



Hackney Transport Strategy

2015-2025



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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

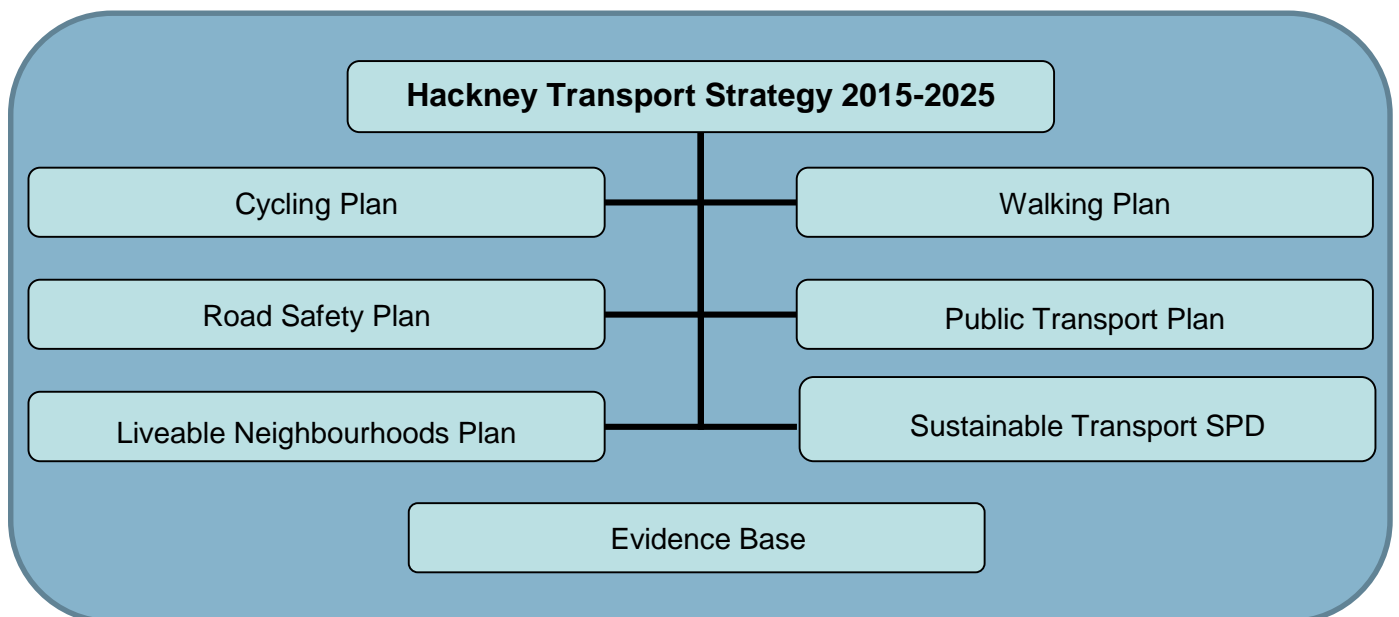
local government finances takes place- particularly in the latter part of the Strategy.

- 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
Managing Traffic growth	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>
Mode shift	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
Walking	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>
School Travel Plans	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.
Cycling	<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>Public Transport</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>Community Transport</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>Road Safety</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)

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- 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.

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- 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.

- 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:

“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 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.

Hackney Transport Strategy 2015-2025

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.

