Hackney Transport Strategy

Annual Monitoring Report 2019

Hackney

HDS11443

Introduction

This report is the first in a series of annual monitoring reports designed to measure progress towards making the vision in the Hackney Transport Strategy become a reality and making sure that we are measuring to what extent our projects and interventions are truly effective.

Hackney Transport Strategy Vision Statement

By 2025, Hackney's transport system will become a model 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.

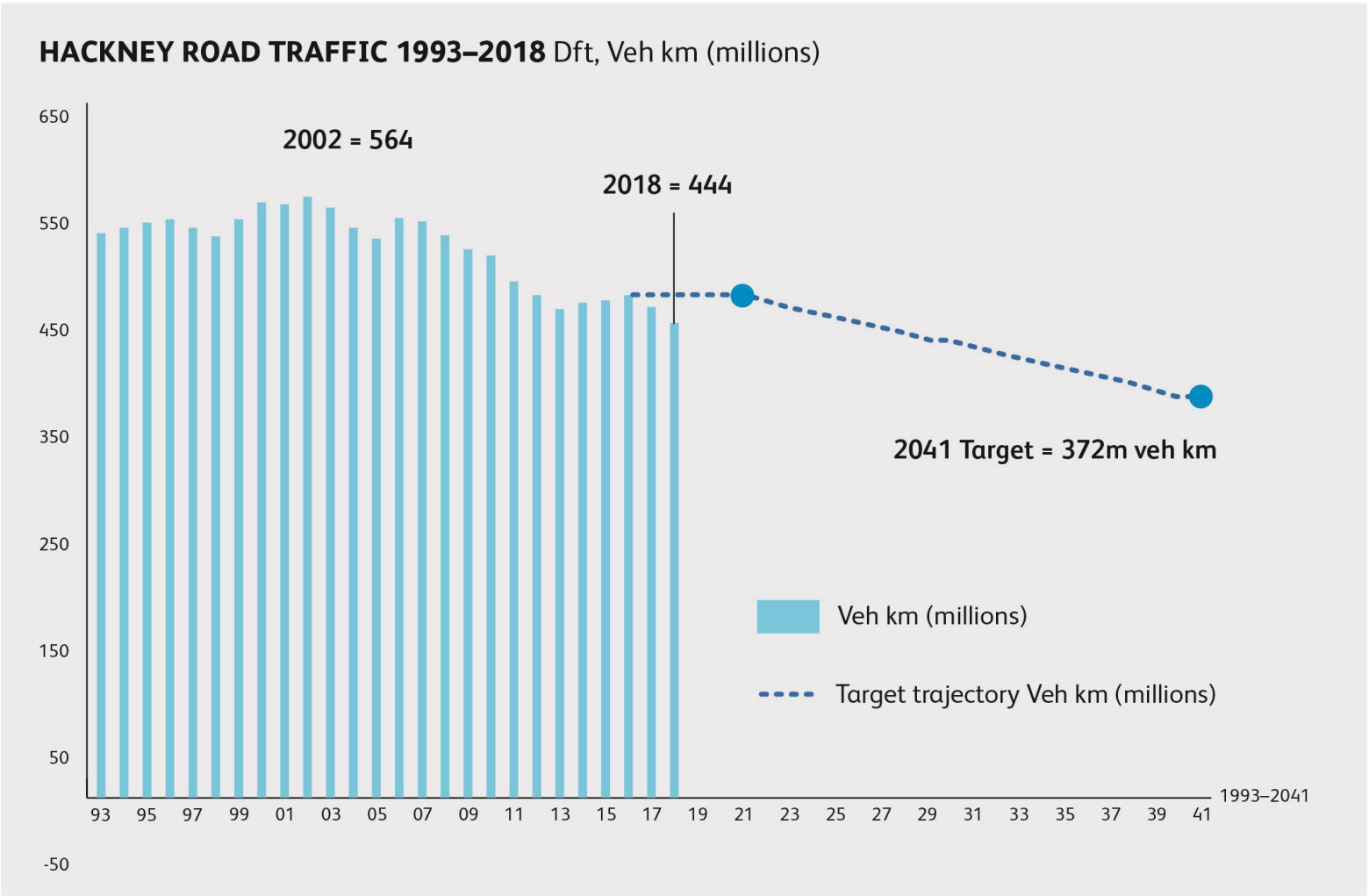
This report highlights how Hackney's transport policies are performing to make improvements in transport accessibility, environment, air quality, active travel and road safety. It also includes information on some the underlying projects designed to deliver progress.

The targets associated with these indicators originate in the Hackney Transport Strategy (2015), the borough's (transport) Local Implementation Plan (2019-22) and the Mayor of Hackney's Manifesto Commitments. This report brings together Hackney-specific outcomes from a number of other agencies such as Transport for London (Travel in London reports, London Travel Demand Survey, traffic casualty statistics, iBus), Department for Transport (Traffic counts, vehicle ownership statistics), Greater London Assembly and census statistics,

The targets are a mixture of short and medium-term targets for 2020 and 2025, and long term targets for 2041. The graphics featured in this report represent a selection of the 28 indicators which form part of these two strategies. A list of the indicators not featured in this report along with current performance the date of the next update can be found in **Appendix A**. In future, each report will explore a slightly different selection of indicators depending on current topics of interest and when new data becomes available.

Contents

Road traffic

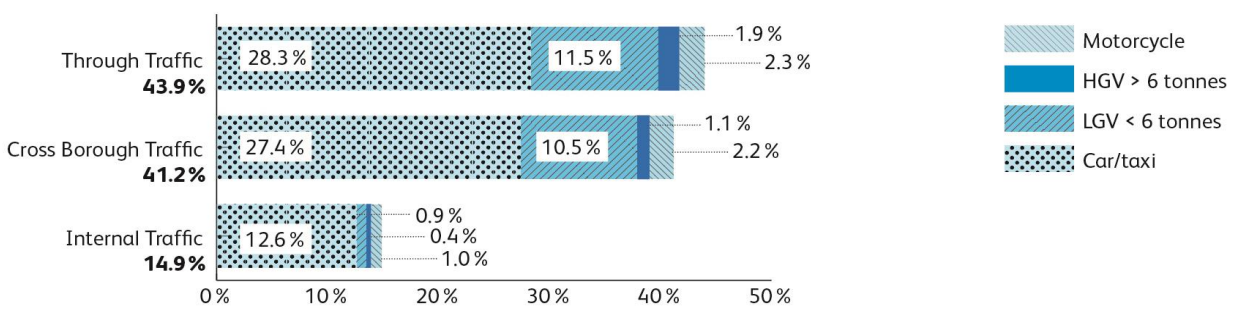


There has been a long-term trend of reducing road traffic levels in Hackney, which by 2013 had declined 19% from the peak in 2002. From 2014 to 2016, the decline appeared to be levelling off with traffic levels even increasing slightly. Hackney has now set a long-term target to continue to reduce traffic further with a 20% reduction (from 2017) target for 2041.

