Hackney Transport Strategy

Draft Evidence Base



have your say

Hackney

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please email:
consultation@hackney.gov.uk

We will consider your request and get back to you in five working days.

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Towards a new Hackney Transport Strategy….

A new Hackney Transport Strategy is being developed to replace the existing Hackney Transport Strategy 2015-25 to guide transport investment in the borough up to the year 2035 and will be based on the priorities set in the Hackney Strategic Plan.

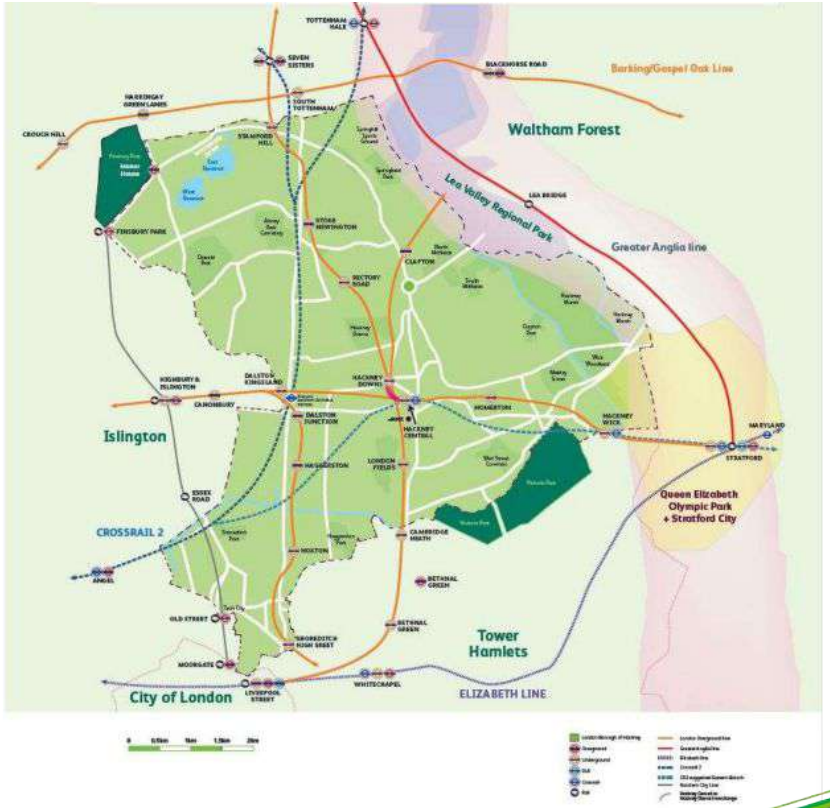
- For a Fairer Safer Hackney
- For a Greener Healthier Hackney
- For Every Child in Hackney

The new ten year transport strategy is intended to:

- Create a Vision for Hackney in 2035 that shows how the transport system will adapt to tackle the transport issues and wider problems facing the borough
- Provide a rationale and evidence base for why change is needed
- Detail an action plan that will evolve over time

This draft evidence base contains:

- A snapshot of where we are now
- How did we do against the 2015 targets?
- What are the current and emerging transport issues going forward?



Hackney

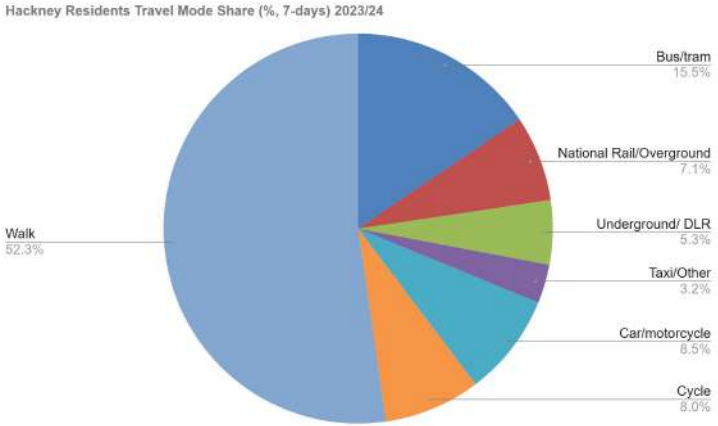
Borough background: How do Hackney residents travel now?