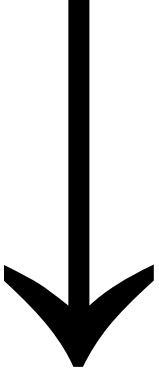
Guiding principles

- 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

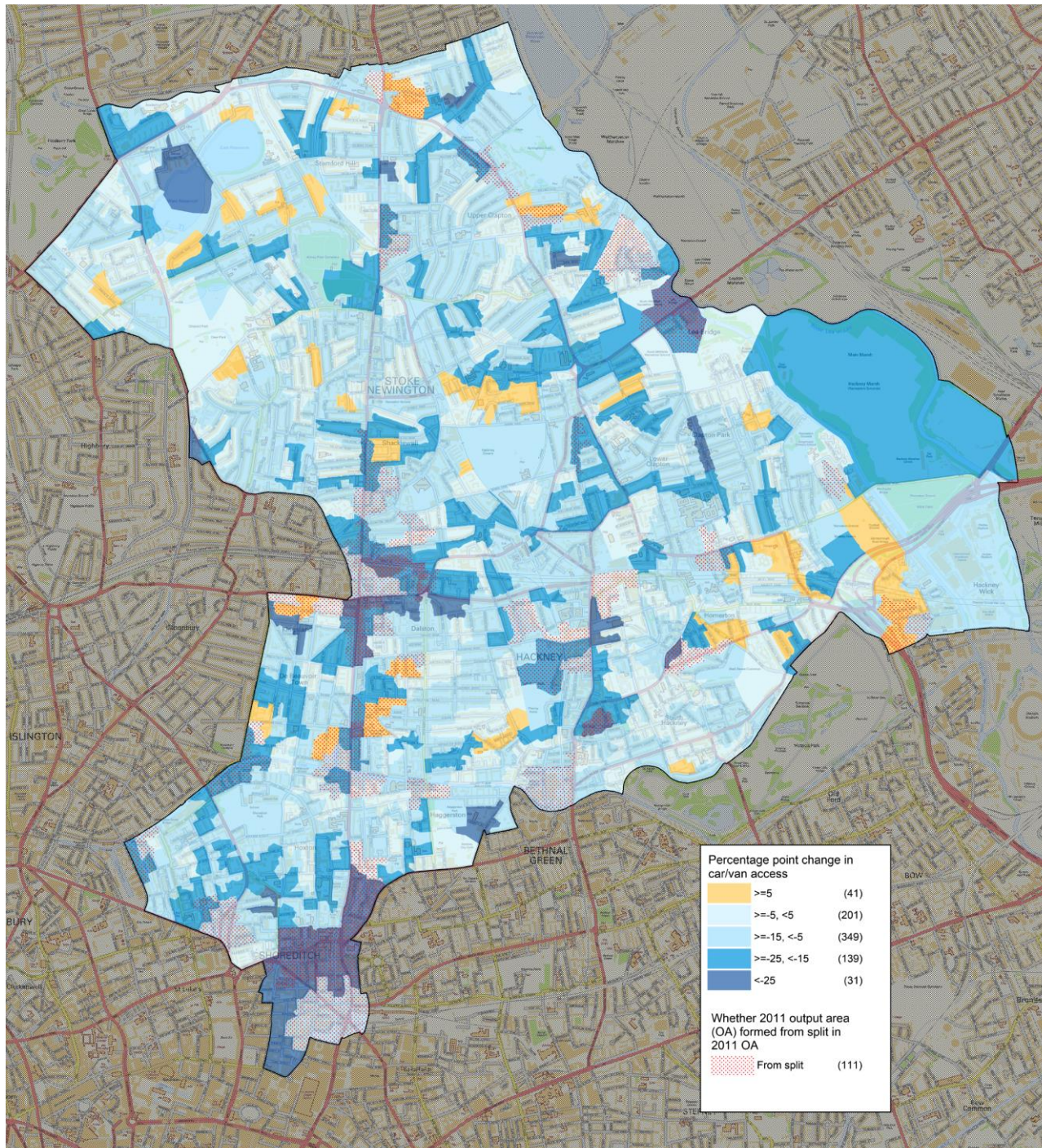
Introduction

- 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.

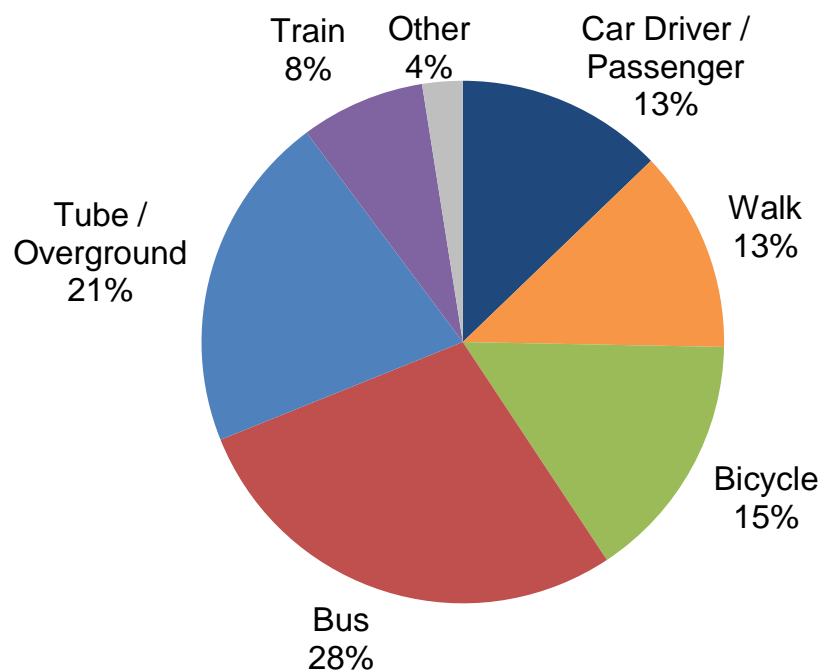
8.2.5 Other influences may also be contributing to this shift may include; the rising - cost of fuel; generally better and safer conditions for walking and cycling; and the rise of home working and more flexible arrangements. The

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.

