure that can ensure safe passage for pedestrians when cyclists are given access to the same footpaths is welcome.
W3 - a proper provision of local schools should enable the vast majority of children to walk to school and I think the 70% target is not ambitious enough.
Walking as a public health benefit
Need for improvements in street and park cleanliness to make walking more attractive

<p>W4 appears to be a lead proposal. I am not giving a hierarchy to others as I feel they are all necessary to improve walking provision. I have some mobility difficulties and find that levelling my routes &amp; shortening them by removing physical barriers is already making walking in the borough easier.</p>
<p>above, to develop and promote walking</p>
<p>It's important that pedestrian don't perceive cyclists as "the enemy". Pedestrians and cyclists united against the motor vehicles.</p>
<p>W14 sounds great - Long overdue! W19 sounds good too, even as a cyclist I won't ride on the towpath as there is too much conflict and animosity. I would go further and completely close traffic on Broadway market - Allowing businesses to spread their outdoor table space into the roadway on sundays and any day / evening they choose to. It's a special place, and a massive asset to the borough. Broadway market should become much more important as a destination over any kind of benefit as a through route for cars. W25 We absolutely need more and better crossings that favour walkers over traffic flow. There should be a move to more zebra crossings as opposed to signalised crossings.</p>
<p>W8 should be beefed up. W4 is the most important.</p>
<p>W5 - I see fast moving traffic as one of the biggest detriments to walking in the area. I think this is clear if you have ever tried to cross Great Eastern Street for example. W8 + W9 - Decluttering the pavement of cars and obstacles will help them feel more open and friendly as well as helping those who are visually impaired. W14 - This is the most important aspect for me in the walking proposal. The roundabout is horrible and makes the whole area intimidating to pedestrians (and cyclists). It takes a very long time to cross (involving some 6 crossings) or requires you to go underground. It also encourages large volumes of traffic to the area. If this was returned to a cross-road layout and traffic capacity reduced the area would be immeasurably transformed. W19 - This area is beautiful to walk and cycle, but the contention on the towpath is massive (and feels dangerous at times). W22 - More public space is always welcome, and would separate the borough from some others that constantly erode it for private gain</p>
<p>W4 Ensure that pedestrian needs and those with mobility difficulties are given priority over the needs of motorised users Walking is better for us all than driving is.</p>
<p>W4-W8 because again these centre on improving safety for pedestrians. W14 because Old Street Roundabout is a key symbol for Hackney and improving it would reflect well on the borough's overall profile.</p>
<p>Walking is linked to air quality (as is cycling) so need to ensure the all space isn't sold to developers who build so far onto the payment you can't get a pushchair past. Need to walk in a nice green environment also.</p>
<p>W8 - pedestrians should own the footways. W14 - Old Street roundabout is the most intimidating place in London for me as a cyclist or a pedestrian. W19 - I walk and cycle this route often and more space is definitely needed.</p>

<p>W5: This should help to allow walkers to feel safer around the streets of London W6: Agree. Town centers are where most people will want to walk, to making sure this happens is important W9: Important as sometimes it's not comfortable to walk in certain streets, especially in places like stoke newington high street as there is always so much clutter, rubbish and other things blocking the way W16: That gyratory is annoying especially for cyclists, although I am unsure how a two-way road in the already busy stoke newington high street will improve the transport. I guess there will be a lot more traffic if the one-way is removed, but I'll leave up to the experts to make that judgement. Certainly it is not cycling friendly (not sure how that would improve walking though) W18, W20, W21: Hackney Wick area has serious potential to be a great area. It just isn't very appealing at the moment to walk around due to lack of walking roads by the canal and on the actual streets. Highly recommend improvements in this area (but please make sure that if those improvements take place you cap the property prices in the area as otherwise all current Hackney residents will be forced to move out. W22: That would be very nice</p>
<p>w8 strongly agree</p>
<p>You need segregated cycling to prevent people cycling on the pavement when they feel unsafe. When people cycle on the pavement they annoy pedestrians. Therefore, if you want good walking, you need good segregated cycle lanes on main roads</p>
<p>W5 - slower traffic makes more attractive and safer roads</p>
<p>W26: signage is very important and currently very bad</p>
<p>W1 + W2 + W3 + W4 + W5 Encouraging and easing walking for everyone is a great initiative. W16 The Giratory system in Stoke Newington generates speeding, pollution, noise and rat crossing, dangerous for residents, especially families with kids. W28 Promoting Walking with NHS and Health professional is a great way to encourage the whole community.</p>
<p>w28 this is really really important. GPs should be giving out pedometers and testing people. it would massively reduce depression and obesity it may be a lost cause with adults, children are the best bet having public awareness campaign for parents to take kids home by walking instead of cars is really important and in communities where this is a problem a specific focus needs to be made drunk people and their misuse of the road around Broadway market makes it tricky to cycle safely</p>
<p>W5 reducing quantity of traffic is key. This ties in with providing cycling infrastructure. It will make environment more pleasant for all.</p>
<p>Being a local resident, W17 is especially important to me and -in keeping with C5- it is vital that the opportunity is not missed to incorporate protected bike lanes into this stretch of very busy road whilst motor traffic capacity is being reduced. Nobody in their right mind wants to cycle on the carriageway here, but many people would like to use the route if it were made safe.</p>
<p>Overall the proposals are very good. W17: The reduction of the massive road is welcome, but it is not clear why cycle tracks could not be added here. It could become a key route through the borough - if Green Lanes was also improved. Why is there</p>