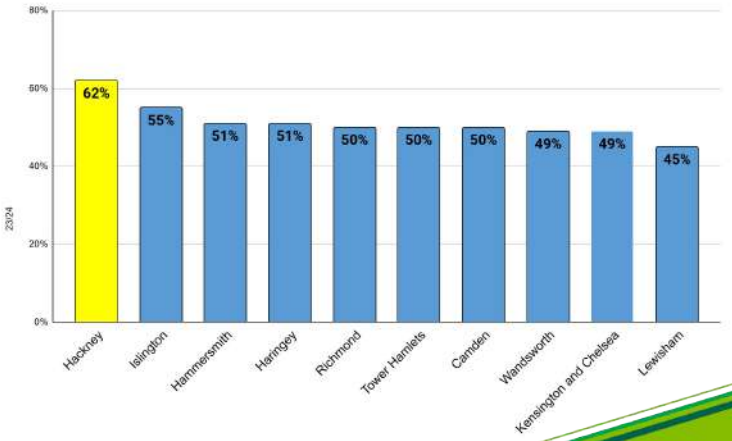
Hackney is one of the most sustainable places in London and the whole UK in transport terms.

- **87%** of residents trips are by public transport, walking or cycling
- **65%** of households do not own a car (Census 2021)
- Highest active travel rates in London (**62%**) both walking and cycling (TfL Travel in London 2024 Report)
- Low traffic zones cover **70%** of eligible roads in Hackney
- But main roads remain dominated by motor traffic **44%** of which is through traffic (Through Traffic in Hackney report)



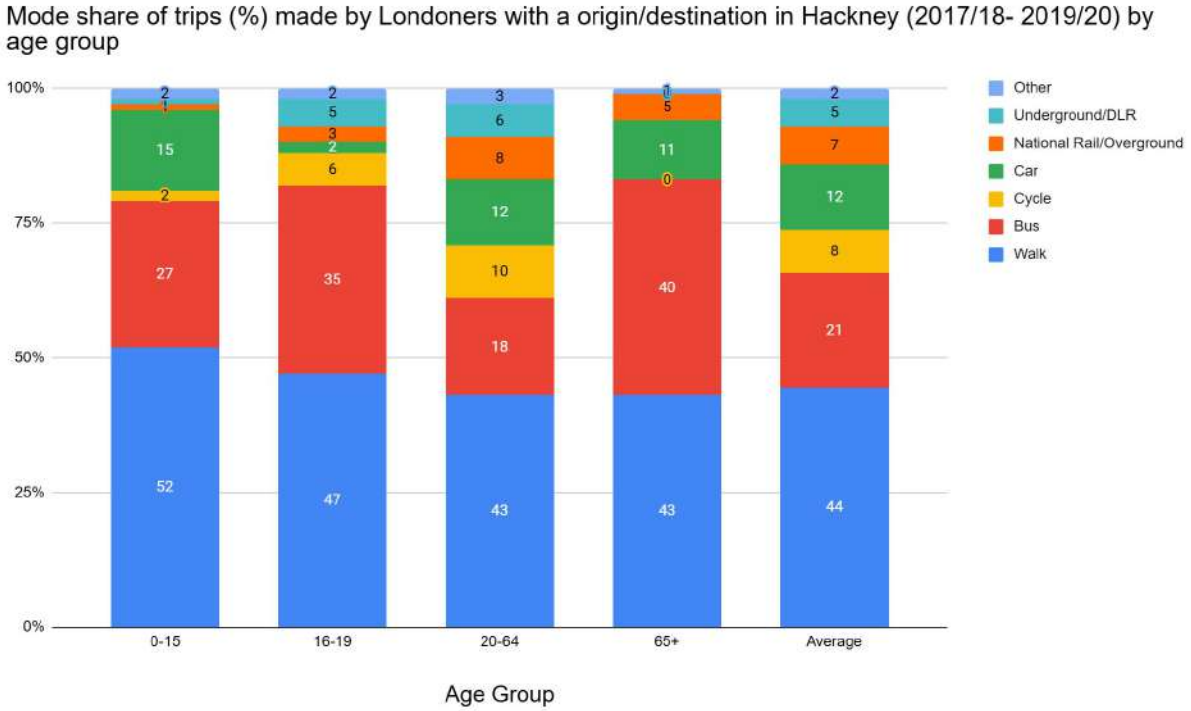






Hackney

Borough background: How do people of different ages travel differently?