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
All Commuters	100.0	100.0	100.0
Car Driver/Passenger	28.7	23.8	12.8
Bicycle	4.2	6.8	15.4
Public Transport Train/Tube/Bus	49.5	55.6	56.8

Hackney Transport Strategy 2015-2025

Notes :

1991 Data Note:

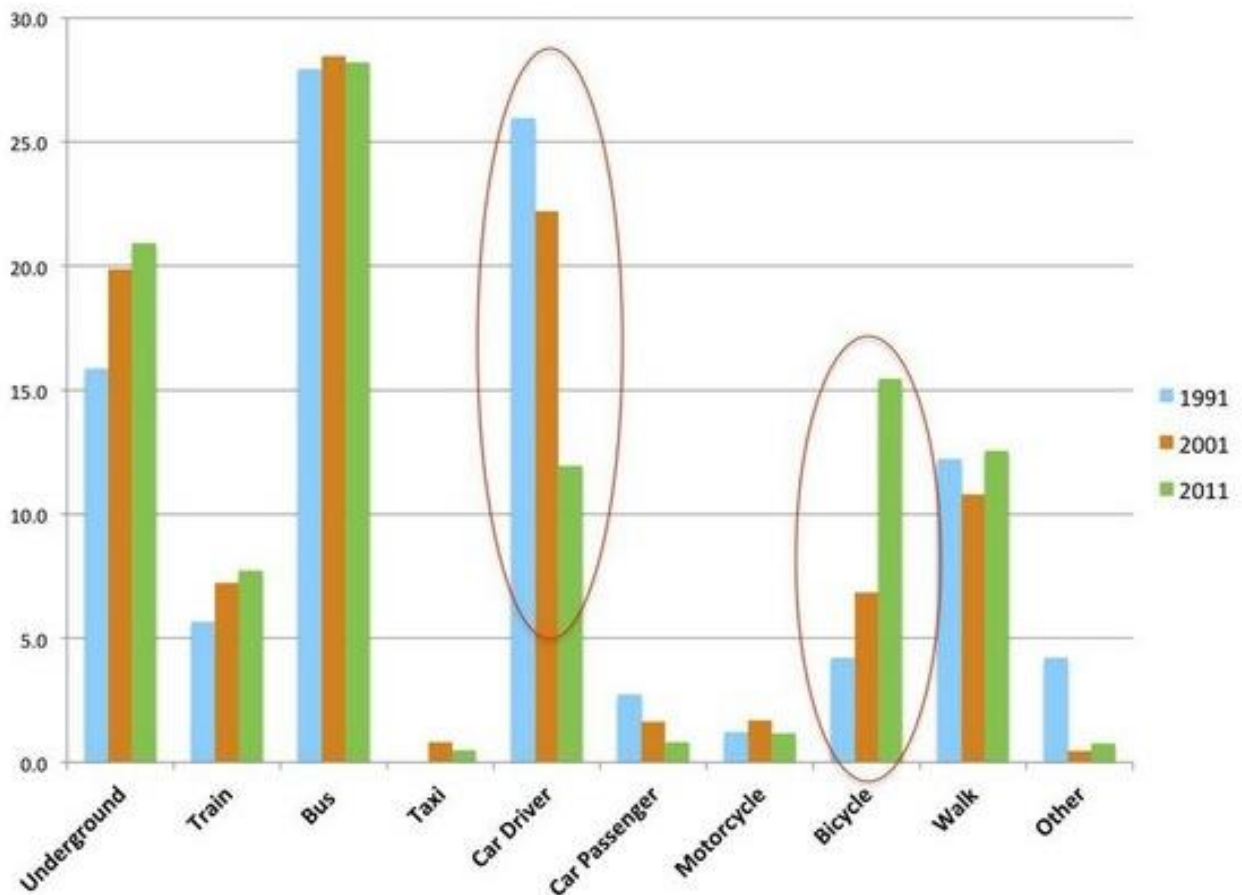
The denominator of Hackney Commuters used in the 1991 figures is derived differently from the other two years as the census methodology has changed and directly comparable data is not available. The data was based on a 10% sample and separate data on taxi use on the journey to work was also not separately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