<p>nothing in the plan for Blackstock Road? N4 This is part of the tri borough accord, and an important 'town centre' for Finsbury Park. Whilst at the edge of the borough, the high street is in desperate need of walking and public realm improvements. Please consider the area. Are continuous pavements being considered across side roads? This is standard in other parts of London, but not here. Any reason?</p>
<p>W14 - Improvements to Old Street roundabout area are well overdue W15 - Pedestrianisation of Narrow Way is huge improvement. Great reduction in pollution and newly pedestrianised area has great potential. Looking forward to further public realm improvements in Hackney Central - keep up the good work!</p>
<p>All policies, and particularly W11 if combined with the introduction of segregated cycling infrastructure.</p>
<p>Happy with all</p>
<p>All of the walking plan is good for health and we need to encourage more residents to take it up</p>
<p>.5 - more walking should be encouraged for health reasons</p>
<p>w3, w4, w5, w6, w7, w11, w28 I am an active walker and would like to continue walking safely without hassels from unthoughtful cyclists.I,ve noticed a lot of unhealthy young people who will be grossly overweight in future as well as an increased in overweight adults. we should think of how our NHS will cope if these issues are not dealt with now.</p>
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<p><b>Liveable Neighbourhoods Plan</b></p>
<p> </p>
<p>Plan is v welcome</p>
<p>Filtered permeability section should be here</p>
<p>Need for the Council to work together with local community groups to realise ambitions</p>
<p>Queries over types of trees mentioned for air quality purposes</p>
<p>Your plan discriminates against car owners living in the borough and those who live outside the borough but need to commute in. Whilst in an ideal world it would be good if everyone could cycle to the shops / work etc, in the real world people have families and children. I have 3 children under 3, they are not able to cycle with me to the shops and 2 of them need to be in a pushchair as they are only 9 months old. Taking all 3 to the shops or with me when I go out necessitates a car as cycling is 100% unfeasible. Public transport like using a bus is extremely difficult it is virtually impossible for a single adult to get 1 child</p>

and 2 babies onto a bus, fold up the pram and hold 2 babies. You plan also discriminates against those with families as it does not take into account either residents of the borough or those that live outside but work in borough who due to having children, need to drop and pick up children at childcare / schools and then get to work. Not feasible on a bicycle and not feasible if individuals children's schools / childcare are miles away from where they work. [REDACTED]

Idealistic and will take many more years than suggested. Currently the roads in Hackney are a disgrace, pot holes that remain for months and years which suggest an utter disrespect for the people you purport to help. Vehicles damaged, both public and private, patients jarred and caused pain, cyclists put at risk as drivers swerve to avoid holes etc. Many boroughs far cleaner. Electric cars not necessarily the way forward and sharing will prove very difficult. [REDACTED]

disabled residents are likely to continue to need their own vehicle. [REDACTED]

Here we go again - trying to bash people out of their cars and bullied into riding a bike - so answer is NO and please stop wasting money on this PC tickboxing rubbish! [REDACTED]

Car ownership is based on the ability to leave/return to London not for travel within London. [REDACTED]

hackney is not a safe environment for people with mobility issues as cyclists often share pedestrian space and are not considerate towards pedestrians and always think they have priority.cyclists also often use pavements to cycle on.there is a lack of awareness of people with disabilities or young children or mobility and a priority for cyclists. [REDACTED]