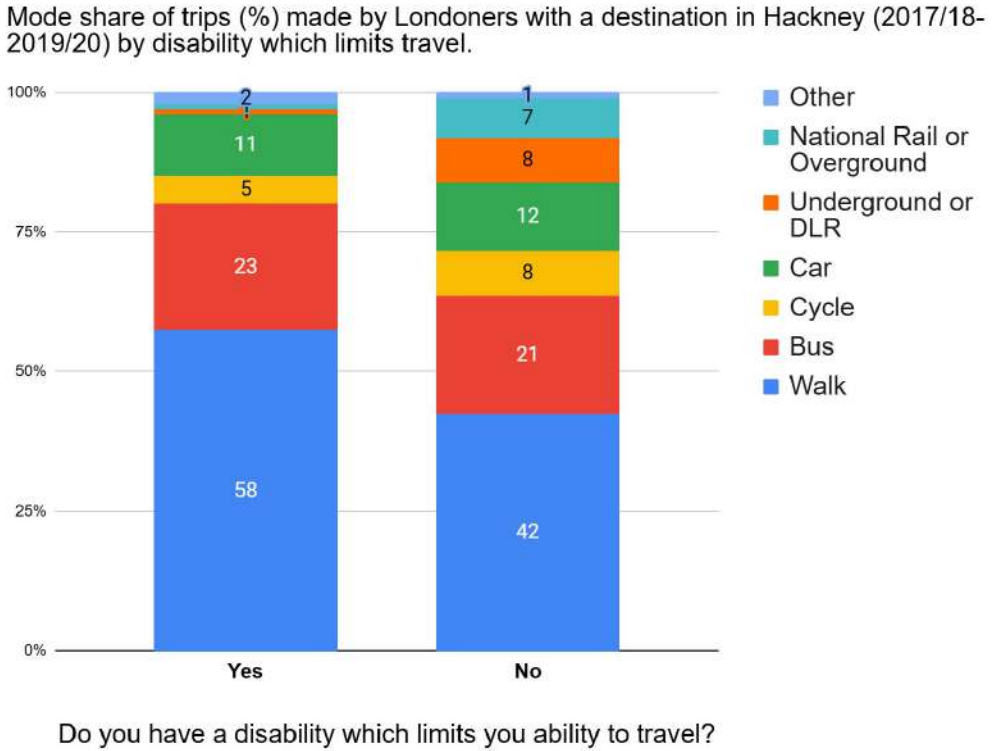
Young people aged 15 and under have the highest walking mode share in the borough (**52%**)

Older people are more likely to use buses (**40%**)

Cycling is most popular among the working age adult population (**10%**) but is lower among both younger and older age groups

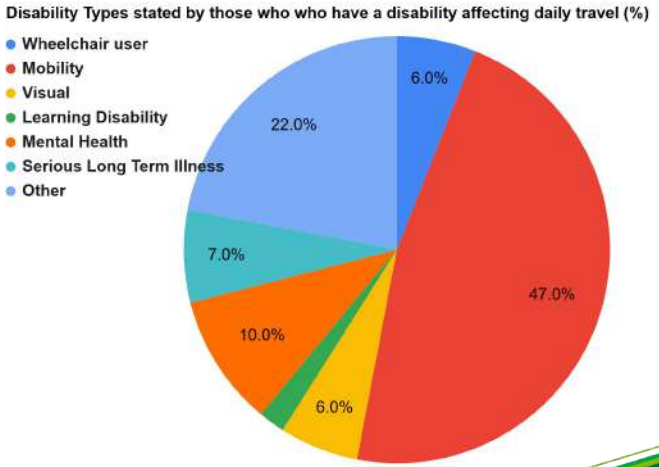
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Borough background: How do disabled people travel differently?