FOCUS ON Through Traffic in Hackney 2018

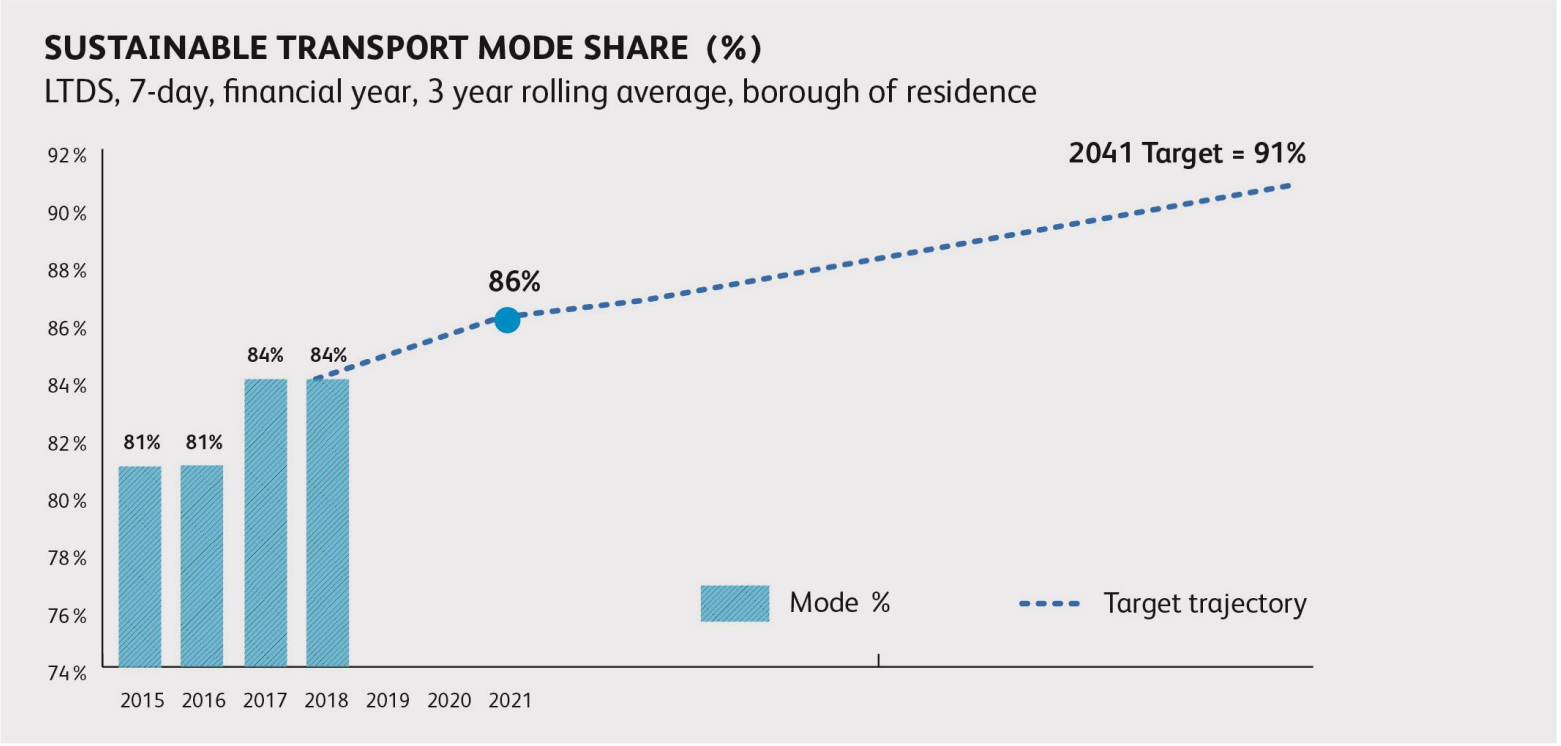
In 2018, Hackney commissioned a study which found that 44 % of all of motor traffic in the borough was 'through traffic', passing through Hackney on its way to other places, while less than 15 % of traffic consisted of local trips. As part of its overall traffic reduction strategy, Hackney is considering how this type of traffic, which brings no economic benefit to residents, can be reduced.

WEEKDAY TRAFFIC IN HACKNEY IN 2018 Through Traffic in Hackney study (veh km)