More ambitious work to do especially around reduced fossil fuel dependency and renewable energy. [REDACTED]

While we are not a car culture family, and we prefer to use other modes of transport, my partner requires a car in order to work in the film industry, and reach film studios and locations. He offers lifts to co workers wherever possible, but it would not be cost effective to use car clubs, and he wouldn't always be able to rely on car sharing. As I said, we avoid car travel where possible, but sometimes it is necessary. I firmly disagree with the statement that Hackney council supports social cohesion. Any social cohesion ended post 2012. Property and rental costs are extortionate. Hackney property price rises were the highest in the UK last year. The community is fragmented now, with those that bought properties before 2004, young professionals that can just about afford the rent, those in council housing, and the wealthy newcomers, moving into million pound properties. The gap between rich and poor will widen, and the community will become more fragmented, and less cohesive. It saddens me to see it happening before my eyes. I had an interesting conversation with a long term resident of Walthamstow who explained that they feel "invaded" by priced out Hackney residents. The long term Walthamstow residents joked about arming themselves on the marshes and fighting off the invasion of Hackney residents. While he was clearly joking, the sentiment remained that the ordinary people of Hackney, Walthamstow, Leytonstone etc are being pushed further and further out. They have to live somewhere though! [REDACTED]

Substituting electric vehicles for fossil-fuel vehicles is not a long-term solution. [REDACTED]

Electric car technology is a side-issue. Please concentrate on cycling and walking for residents and use available funds to prioritise this [REDACTED]

<p>Why are you so anti-car? No local authority has the right to make life unbearable for one section of the community by actively discriminating against them - in this case car drivers. I would urge the national Government to outlaw active discrimination against car drivers by local authorities that are elected to represent all sections equally.</p>
<p>Need to consider car pools are not always great for families - not everything can be planned ahead</p>
<p>People should always be given the choice to own their own private car</p>
<p>Well I do generally agree but I suspect that banging on about climate change is going to discredit more relevant policies. Environmental problems in inner London relate to localised airborne pollution and its effect on health, as well as the social dislocation caused by motor vehicle dependency. Climate change has nothing to do with it and frankly climate change scepticism is starting to sound rather logical these days.</p>
<p>Specifically, could we please create smoke free zones - where you cannot smoke. And you cannot smoke within 10 metres of buildings - so that a person can walk in and out of buildings without having to breathe second hand smoke. Particularly, when you are walking along main hubs, it is disgusting to have to breathe in second hand smoke, and be forced to move out of the way of people waving cigarettes about. Also, people are able to smoke outside some of the cafes, which are under student accommodation - this means that someone sleeping or living above, can't control whether they get second hand smoke into their rooms/homes.</p>
<p>Liveable neighbourhoods mean getting people out walking and cycling. Not jumping into cars or making short hop journeys by public transport if they are physically able to.</p>
<p>Part of this plan should be ensuring local high streets are maintained as vibrant local hubs. That means blocking projects like the wilmer place sainsburys in order to protect local businesses and the communities who rely on them/are built around them.</p>
<p>LN2 flood plains are being built on by hackney marshes, this is not sustainable or wanted</p>
<p>Please refer to my comments at the beginning of the survey re car ownership. I think encouraging use of car sharing/club schemes is a great idea but just not a solution for everyone.</p>
<p>More needs to be done to reduce dangerous diesel pollution URGENTLY- improvements to councils own fleet should be a priority - not just 'cost effective' - lives are at stake.</p>
<p>the richest people should pay for it. why are disabled spaces reduced? why more club car available but they are not electric? why our public light not solar powered? pollution and traffic should be assessed every 6 months</p>
<p>More car clubs needed HAckney streets could be safer -police and local authorities still have some way to go to reduces gun and knife crimes.</p>
<p>Old habits die hard. many ares in Hackney are still no go areas. streets are still covered in dog poos. Too many trees will litter the pavements with leaves which can be dangerous to the elderly and the blind. If you are trying to create healthy young guys in the populations in future why give them free bus rides now.</p>