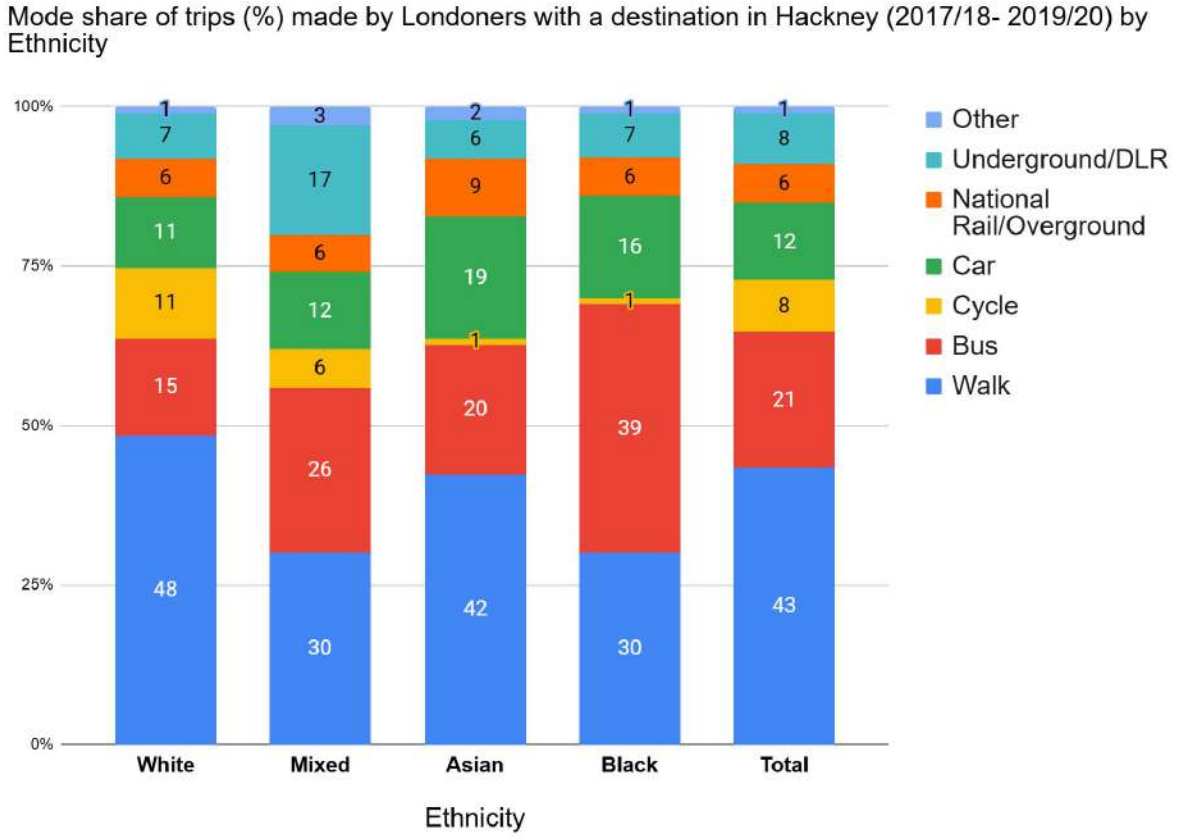
Disabled people are far more likely to walk than non disabled people in Hackney - **58%** vs **42%** of trips.

They are more likely to use buses and slightly less likely to use a car.



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How do people of different ethnicities travel differently?



Black or Black British people are much more likely to use buses (**39%**)

Asian people in Hackney have a higher dependency on car trips (**19%** of trips compared to the average of **12%**)

Only **1%** of trips by Asian people are by bicycle compared to **8%** for the borough as a whole

White people have the highest walking and cycling rates.

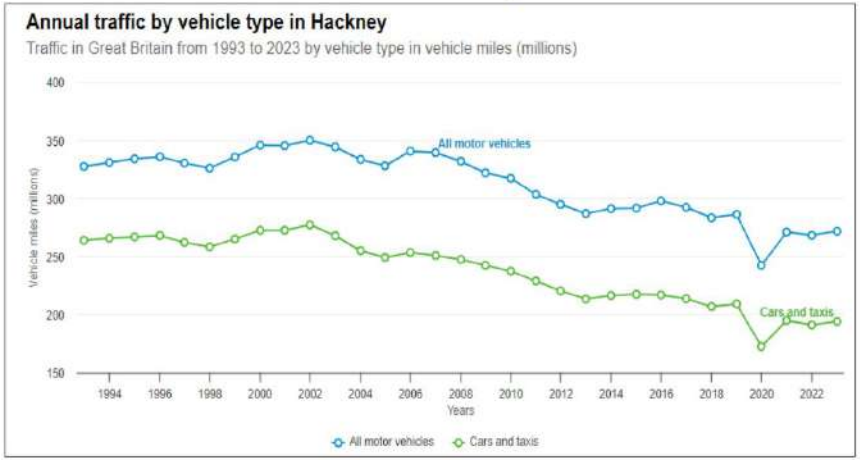
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Our Net Zero aspirations…

Nearly **20%** of Hackney's CO2 emissions still come from Surface Transport.