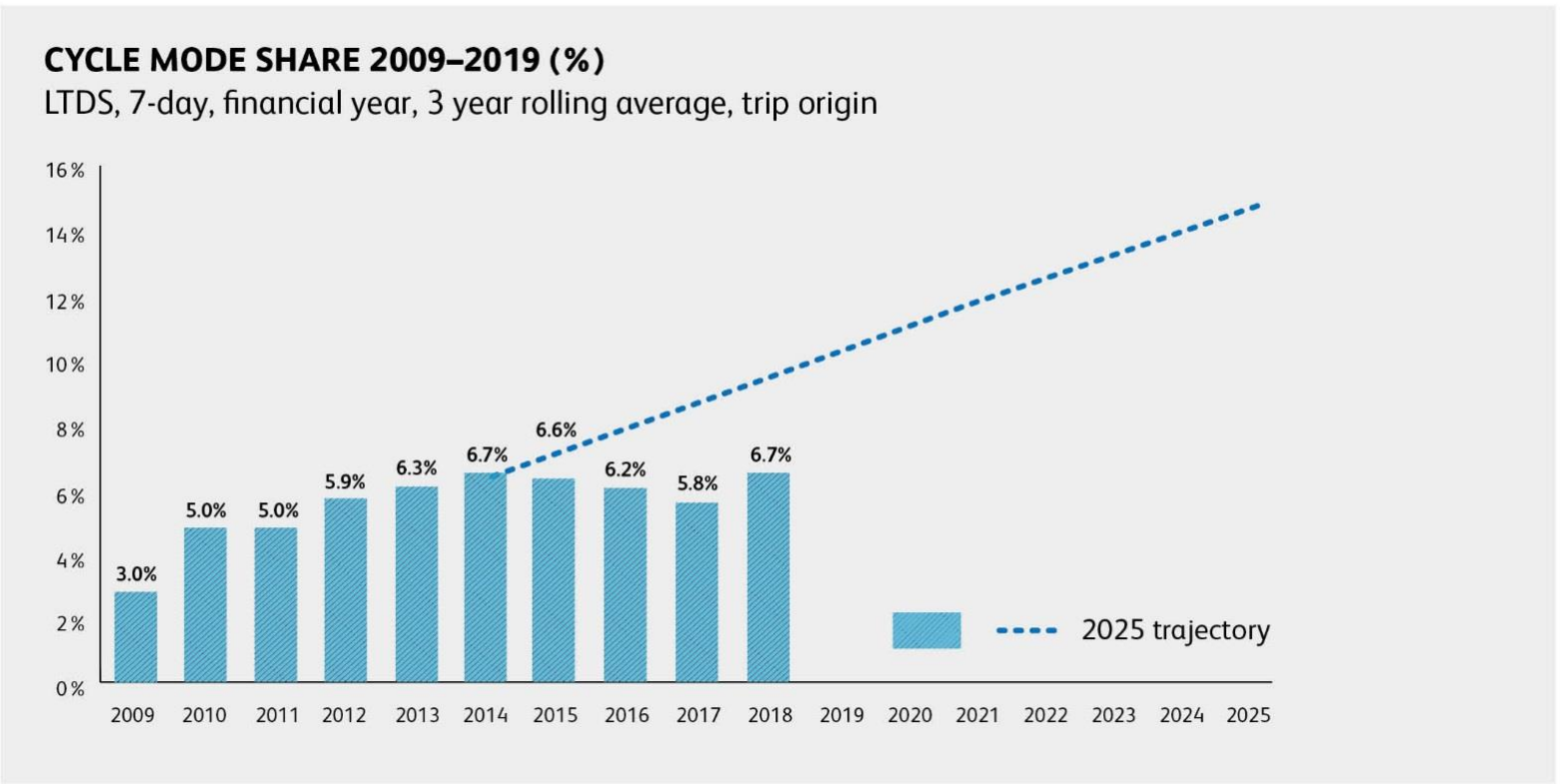
The 'Through Traffic in Hackney study, which used GPS vehicle data, defined 'through traffic' as traffic arising from trips which began outside the borough and passed through the borough before ending outside the borough. 'Cross-borough traffic' was defined as trips which had one trip origin or destination inside the borough and the other outside the borough. 'Internal traffic' was defined as traffic arising from trips which both began and ended inside the borough. The study excluded traffic which passed through the borough but did not leave the A12.

Sustainable transport mode share



The proportion of sustainable transport trips is defined as the proportion of trips by walking, cycling or public transport taken by Hackney residents. The Mayor of London's Transport Strategy sets ambitious target of raising the proportion of such trips taken by Londoners as a whole to 80% by 2041. Hackney has been excess of that target for a number of years and now has a Local Implementation Plan target for 91% of trips to be sustainable by that date.

Cycle mode share



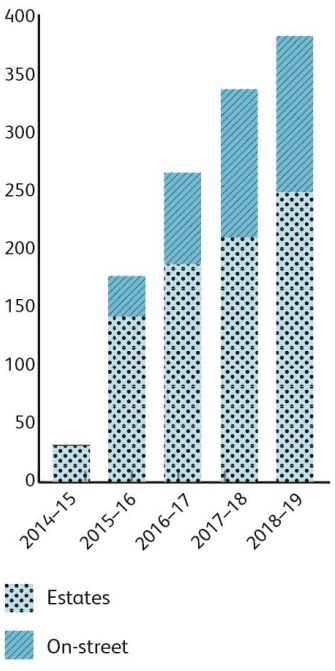
While Hackney's cycle commute rate reached an impressive 15.4% in 2011, the proportion of all trips by cycling, which is updated on an annual basis by the London Travel Demand Survey (LTDS), has always been much lower than this. After four successive years of falls in this measure the cycling mode share recovered to 6.7% in 2018, but meeting the Hackney Transport Strategy's 15% by 2025 target will be challenging.

Encouraging cycling uptake

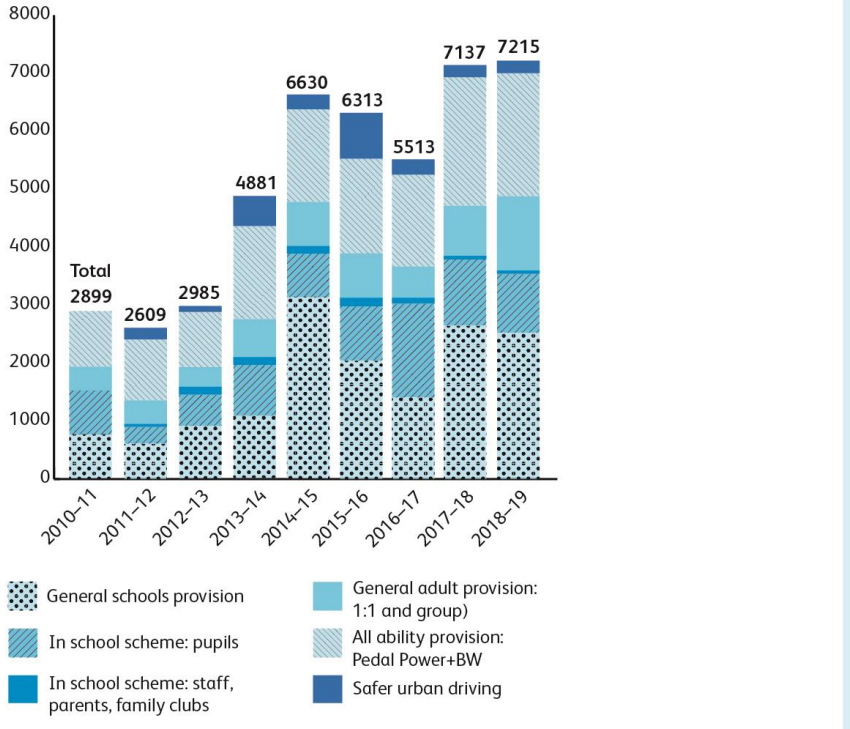
Cycling uptake in the borough is also being supported through infrastructure, training and promotional measures. These include:

- The installation of secure on-street cycle hangars
- Installing permeability filters to stop rat-running of traffic in residential areas (110 installed so far)
- Cycle routes (Quietways 2, 13, 6 and 11; Cycle Superhighway 1, Wick Road cycle route and Greenways in parks)
- Cycle training (over 45,000 people trained since 2010)

