

Future of Transport in Hackney Themes and questions

Economic Growth & Transport

The Panel

- Chair of SEG
- TfL
- LBH Cabinet - Cllr Nicholson
- LBH Economic Regeneration - Head of Economic Regeneration
- Union rep

The discussion will cover the importance of the transport system in supporting economic growth. How transport can impact the growth of businesses and connectivity to work - the ability of residents to take advantage of work opportunities.

Question	Response by
<p>1. How important is transport in supporting a growing local economy and local regeneration work?</p>	<p>A sustainable and well performing transport network is essential to supporting a successful local economy and in delivering economic growth and regeneration. The planning system and land use principles are based, among other things, on ensuring that new growth and development is delivered in areas which are accessible by public transport and therefore also focused on the promotion of sustainable modes of transport such as public transport, walking and cycling.</p> <p>Generally higher density development is permitted in areas of better public transport accessibility to promote sustainable transport.</p> <p>Improvements to specific stations and routes in certain places identified for growth and regeneration such as Town Centres, Regeneration Areas and Opportunity Areas can significantly unlock the potential for further growth and development in areas which have further capacity and deliver new homes, jobs and commercial space.</p> <p>An accessible, sustainable and well connected public transport network (in Hackney encompassing bus, rail, overground, underground and cycling and walking routes) is also essential in ensuring residents and business have the best possible access to employment, training and learning opportunities and that businesses can operate successfully in relation to recruiting and retaining staff, maximising their customer and client base, and serving their customers and clients.</p>

<p>2. What challenges does the changing patterns of transport pose to economic growth - specifically, the uptake in MaaS transport i.e. Uber etc. Transport that is putting people back onto the roads, causing an increase in congestion and a slowing down of travel times. Is there any data on this?</p>	<p>Transport for London and London Borough of Hackney</p> <p>From a road space point of view Hackney is concerned that the increase in demand from companies such as Uber could have contributed to a decline in bus use particularly at night time. This will impact harder on the less well off and people on low incomes who work shifts and rely on the bus to get to and from work. Bus speeds have fallen in London in the past 5 years in line with a decline in bus patronage. Buses have been delayed by general traffic congestion and by the effects of roadworks. This has increased journey times, which has affected passenger confidence in the service. We would welcome the publication of any data showing the impact on public transport trips in Hackney.</p> <p>The addition of more vehicles on the roads in London is not supported by the London Plan or the Hackney Local Plan due to the need to encourage more sustainable modes of transport. More vehicles on the roads could have a negative impact on economic growth due to longer journey times and people being less likely to travel on buses to job opportunities, less attractive streets, town centres and spaces, and more difficulty in servicing businesses which rely on regular deliveries and supplies to their premises to operate successfully.</p> <p><i>Transport for London have provided a separate response</i></p>
<p>3. What transport infrastructure or services are needed to ensure the local economy can thrive and continue to support growth at all levels of employment?</p>	<p>Successful ongoing provision of all sustainable modes of transport is essential. The need to enhance existing provision should be recognised based on existing and future demand, any shortfalls in the existing infrastructure and provision, and the opportunity for improvements to the current transport infrastructure to unlock further growth of homes and jobs (and access to these). Future transport priorities can be jointly agreed and taken forward for delivery by the relevant authorities - this approach is welcomed.</p>
<p>4. In relation to any proposed or current consultations. How do you plan to engage residents, community groups and other relevant stakeholders beyond normal means of consultation?</p>	<p><i>Transport for London have provided a separate response</i></p>

Investment & Development

The Panel

- Chair of SEG
- TfL
- LBH Cabinet - Cllr Nicholson / Cllr Demirci
- LBH Economic Regeneration - Head of Economic Regeneration
- Union rep

The discussion will cover transport developments, upgrades and investment in the infrastructure (planned and proposed). To consider if the investment and development of transport in the borough has provided positive growth for residents and supported the growth of businesses.