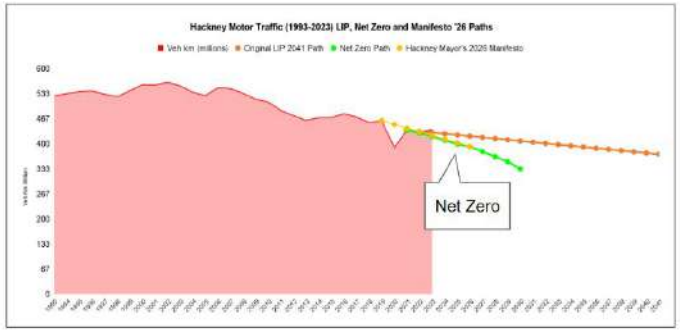
After substantial reductions in traffic in the borough from its peak in 2002, traffic in the borough declined more slowly in the middle part of the last decade before a further drop in 2020 associated with the Covid pandemic. A very challenging **27%** decline in traffic is now needed to meet the Mayor of London's Net Zero 2030 target. This is more than traffic reduced in the 20 years following 2002.

Motor vehicle traffic in Hackney



Net Zero Traffic Emissions

27% reduction in motor traffic by 2030 is needed to achieve Net Zero road traffic emissions.



Source
Hackney Traffic Statistics (DfT)
https://roadtraffic.dft.gov.uk/local-authorities/122

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Net Zero: What is happening to London traffic?

All Motor Vehicles



Heavy Goods Vehicles



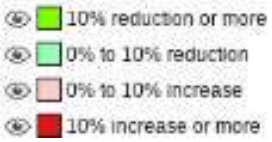
Cars and Taxis



Light Goods Vehicles



Percentage change in motor vehicle traffic 2013-2023



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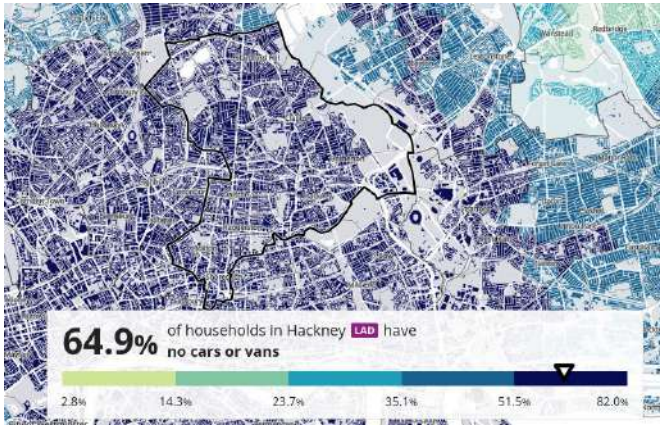
Hackney's transport challenges...

Despite making improvements in the last 10 years there are still places in Hackney that are **not easy to reach** and less connected to places for jobs, leisure or training by walking, wheeling or public transport. Many streets and public **places are unattractive or unhealthy** because of high traffic levels, poor air quality, lack of shade, trees, seating, cycle parking or safe crossing places etc

Hackney's residents still suffer from deaths and injuries in road traffic collisions and **feel unsafe** on the public transport network and in public spaces. They are still breathing in **polluted air;** and lack access to **greenery** which could help mitigate the **flooding and extreme heat** increasingly associated with climate change. Many **chronic health conditions** prevalent in the borough are exacerbated by inactive lifestyles.

The transport system still **unfairly excludes** or discriminates against some people such as those with **disabilities, on low income or children**. Some people fear that transport actions designed to address the Climate Emergency could, if not handled carefully, make this situation worse.





Feedback on these challenges via our survey

Hackney

Liveable neighbourhoods

Over 45km of lower traffic roads have been introduced since 2015 in addition to 50 School Streets - low traffic areas - at almost all of Hackney's primary schools.

Over **70%** of eligible roads in Hackney are now covered by a low traffic zone covering **50%** of the total borough area, the highest of any London borough



Hackney Transport Strategy 2015-2025: How did we do?





Hackney Transport Strategy 2015-2025: How did we do?

Target LN15 Filtered Streets: Hackney will work with local residents and key stakeholders to systematically identify and implement filtered streets on an area-wide basis across the borough to reduce rat running and through motor traffic on residential roads.