CYCLE HANGAR PROGRAMME 2014–2019 Streetscene



HACKNEY CYCLE TRAINING 2010–2019 Streetscene, numbers trained



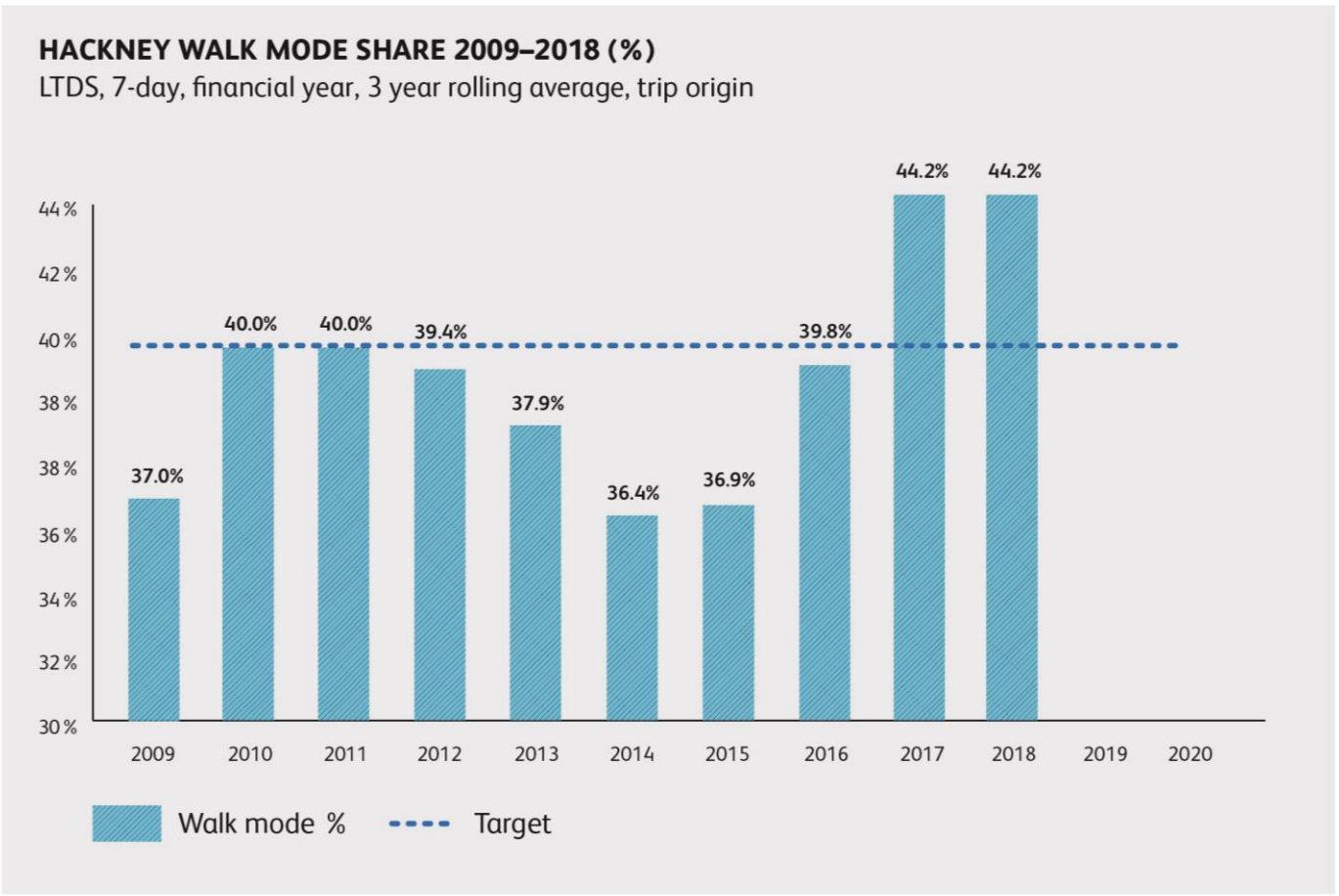
Cycling training data 2010–2019	2010 –11	2011 –12	2012 –13	2013 –14	2014 –15	2015 –16	2016 –17	2017 –18	2018 –19	TOTAL
General schools provision	763	609	917	1088	3134	2039	1406	2650	2522	**15128**
In school scheme: Pupils	761	290	538	881	752	941	1619	1134	1018	**7934**
In school scheme: Staff, parents, family, clubs		52	136	135	134	145	100	64	56	**822**
General adult provision: 1:1 and group	415	408	338	656	761	766	538	867	1278	**6027**
All ability provision: Pedal power+BW	960	1049	953	1603	1595	1633	1588	2214	2125	**13720**
Safer urban driving		201	103	518	254	789	262	208	216	**2551**
TOTAL	**2899**	**2609**	**2985**	**4881**	**6630**	**6316**	**5513**	**7137**	**7215**	**46182**

Ten years of training

More than 45,000 people have received cycle training in Hackney since 2010 with a record number being trained in 2018/19. This includes training given to primary and secondary schools; adult cycle training and all-ability (Special Educational Needs/disabled) cycle training. The borough also funds cycle training delivered as part of the Safe Urban Driving programme where drivers of freight vehicles (a major source of road danger for cyclists) receive cycle training to give them an insight into a cyclist's experience of using the road.