Road Safety Plan
<b>Road Safety Plan</b>
<p>Objection to the reversing of the Stoke Newington Gyratory. It will incur major costs and I do not believe it will improve the safety or accessibility of our roads</p> <p>Not all drivers are the enemy, which I get a sense of here. I drive in because commuting from Croydon would be a nightmare 2 hour journey each way whereas driving is 50 minutes and because I travel around the Borough with heavy equipment. Many colleagues would not work here if they could not drive in so you would reduce the quality of your workforce within the Borough</p> <p>Roads are for vehicles! 20mph is just ridiculous &amp; will cause more accidents, pollution &amp; dangerous practices by pedestrians, cyclists, car &amp; van users.</p> <p>Not enough consideration given to how you are going to police the 'priority to pedestrian' policies on shared use pathways. It's no good simply saying pedestrians have priority. Unless you police this and have penalties for non compliance the small number of inconsiderate cyclists will still make tracks very hazardous for pedestrians.</p> <p>Perhaps Hackney council should provide courses for common sense (cheaper than more road closin that will create more congestion &amp; pollution!) or revert back to teaching everone the green cross code</p> <p>My street, Lampard Grove is a rat run to suit a particular ethnic lobby and makes for an unpleasent environment. I would like to see resident parking restrictions. At some times of the day and evening until midnight it can become a noisy parking lot. continually promoting cycling seems to be at the expense of pedestrians and their safety.</p> <p>Unfair parking controls</p> <p>But Hackney needs to enforce their 20 mph zones as Islington has started to do. These speed limits are universally ignored and treated with contempt by motorists. On Powerscroft Road E5, every bus which passes me exceeds 20 mph and triggers the warning sign on this road. What is the point of the zone at all here??</p> <p>76 casualties via road is too many. There needs to be more pedestrian crossings, where cars and trucks must stop and give way to pedestrians.</p> <p>Too focussed on cycle training and not infrastructure. Instead of agreeing to sign up to "safer lorries" you should sign up to LCC's "go Dutch" and ensure that safe and segregated cycle lanes are built</p> <p>I would like to see this broken down by mode of victim. I would like to see a measure of subjective safety (i.e. people's perceptions of safety using/crossing roads) included.</p>

You won't achieve a reduction in cycling KSIs without full segregation of busy roads and busy junctions. (i.e. Old Street! - it's not good in it's current form. Needs full segregation)

The aim should be zero harm

RS1 engineering works in Hackney has been consistently poor. I have seen many roads and junctions rebuilt within 6 months of being built. This stinks of corruption. I am afraid to say also I myself have had a bad head injury from the poor quality of speed bumps on Sandringham Road and know of other people that had the same. Speed bumps are too tall and long for cyclists and motorbikes.

The target reductions, in my view, are not ambitious enough.

RS1 & RS8 - 20mph limit can create new problems - should be subject to review

The one key policy that is missing from the plan that would contribute more than anything else towards making cycling in the borough safer is segregated cycling infrastructure, as supported by plenty of evidence, as well as the council's own numbers showing that the A10 and other artery roads in the borough are particularly dangerous to cyclists.

The baseline must be set at zero. You cannot accept a proposal that states a 40% reduction for people being killed. What and how are you going to control the big lorries and trucks that are parking and obstructing our road?

British roads are generally safer than most roads in Europe. We should continue to encourage safe road use and sensible driving habits.

RS28 - very good. 20mph is meaningless without evaluation and extra measures where needed.

I do not support the 20mph proposals for principle roads.

RS1 - if this has worked in Islington then why not Hackney?

Strongly agree with the borough-wide 20mph speed limit.

Particularly like the idea of reducing the number of one-way roads which increase pollution and of challenging bad drivers.

Cars should be removed and crushed for repeat offenders.

RS10 - RS13 The data is clear that deaths on the road are caused, in almost all cases, by cars. Please spend taxpayers' money on separating cars from cyclists as much as possible, rather than training. Everyone can ride a bike. Not everyone can handle being hit by a tonne of steel.

Removal of Stoke Newington one-way gyratory will have the biggest impact here.

RS19 - as a motorcyclist, a better understanding of the needs of riders should be built into the plan, such as permitted advance stop motorcycle boxes at certain junctions, and motorcyclist access to bus lanes that are not on red routes, such as Mare St and Grahame Road. Following TFL's lead of allowing P2W's in all bus lanes on red routes, Hackney should permit P2W's to use bus lanes across the borough.

RS3 : cycle specific infrastructure should be installed where it is dangerous. The most obvious solution would be segregated lanes, early start traffic lights, cycle zebra crossings etc.

RS4 : cyclist safety should be carefully considered during road works. Dedicated cycle lanes should be installed (as can be seen in the city on Farringdon Road at the moment) and if space is tight clear \*no overtaking cyclist\* signs should be installed.