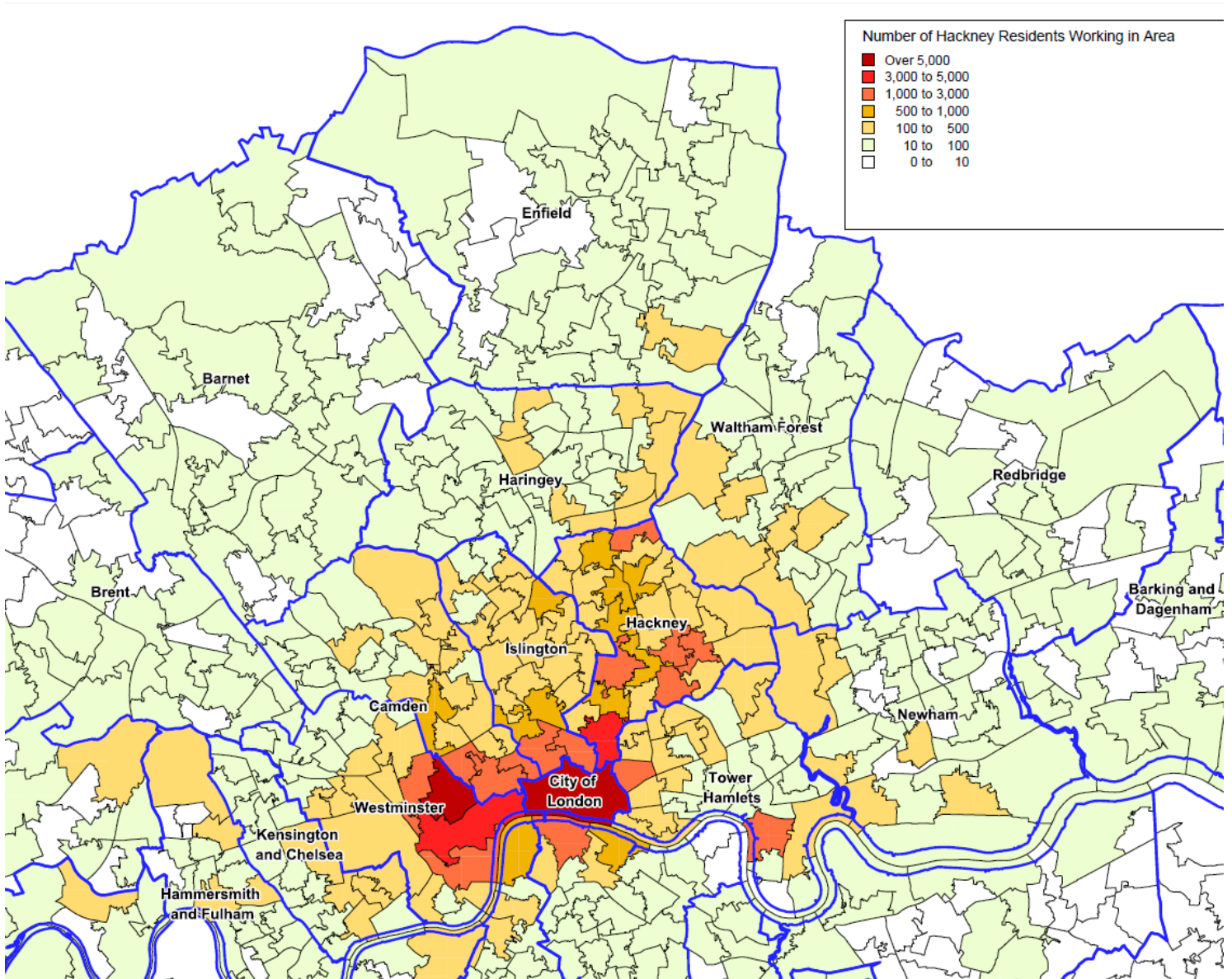
- Approximately 85% of Hackney's commuters travel to work by means other than the private car.
- Bus use is particularly popular as a means to travel to work, Hackney has more bus journeys than any other borough.
- Cycle journeys to work have dramatically increased from 4.2% in 1991 to 15.4% in 2011. 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