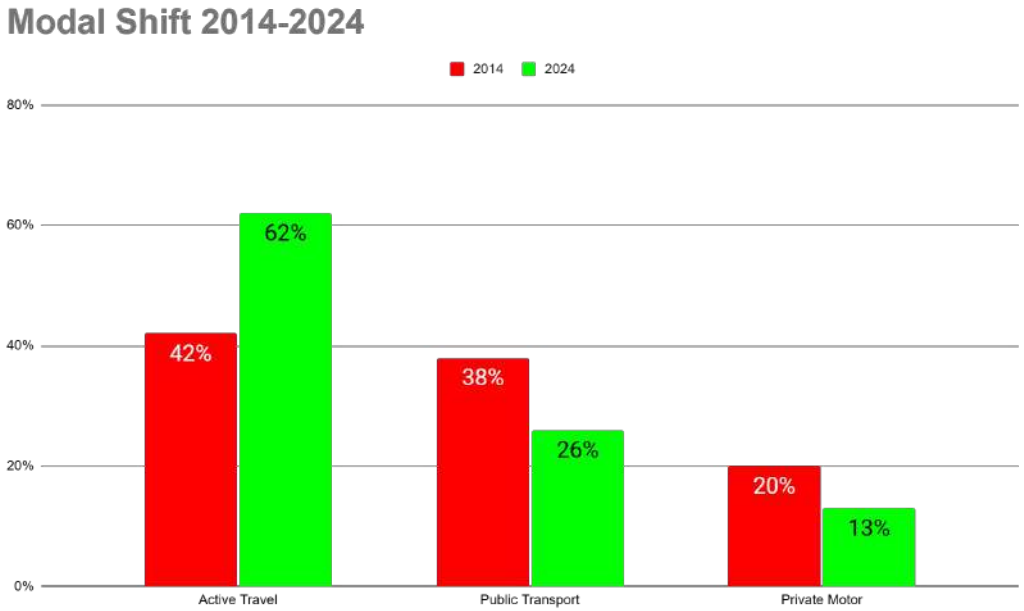
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Active travel

Hackney Transport Strategy 2015-2025: How did we do?

C1 **15%** cycling mode share for all journeys made by Hackney residents 7 days a week in 2025 - **not met**
W1 **40%** of all journeys made by Hackney residents (7 days) - **met**



Hackney has the highest walking and cycling levels in London

Has exceeded its Active Travel targets of **55%** (**40%** + **15%**) for 7-day trips

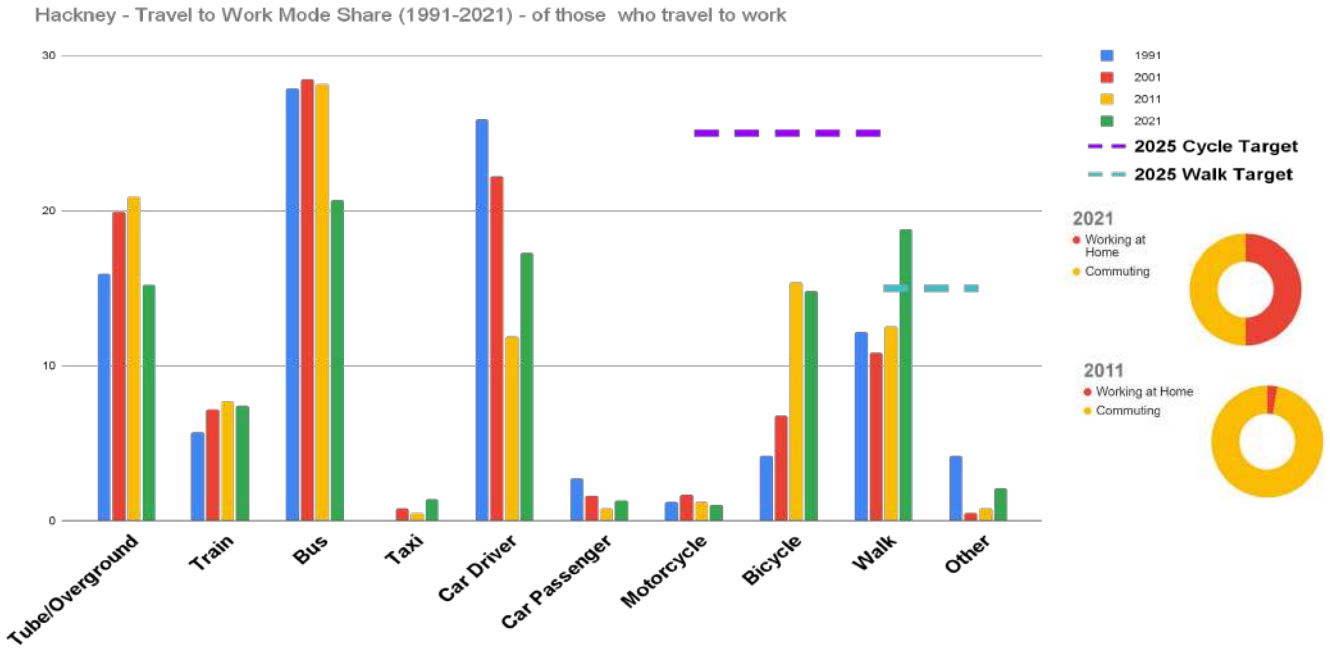
Walking has increased faster than cycling