Again No its a waste of money. Simply remind pedestrians & cyclists to use common sense

Main problem is air quality. Need to reduce traffic levels, particularly use of roads as rat run.

Reducing the traffic driving through Hackney should be a priority.

(support) any measures that encourage cyclists to use the roadway instead of pavements and footpaths.

RS3 and RS4 - because cyclist safety should be an automatically integral part to all road infrastructure or temporary works proposals

Need for much more extensive barring of through traffic from residential streets

Improving & widening access for cycle training & making active use of research findings seems the most effective way to improve safety on the roads. RS16, seems particularly important in developing understanding of the needs of pedestrians.

To reduce the number of casualties is essential to reduce the cause of them to the root. Car parking spaces and motor traffic need to be DRAMATICALLY reduced. I would hope for more than the 40% .

RS4 is long overdue. RS34 and RS38 should be beefed up.

RS1 - The reduction in speed is primary for reducing casualties from road traffic incidents.

RS5 - This is currently unmeasurable as many collisions may never be reported, it would be great to get an accurate picture of the road network.

RS8 - TFL needs to stop prioritising the needs of motor vehicles and capacity over the lives and health of pedestrians and cyclists.

RS30 - This data is the only way we can improve the roads.

RS40 - HGVs unfortunately are involved in a significant majority of cyclist fatalities and life changing injuries.

RS3 Identify high-risk locations on the road network for cyclists and implement site specific preventative measures Danger is worse where there is danger!

Stop cars parking on pavements and on double yellow lines. Better enforcement outside CPZs!!

RS36-37 - because training of commercial drivers is key.

Safer cycling through engineering

Enforce existing laws. Lobby to implement the liability which is common on the continent. Enforce restrictions on pavement parking all day and all night every day. Give residents a number to report pavement parking and act on it. Have a policy of turning a blind eye to very gentle slow cycling on the pavement but energetically stop aggressive cycling on the pavement.

RS19 - more should be done to accommodate motorcyclists.

RS1: Important to reduce the limit to avoid fatalities

RS2: traffic and cycling routes should always be considered together RS6: Important. unfortunately drivers sometimes forget cyclists exist, so definitely important that some money is invested to remind them to watch out for cyclists

RS30: No doubt. This should be happening already

RS1 and RS8 - as above, I believe cycling and pedestrian usage of the public realm increases as road speed decreases. I would also want to see some form of road pricing proposed for our highways to help reduce traffic density.

RS1 + RS8 Agree strongly with all proposals but implementing the 20mph speed limit will be dramatically help roads becoming safer, more than anything else.

RS7 this isn't happening properly at the moment offending firms should be named and shamed and fined

S1 how will this be enforced, I totally agree but see very poor driving across Hackney. Way worse than other boroughs in London and across UK. police need to be out in force in streets like Hoxton street to deal with the speeding which is occurring next to St.Monica school

RS11 this is an excellent idea

RS31 again i repeat police aren't nearly meeting standards I expect of them



<p>R32 if the money which was spent on the olympic posters went on this topic we wouldn't be writing to you through this questionnaire</p> <p>Rs40 whys this not happening in an area full of cyclists</p> <p>Very supportive of measures to reduce traffic speeds and improve air quality.</p> <p>RS1 proven to reduce casualty rates. RS2 will improve conditions for people cycling.</p> <p>RS 11 - Compulsory hazard perception and road safety awareness training needed for all secondary school children - too many cyclists particularly are ignorant of highway rules so cannot read the road ahead and predict likely actions of other road users - this needs to be addressed urgently.</p> <p>RS14 - Yes please - good junction and crossing design is essential to safety</p> <p>RS 35 &amp; RS 40 - more enforcement required</p> <p>All of them, but they alone are not enough without the introduction of cycling-only space on main roads.</p> <p>Happy with all</p> <p>Enforcement of speed limits</p> <p>9.1 and 932 are important/ Road need to be safe for everyone especially pedestrians.</p> <p>sainsbury, tesco's and other retailers to have their own parking space or pay for it. they damage -control and obstruct public way all the time-what do you do about that?</p> <p>I support the proposal to educate cyclist and would be cyclist on how to use the road safely and considerably as well as the involvement of pedestrians, young and old. I agree that there is a need to identify dangerous areas with the intention of improving bad situations. The borough needs to work with the police in order to improve better safety among road users.</p>