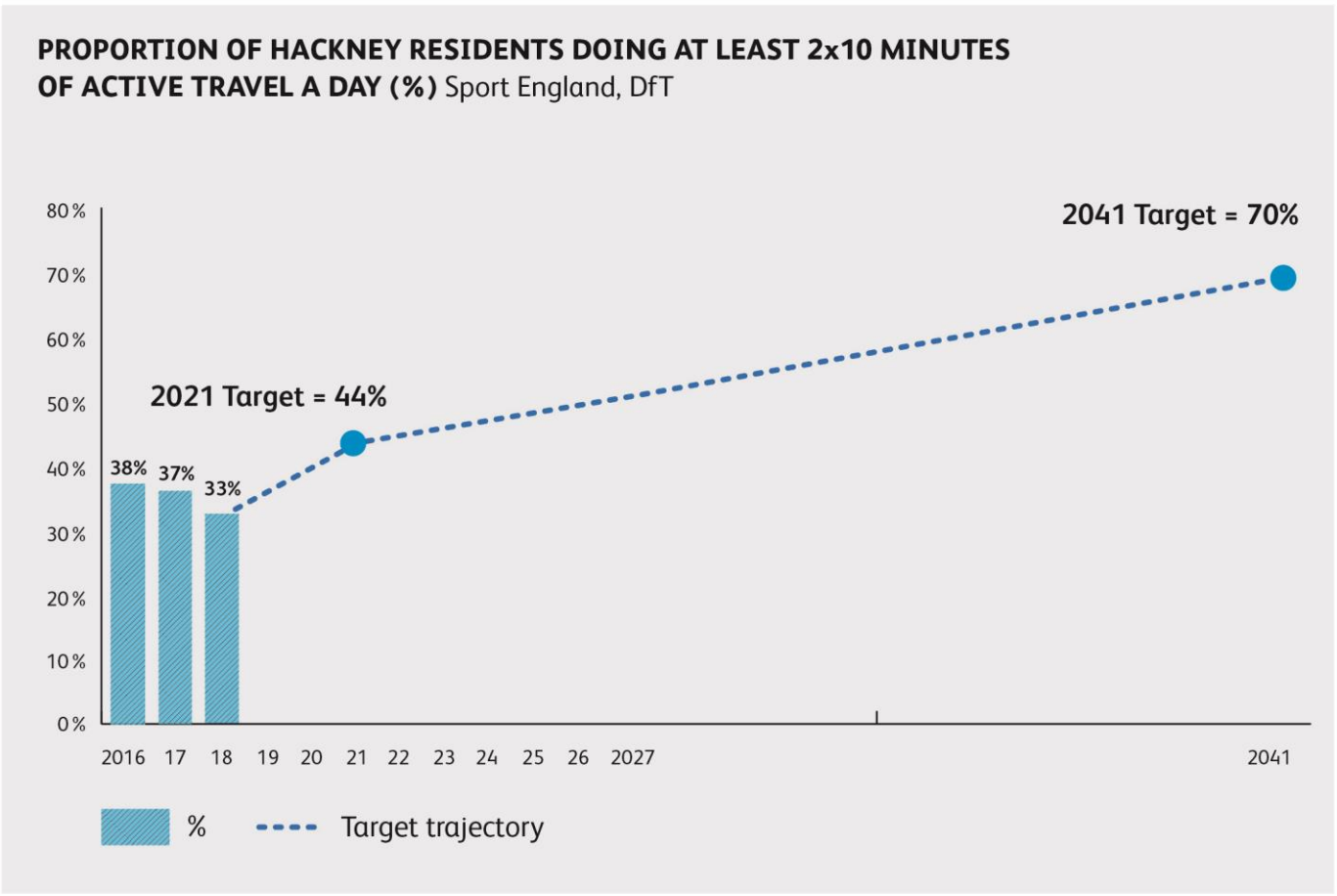
View of one of Wick Road's new segregated cycle tracks, installed as part of changes that reintroduced two-way traffic to the road. The changes are aimed at improving cycle permeability and access to the Olympic Park.

Walk mode share



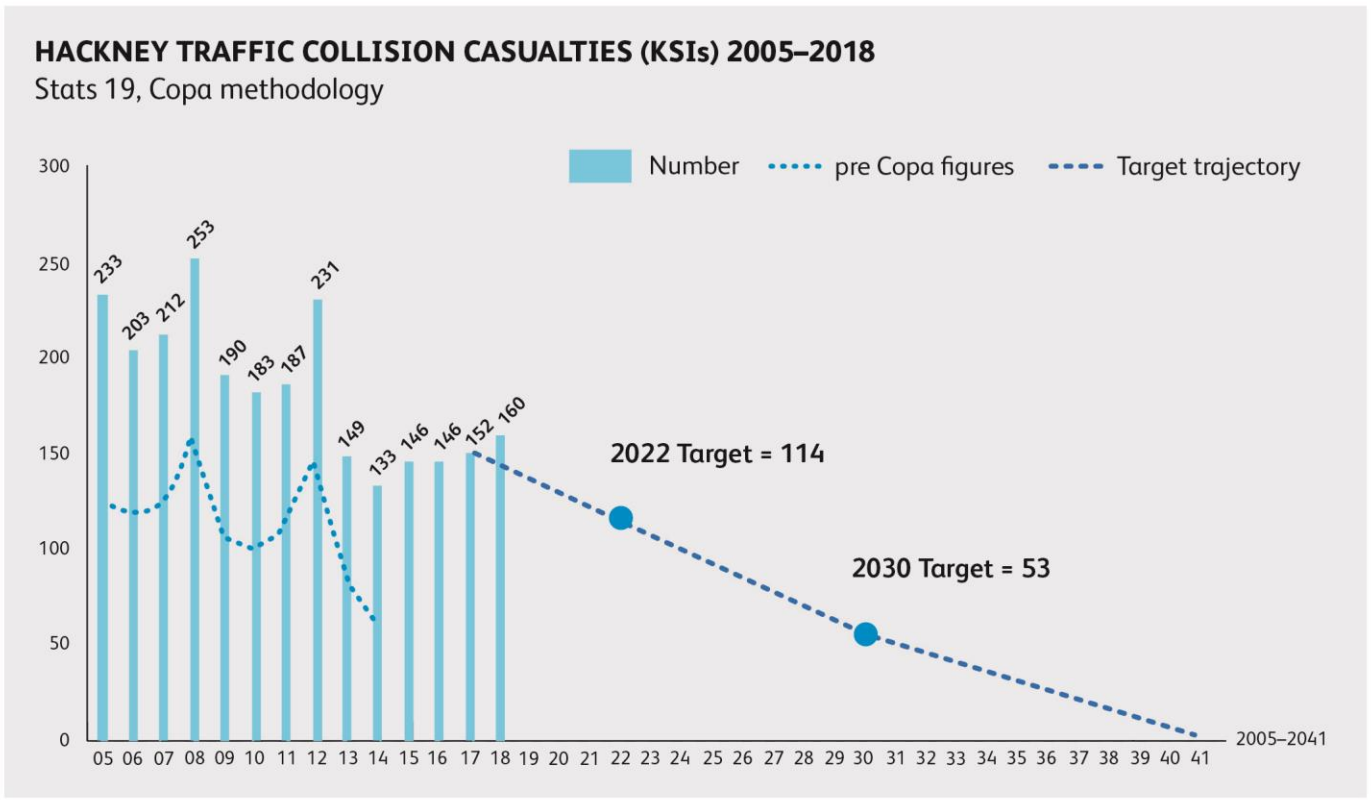
The latest data from the London Travel Demand Survey (LTDS) shows that Hackney is London's leading walking borough with a mode share of 44.2%, ahead of Camden and Islington (41.5% and 41.4% respectively). While the historic trend shows a degree of fluctuation in this measure, Hackney appears on course to maintain (or possibly exceed) its transport strategy target of maintaining a 40% walk mode share.