Question	Response by
1. What work is being undertaken to make the modes of transport sustainable?	Transport for London
2. With major transport infrastructure and spend governed by a pan-London authority, how can local authorities best influence decisions - do local authorities think they have a fair say, or does it feel remote? Are the processes for consultation robust?	<p>The Council is consulted about the money it receives from TfL annually through the Local Implementation Plan and this is subject to a great deal of discussion at both officer and Member levels.</p> <p>For major improvements to stations the Council has a good working relationship with TfL staff working on London Overground stations. Improvements were made at both Hackney Wick and Dalston Kingsland although financial contributions helped secure these. Discussions are continuing for improvements to Hackney Central and Hackney Downs following successful partnership work over the construction of the interchange there.</p> <p>The Council is also working in partnership with TfL over the removal of the gyratory at Stoke Newington and on proposals to reconfigure Seven Sisters Road. In contrast, proposals on changes to bus services are subject to very little discussion and debate and the general feeling is that these get imposed on the Boroughs</p>

<p>3. What is your consultation process and how do consultations get triggered?</p>	<p><i>Transport for London have provided a separate response</i></p>
<p>4. What investment is planned to support the growing number of commuters using the new transport infrastructure and interchanges in Hackney?</p>	<p><i>Transport for London have provided a separate response</i></p>
<p>5. How can the council support the delivery of zero carbon connectivity for transport? Can the council apply for the £2 million fund released from DFT to support the uptake of e-cargo bikes? What infrastructure is needed to support this?</p>	<p>London Borough of Hackney- Transport Team</p> <p>The Council has a longstanding policy to promote sustainable transport. Our Transport hierarchy, which can be found in our transport strategy, lists our priorities in terms of transport. Walking cycling, public transport are on top in that order, while private car ownership is somewhere near the bottom. This also reflects our resident's needs, as we have a continuous decline of private car ownership.</p> <p>At the same time, Hackney Council accepts that not every car journey can be switched to another mode of transport. For these car journeys we would be looking to switch them to electric or other forms of zero tailpipe emissions. Our programme to encourage EV use consists of both the provision of charging infrastructure as well as engagement.</p> <p>We have several policy targets and objectives that outline what we want to achieve regarding the transition to EV's. For example we have a target encourage a transition to EV's for taxis/PHV as well as car clubs and we aim for every resident to live within a 500m radius of a charging point by 2025, a target which we expect to meet by 2019.</p> <p>The Council also aims to be a leading borough in terms of greening the Council Fleet. With help of the Mayor's Air Quality Fund, Hackney has purchased more EV's, increased the amount of charging points in its depots or for example created a corporate pool-bike fleet, including cargo bikes.</p> <p>Hackney Council is committed to work with the Mayor</p>

of London to realise the Mayor's targets of becoming a Zero Carbon City by 2050 and the development of Zero Emissions Zones. We are leading the way with our Ultra Low Emission Streets, where non-ULEV-compliant vehicles are banned from entering a number of streets between 7-10am and 4-7pm Monday-Friday.

We aim to go further than just the ULEV and the MoL's ULEZ through our policies and our engagement and to truly set the scene for the Zero Emissions Zones. In proposed long term Local Implementation Project (LIP) funded projects, we recognise the expansion of the ULEZ and the concept that is the Zero Emissions zones.

On e-cargo bikes the Government has recently announced funding measures. If Local Authorities are eligible to apply for the government grant, this is definitely something that Hackney Council will look into. If the only eligible parties to apply for the grant are businesses, than this will definitely be promoted through our Zero Emissions Network, as it provides yet another avenue and incentive for businesses to switch.

In order to facilitate the transition to the future of Zero Carbon/Zero Emissions connectivity, we have to rethink how we use our space, both public and private. In facilitating these transitions, it is also important for local authorities to include the interests of other parties. We for example already see a pushback against charging infrastructure as it is regarding as street clutter and prohibits movements for impaired people. Furthermore, if everyone were to switch to an EV tomorrow, the power grid simply would not be able to cope.

e-Cargobikes and electric cars/vans are not alike normal cars/vans and thus have different needs. A normal parking space, off-street or on the public highway, would not be readily suitable for a cargobike or an e-van. When we redesign the public realm, or when we create development policies, these different

	<p>needs need to be taken into account.</p> <p>Lastly, Local Authorities need to focus on capacity and knowledge building regarding these new technologies and how to incorporate them in relevant layers of the decision-making process. There also needs to be more outreach and engagement to make people aware that these options are viable and needed if we want to achieve a Zero Carbon Future and solve problems such as air pollution and climate change.</p>
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Capacity & Connectivity

The Panel

- Chair of SEG
- TfL
- LBH Cabinet - Cllr Demirci
- LBH Public Realm - Head of Streetscene
- London TravelWatch
- Union rep
- Disability Groups

The discussion will cover capacity and connectivity taking into consideration the changes to bus routes and the management of stations and interchanges in relation to passenger numbers. Looking at the ability of Hackney’s transport system to respond to the growing numbers of passenger/commuters following the growth of the local economy e.g. Hackney Downs, Dalston, Clapton and Hackney Wick.