London Borough of origin	Number of workers travelling to Hackney
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

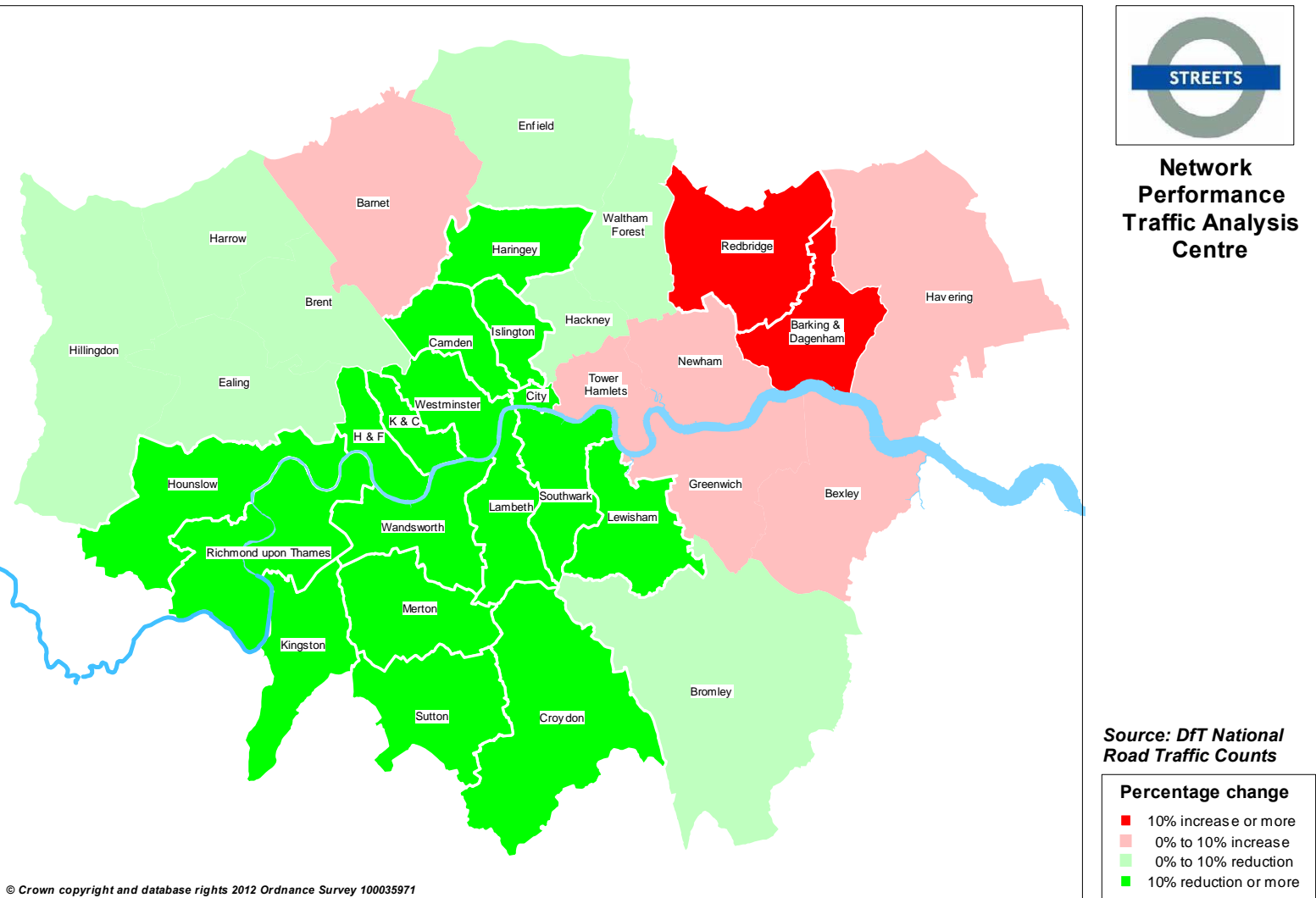
8.6 Changes in traffic levels in Hackney and surrounding boroughs

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 available in appendix 1:

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 (see appendix 2).