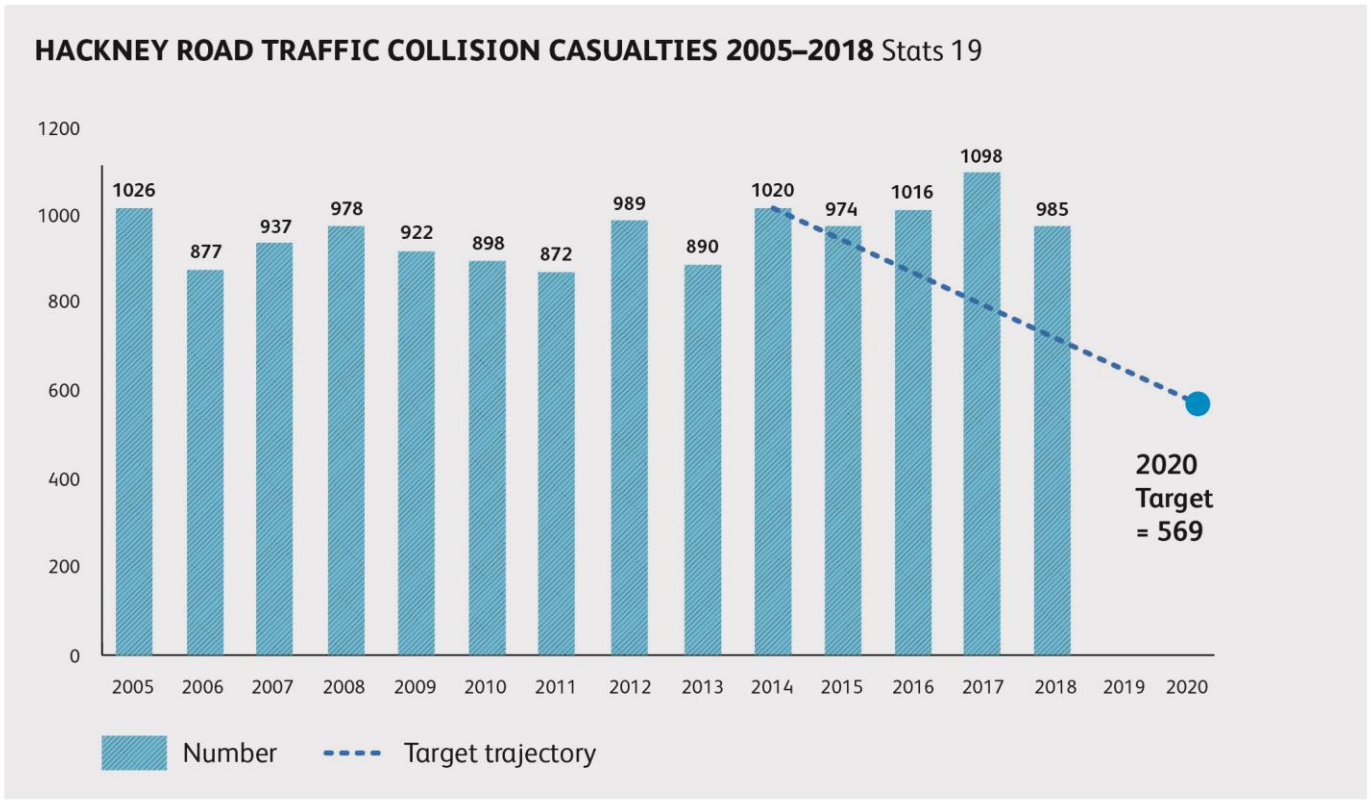
Active travel



Despite high levels of walking and cycling trips, the percentage of residents doing at least two periods of active travel of 10 minutes each day (walking and cycling) is still only 33% and is lower compared to a dozen or so other London boroughs (Camden and Islington, for instance have active travel rates of 45% and 44% respectively).

Road danger reduction





In line with the Mayor's Transport Strategy, Hackney has set itself a 'Vision Zero' goal of reducing the number of people killed or seriously injured - KSI - on roads in the borough to zero by 2041. The task appears more difficult since the introduction of a new case overview preparation application (COPA) reporting methodology in 2016 which had the effect of reassessing a significant number of casualties previously regarded as 'slight' and reclassifying them as 'serious'. The new methodology has since been applied retrospectively to data going all the way back to 2005. The figures show that progress made in reducing KSIs up until 2014 has been reversed although the figures are still considerably lower than those seen ten years ago. For comparison the old methodology figures are also shown on the graph above up until 2014.

Separately, the figures for all road traffic collision casualties (not affected by the change in methodology) have been disappointing in recent years in the context of the 2020 Hackney Transport Strategy target although the 2018 figure looks more promising.

Vision Zero

Improving road safety and reducing road danger to achieve Vision Zero involves a combination of engineering measures to make the road network safer and road safety behaviour programmes aimed at vulnerable road users. Interventions in the borough include

- School Streets - timed road closures banning cars around schools at school opening and closing times. As well as the aim of improving road safety there are air quality and congestion benefits. Seven in operation in 2019 including:
    - St John the Baptist Primary School
    - Gayhurst Primary School
    - Millfields Community School
    - Tyssen Primary School
    - London Fields Primary School
    - Audrey Street
    - Detmold Road