<b>Public Transport Plan</b>
None of these are actually Hackney's direct responsibilities - they are all down to TfL, the Mayor of London or central government.
Losing the stop at Homerton on Crossrail 2 will keep the kings park ward of the borough without a direct link into central London
REAL TIME bus information is inaccurate= I do not need to know what bus is coming 10th just when the first one on my route will arrive- also some buses actually run backward according to this system
I agree with policies but am concerned that unstaffed stations, particularly at night, but at any time, mean that many disabled and vulnerable people will not use them.
No. This is an urban area - its not Charing Cross/Kings Cross Euston etc. The plan is excessive and unneccesary will destroy many areas where people live & work. This plan is not holistic - if the ideas came from the people of Hackney - it would work, but sadly this is only about 'big business'
How will Stamford Hill, Stoke Newington and Rectory Road stations have step free access. The MAJORITY of Hackney stations have no step free access and what is more, there are no plans to give them step free access.
London Fields Station needs substantial improvement in terms of security, lighting and safety. It is currently in absolutely appalling state, dirty and with rough-sleepers constantly sleeping on the stairs.
again this is not a Hackney issue, but one that needs an integrated approach Hackney Council was NOT a helpful partner during the early days of the East London Line extension, so please don't do that again!
Crossrail 2 must only proceed if there is no harm causes to the Walthamstow Marshes SSSI. Currently it is unclear if this will be fully safeguarded.

<p>I think the recent public transport improvements have been great. I am concerned that an increase in connection will increase people travelling out of the area for work and inflating our house prices and rents further. Also the developments require a lot of space and create a lot of disruption. I don't think buses are important to our future transport.</p>
<p>More specifically, there should be more lighting along key walking corridors near bus, train/overground and tube stations. Sometimes it doesn't feel safe walking at night. Also, it would be good to see more police walking around the public transport hubs at night. There should definitely be more overground into the future, especially as more people come to live in the East. More regular buses, particularly the 76 into the city would be useful too. They get quite busy at peak hours.</p>
<p>Hackney is over reliant on buses and we should try to move as much share from buses onto cycling as we possibly can.</p>
<p>Replacing bus with trams on high frequency routes such as the 55 would be ideal also</p>
<p>Hackney has been resistant to 'floating' bus stops alongside segregated cycle highways.</p>
<p>Bus travel should not be prioritised over cycle travel. Buses are very big polluters, and they kill more people in London every day than HGVs. Therefore, it is better for Hackney to try and persuade those that take the bus to cycle instead by building direct safe, segregated cycle lanes alongside busy bus routes</p>
<p>It would be fantastic if the overground could be extended to Stoke Newington Station (in between the Dalson and Cannonbury stops).</p>
<p>PT21 unless the private cabs in hackney are fined for their use of road marked with red road markings in old street we cannot argue for any benefits to these groups</p>
<p>Buses and taxis are a major cause of dangerous diesel pollution - more needs to be done about this URGENTLY - it hardly gets a mention in this plan</p>
<p>there are less jobs, more machines more cars - busses and less people to resolve the transport problem (i.e tickets) less service</p>
<p>I think public transport in Hackney is fantastic as it is so continuous improvement sounds great.</p>
<p>2. There will be improved public transport accessibility for all our residents to access emerging employment centres in Central London, Stratford and the Olympic Park and the Upper Lea Valley. The olympic park still seems like a little disconnected island, and I think would benefit from more connections into Clapton, Hackney Central etc</p>
<p>Regular and reliable links to the Borough are the key to people using public transport. Shift workers do not want to feel vulnerable waiting for long periods for unreliable transport</p>
<p>All of them really but especially those of increased capacity on the Overground and improvements (so so soooooo badly needed!!) to Dalston Kingsland station, as selfishly that's what I use most</p>
<p>PT5 bring benefits of overground to north hackney</p>