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:

- Severe overcrowding is expected on all rail and tube lines running south of Finsbury Park;

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- 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

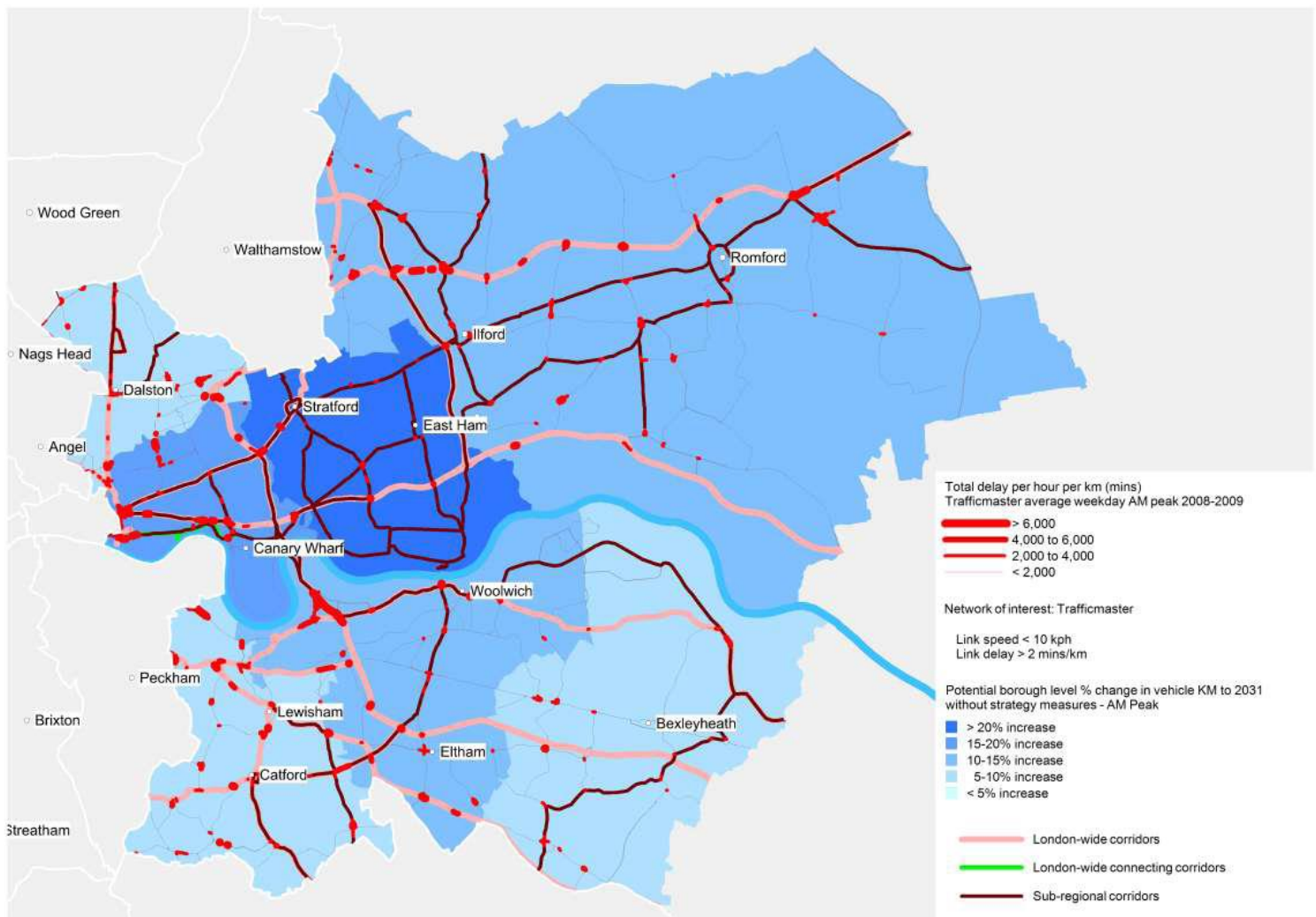


Source: Central London sub-regional transport plan 2012

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

Strengths	Weaknesses
<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 & 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>

Opportunities	Threats
<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 & 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 & 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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<p>Technological advances to facilitate people working from home and also providing real time travel information and route selection</p> <p>Improve walking & cycling connectivity to open space including Lea Valley Regional Park</p> <p>Use of canal and river networks (Blue Ribbon Network) to transport freight & waste</p>	
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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

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	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

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		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

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	<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>New Quietway Route along Lea Navigation towpath towards Coppermill Lane</p>	<p>Lea Valley Regional Park Plan</p> <p>TfL's East & South East London Sub-regional Plan</p>
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