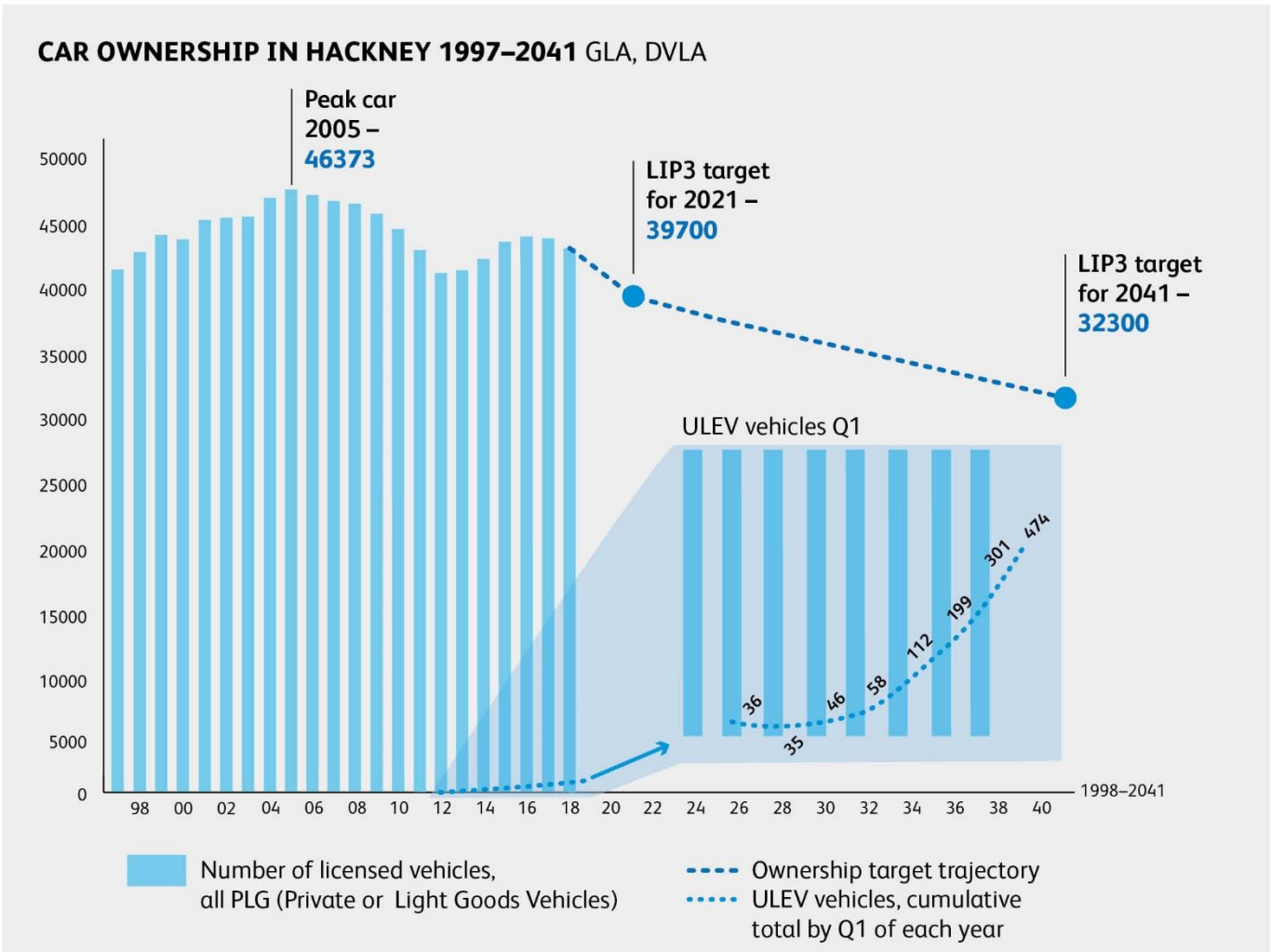
- Junior Road Safety Officers scheme
- Safer crossings campaigns including ‘Respect the Zebra and ‘Stop Means Stop’
- Child car seat awareness promotions.
- New and upgraded pedestrian crossings
- Junction treatments to improvement cycle safety

St John the Baptist Primary School Launch event

Rainbow crossing on East Road near the junction with City Road

Engagement work is focussed on making road crossings safer

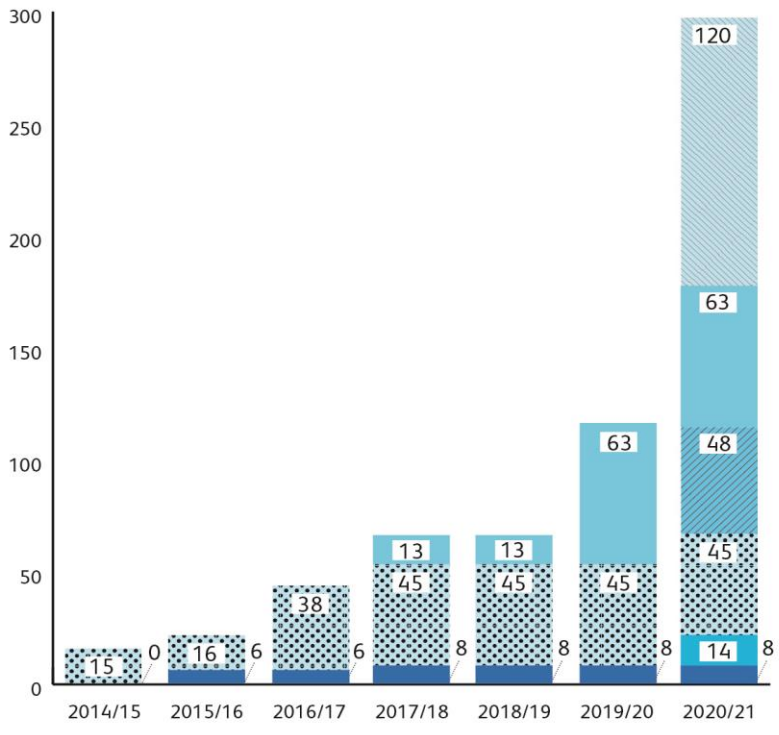
Car ownership and ultra-low emission vehicles (ULEVs)



Hackney has one of the lowest levels of car ownership in the country, with only 34% of Hackney's households owning motor vehicles according to the 2011 census. This proportion is reflected in the absolute number of motor vehicles registered in the borough which by 2011 had fallen 13.5% from the peak in 2005. Since then, perhaps reflecting population growth, the absolute number of cars increased 6% from the low point. The borough has now set itself a long-term target of reducing the number of cars in the borough by 24% from current levels by 2041. An increasing proportion of these vehicles will be Ultra Low Emission Vehicles (ULEV) but these are still very low in number and there is still a long way to go in encouraging ULEV ownership.

FOCUS ON Electric Charging Infrastructure

PUBLIC EV CHARGE POINTS* 2014–2021
Streetscene



*A 'charge point' refers to the number of vehicles which can be charged simultaneously, in some cases there is one unit but two vehicles can charge so there are two charging points.