PT9 Stoke Newington on the new proposal would ease burden on buses and the A10 generally PT15 - PT4 - Agree that all services should be taken over by TfL, they have done well in Dalston, Homerton, Haggerston etc.. PT17
I would also like to see LBH lobbying for introduction of more New Routemasters onto Hackney bus routes, in particular the 73
PT7 - the overground is in great demand and even with the 5 car extensions it will still be busy. Late night services need to be improved and i would hope the service could run through to 1am with reasonable frequency at the weekends.
PT14 - utilising the infrastructure at stratford as a european hub would be beneficial to many people and avoid travel into central london
Improving bus access to Kings Park is incredibly important. The 242 within Kings Park is fine, but its route is arcane and slow to the west (e.g., the circuit around Hackney Central), and as such takes *forever* to get to Shoreditch / the City. Modifying the route to go via Dalston Lane rather than Graham Road would not negatively impact anyone (pedestrian access to Hackney Downs and Hackney Central via the pedestrian walkway from Hackney Downs, and frequent 38 service along Graham Road) but would decrease trip time by a significant margin.
The 26 is a long walk away from Lower Clapton / Homerton, and the 236 (and all Homerton buses) make an excruciatingly slow transit past Homerton Hospital. Removing this circuit for some of the buses would be a very welcome addition. Extending the 26 beyond Hackney Wick during the day (as the N26 is) would also be very welcome.
PT17 : I agree in principle but this should not be an excuse to ignore the needs of cyclists who should have segregated lanes on these busy streets. Bus movements occur alongside segregated cycle lanes elsewhere in Europe, there is no reason this cannot be the case in London.
I do not support any of it as I've stated before this plan should come from the residents of Hackney - who will come up with amazing ideas/solutions - with minimum destrudtion to homes & businesses!
PT3 - a direct rail link between Clapton and Tottenham Hale would be of incredible benefit to the Clapton area.
Dalston Kingsland station needs upgrading urgently
Developing a fully comprehensive public transport network must be seen as key to this proposal. Fro me good public transport is the biggest influence in not using the car but engaging with all London has to offer and we are part of London not a separate area.
PT2 reopening of Lea Bridge Road station will hopefully kickstart the regeneration of the area. Improved pedestrian/cycle access is much needed in this road traffic centric area
PT14 strongy agrre that Stratford should be an international gateway to the benefit of local residents and users of the Anglia lines
PT16-19 strongly agree to more bus lanes and more real time infirmation at bus stops to improve/speed up bus travel.

We need three Crossrail stations in Hackney
PT8 - Cycle parking is vital in the borough as it has the highest levels of cycling. PT19 - This information is valuable to all travellers and is something I actively seek out. PT21 - This will help keep the streets livable, reducing emissions and noise.
PT7 Continue to lobby TfL for improved Overground services to match increasing demand Because we need it.
PT13 Work with the West Anglia Line Group to progress four tracking the Lea Valley Line by 2019 This would help the areas it reaches.
PT14 Lobby for Stratford to become an international hub with stopping European services The Eurostar is a very pleasant way to get to Europe.
Need a Crossrail 2 station at Stoke Newington. Also need funds for disabled access at Hackney Downs, Stoke Newington and Dalston Kingsland stations. Also service upgrades to metro standard on TfL West Anglia Line.
I strongly support Crossrail 2 but I am not too fussed as to its exact route; Hackney Central does seem a much better location for a station rather than Dalston. Some much cheaper add-ons can make use of the interchange with Crossrail 2. One obvious one is to extend those Overground trains which terminate at Dalston Junction, via a re-opened eastbound curve and some four-tracking, to Hackney Central and Homerton. Further, it does seem more sensible for Crossrail 2 to have its outlet into the Lea Valley line rather than the Great Northern line via Alexandra Palace.
PT15 - getting from Stoke Newington to Stratford by public transport is very hard now, more and better connections are needed.
PT1: Crossrail will be very beneficial to the borough (but please don't allow a property price increase!) PT7: Please make the service more regular. that is one of the disadvantages of the overground. PT16: More regular buses, especially at night would be very helpful (bus routes like the nightly 149 are not very frequent at all unfortunately)
PT8 - vital to ensure sustainable transport is used getting to stations
Step-free access is vital and needs sorting urgently eg Hackney Downs station Attempts should be made to covert some bus journeys to walking/cycling instead. There are too many buses currently, many of which run virtually empty at times.
7 The Overground needs to be adjusting to higher volumes of commuters.
PT21 - more action on diesel pollution required urgently
Better Train/Bus interaction Increased station cycle markings provisions
13.8 - we need to keep disabled residents on the top of our priorities, access to stations, buses etc 13.10 - Ticket machines should not replace counters with real people/staff=manning stations, help points.
T16,19,20. I like the idea of knowing when to expect for the busses as well as being safe while travelling in them. It will be good if passengers could be informed if busses are not running due to accidents in the road etc. Lower decks ought to be for elderly and disabled and should be enforced as people are not giving up seats for them.