Question	Response by
<p>1. How do TfL make decisions about changes to bus routes? What factors are taken into consideration and what factors are excluded?</p>	<p><i>Transport for London have provided a separate response</i></p>

<p>2. What policies do TfL have in place to support the delivery of zero carbon connectivity for transport?</p>	<p><i>Transport for London have provided a separate response</i></p>
<p>3. What is the maximum capacity level before TfL decide further investment is needed in the transport infrastructure?</p>	<p><i>Transport for London have provided a separate response</i></p>
<p>4. LBH recently carried out a bus service consultation what was the outcome and resident views from this consultation?</p>	<p>Overall the Council received over 1600 responses. The majority of these were on-line and also included results from on-street surveys carried out by a specialist company. A number of interesting and helpful comments have been received. These include suggestions for re-routeing of bus services, missing links, parking problems identified and general comments The main issues raised include :</p> <ul style="list-style-type: none"> ● Better links from Stoke Newington and Stamford Hill to Homerton Hospital ● Strong support to maintain the link to Highbury & Islington on route 277 ● Strong support for the reinstatement of route 242 to serve the West End ● Overcrowding on the 393 ● More 243s in the morning ● Reinstatement of a 24 hour service on route 23673 to run in service to Stamford Hill ● Too many buses on Route 38 which slow down the service ● 48 only bus route which provides a direct link to Guy's Hospital ● Better bus links to Northumberland Park ● More rapid change over of drivers at bus stops ● More buses as peak times <p>A number of respondents have praised Hackney's bus service and warned against the impact of any cuts. Some corridors have been identified as not having enough buses (especially in the peaks) and better links to hospitals is emerging as a key theme. On service quality unreliability has been identified on a few routes as has driver behaviour but in general such comments are in the minority.</p> <p>A copy of the report of the survey is attached.</p>

Equality & Accessibility

The Panel

- Chair of SEG
- TfL
- LBH Cabinet - Cllr Demirci
- LBH Public Realm - Head of Streetscene
- London TravelWatch
- Union rep
- Disability Groups

The discussion will cover the impact of proposed transport changes on equality and accessibility for vulnerable groups like low income employment groups, the disabled and elderly. The discussion will also cover: the consultation process, costs, how the needs of vulnerable groups are taken into consideration, the risks and the actions taken to mitigate negative impacts.

Question	Response by
1. What consideration is given to people who work unsocial hours to get to and from work and people who are on a low income and considering their access to buses when making decisions about changes to bus services?	<i>Transport for London have provided a separate response</i>
2. What action is being taken to mitigate the risks and negative impact from the changes to the bus services for vulnerable groups – low income, disabled and elderly - in Hackney?	<i>Transport for London have provided a separate response</i>
3. What incentives does the council provide to staff to encourage cycling, walking, carpool, or use of public transport to commute to and from work? Can the council encourage local businesses, hospitals, schools etc to adopt policies that encourage the above?	The Council operates a pool bike scheme for staff use. This includes cargo bikes so equipment can be carried. In addition we run the cycle to work scheme offering a financial incentive to purchase a bike together with a trail bike scheme. To encourage staff to walk to work we have in the past held a walk to work incentives with a free coffee or piece of fruit provided. To encourage staff to use public transport interest- free season ticket loans are provided. Pool cars are provided for use by Council staff and we carry out an annual survey to work to understand staff travel habits. School, local businesses and hospitals are incentivised to promote

	<p>sustainable travel through travel plans and we offer free cycle training to people who live, work or study in Hackney. In our Zero Emissions Network area in Shoreditch we have offered free Dr Bikes sessions and given grants to local businesses to provide measures to encourage cycling such as showers and pool bikes. We have also free membership of Zip Car, Drive Now and Enterprise Car Club as well as free driving credits. We are also encouraging local businesses there to use cargo bikes and to switch to electric taxis. Further sustainable transport measures are being developed.</p>
<p>4. What policies do TfL have in place to ensure the transport and provision of services for local economies encourage cycling, walking or to use public transport to commute to and from work?</p>	<p><i>Transport for London have provided a separate response</i></p>
<p>5. How are vulnerable groups like the disabled or people with low income taken into consideration when decisions are being made about changes to transport routes and services?</p>	<p><i>Transport for London have provided a separate response</i></p>
<p>6. How do TfL capture the needs of disability groups in relation to the provision of transport services and bus routes?</p>	<p>Transport for London</p>