There are plans to more than double the number of public electric vehicle charging points[1] in Hackney in the coming financial year from the 116 installed on street to 298 by the end of the financial year 2020/21. The bulk of the new installations will be lamp column mounted charging points where the user provides their own smart charging cable and are relatively inexpensive compared to more traditional electric vehicle charging posts. The goal that 80% of residents should be within 500 metres of a charging installation by 2022 is now well on its way to being met. We are also currently exploring a more ambitious programme beyond this target perhaps installing up to two charging installations on every street.

2019 (%)	2022 TARGET	2019 PERFORMANCE
Proportion of Hackney residents within 500 metres of an electric vehicle charging point	**80%**	**67%**

[1] A 'charge point' refers to the number of vehicles which can be charged simultaneously, in some cases there is one unit, but two vehicles can charge so there are two charge points.

Other Streetscene indicators

Indicator	Policy[3]	Data Source	Frequency	Next update	Current Performance	Target
% of Hackney residents cycling to work	C2	Census, 2021	10 Years	2021	15.4% in 2011. Workplace travel plans. Census data required due in 2021. Lack of data from WTP surveys.	**25% by 2025**
% of Hackney Council staff cycling to work	C3	Streetscene	Annual	2020	Council Travel Plan 2017/18=17% 2018 survey=15%	**28% by 2025**
% of Hackney primary school children cycling to school	C4	Streetscene	Annual	2020	Whole School Cycling 4.93% (15/16) 5.71% (18/19)	**5% by 2025**
% of Hackney secondary school children cycling to school	C5	Streetscene	Annual	2020	Baseline in 2015 was 1.5%. 16/17 was 2.0%. One local school refuses to let children cycle to school. 2.97% (18/19)	**15% by 2025**
Increasing % tree canopy coverage in the borough	LN1	Streetscene (GIS and Tree Officer), OSCCA, software BlueSky aerial images, once every three years	3 Years	2020	2010 – 18.5% 2014 – 21.1% 2016 – 18.8%	**25% by 2025**
% of car club/ sharing vehicles in the borough are zero tailpipe emission capable	LN27	Streetscene	Annual	2020	18% (2019)	**50% by 2025**
% of 'fully accessible' bus stops	PT20-b	Streetscene	Ad Hoc	2020	Achieved in Hackney 97.6% by 2015. 2018 99% accessible. Only one bus stop inaccessible.	**95% by 2016**

[3]Hackney Statutory Local Implementation Plan (2019–2022) targets are prefixed with a T. All other targets come from the Hackney Transport Strategy (2015-2025). They have suffixes from the various Plans which they come from which form part of the strategy. C= Cycling Plan; W= Walking Plan; LN=Liveable Neighbourhood Plan; PT= Public Transport Plan; RS= Road Safety Plan.

Indicator	Policy[3]	Data Source	Frequency	Next update	Current Performance	Target
% of Hackney residents walking to work	W2	Census, 2021	10 Years	2021	2011 – 12.6%	**15% by 2025**
% of schoolchildren (primary + secondary combined) walking to school	W3	Walk to School Project	Annual	2020	61% (15/16) 60.8% (18/19)	**70% by 2025**
% of Hackney residents living within 400m of the London-wide strategic cycle network	T9	Streetscene, GIS	2 Years	2020	TfL Baseline for Hackney is 20% in 2016. Hackney estimates 69% in 2018 and an estimated 85% of Hackney residents by 2022	**100% of Hackney residents living within 400m of the London-wide strategic cycle network by 2041; interim target of 46% by 2021**
% of Hackney households with access to secure cycle parking in the form of hangars (C39, C40)	T11	Streetscene	Annual	2020	43% (April 2019)	**50% of Hackney Households will be within 100 metres of a hangar or other off-street secure cycle parking solution by 2025**
NOx emissions [in tonnes] from road transport	T15	London Atmospheric Emissions Inventory, TfL Kings College Modelling, updated about every three years, 2016 data is available in 2019. So there is a three year time lag	3 Years	2022	Observed 530 tonnes (2013) Observed 430 tonnes (2016)	**A 94% reduction in road transport NOx emission by 2041; Hackney set target of 160 tonnes by 2021 and 20 tonnes by 2041.** **Baseline 2013**

Indicator	Policy[3]	Data Source	Frequency	Next update	Current Performance	Target
CO2 emissions [in tonnes] from road transport	T16	London Atmospheric Emissions Inventory, TfL Kings College Modelling, updated about every three years, 2016 data is available in 2019. So there is a three year time lag	3 Years	2022	Observed 126,700 tonnes (2013) Observed 121,833 tonnes (2016)	
PM10 emissions [in tonnes] from road transport	LN3 T17	London Atmospheric Emissions Inventory, TfL Kings College Modelling, updated about every three years, 2016 data is available in 2019. So there is a three year time lag	3 Years	2022	Observed 40 tonnes (2013) Observed 37 tonnes (2016)	**A 45% reduction in road transport PM10 emission by 2041; Hackney set a target of 32 tonnes by 2021 and 18 tonnes by 2041.** **Baseline 2013**
PM2.5 emissions [in tonnes] from road transport	T18	London Atmospheric Emissions Inventory, TfL Kings College Modelling, updated about every three years, 2016 data is available in 2019. So there is a three year time lag	3 Years	2022	Observed 23 tonnes (2013) Observed 20 tonnes (2016)	**A 53% reduction in road transport PM2.5 emissions by 2041; Hackney set a target of 15 tonnes by 2021 and 9 tonnes by 2041.** **Baseline 2013**

Indicator	Policy[3]	Data Source	Frequency	Next update	Current Performance	Target
Gap in travel times between the total network and the step-free network	T22	TfL Strategic Models	Annual	2020	Current difference (2015) is 11minutes based on 68 minute average journey time using full network Observed 2018 – full network 68 minutes, Step Free 76 minutes, Difference 9 minutes	**Hackney set a target of 60 minutes average journey time using the full network and 62 minutes average journey time using the step-free network** **77% reduction in time difference (2015–2041).** Nb allowing for rounding errors the target gap between the two networks is 3 minutes rounded up from 2.53 minutes.
Daily number of public transport trips	T23	Streetscene	Annual	2020	Observed 190,000 2013/14–2015/16; 181,000 2014/15–2016/7; 165,000 2015/16-2017/18	**Hackney set a target of 214,000 public transport trips per day by 2021 and 265,000 by 2041**
Average bus speeds in minutes	T24	TfL iBus	Annual	2020	Observed 8.0mph in 2015/16; 8.1mph in 2016/17 and 8.0mph in 2017/18	**Hackney set a target of 15% increase to 8.3mph by 2021 and 9.2mph by 2041**