Hackney

Journey to work

Hackney Transport Strategy 2015-2025: How did we do?

C2: To increase the proportion of Hackney residents cycling to work to **25%** by 2025 - **Not met**
W2: To increase the proportion of Hackney residents walking to work to **15%** by 2025 (Source: census - including Covid-influenced 2021) - **Met**



Journey to work modal shares for Active Travel have more than doubled over the past three censuses to reach **34%**

2021 figures may have been skewed by high levels of working from home because of Covid

Cycle infrastructure

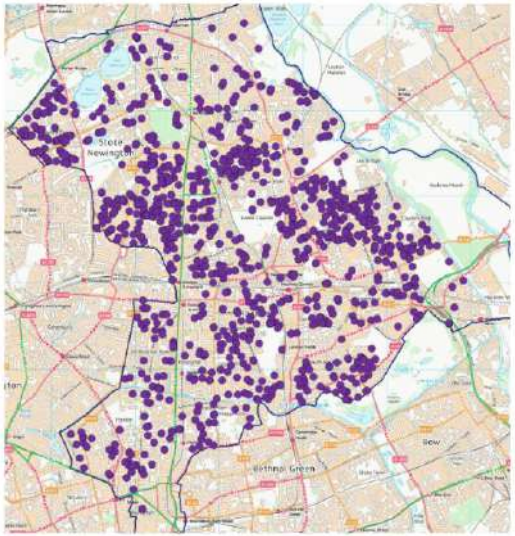
Lack of secure cycle parking was a major barrier to residents seeking to switch to cycling. This has been addressed through the provision of one of the densest networks of secure on-street cycle parking hangars in the country with over 1100 secure hangars installed on street by 2025.

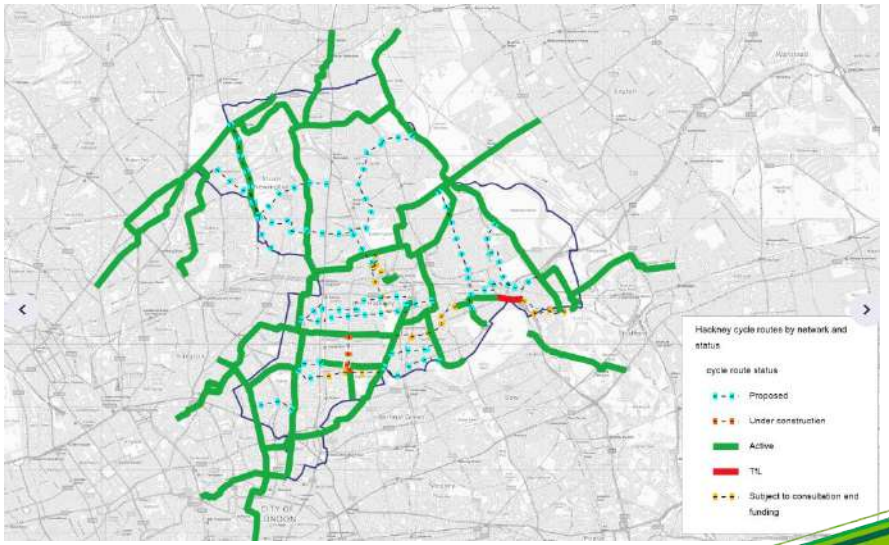
Lack of safe cycle routes was also a key barrier to increased cycling, however in the past 10 years an extensive network of cycleways has been delivered with more planned.

Hackney Transport Strategy 2015-2025: How did we do?

C39 Residential On Street Cycle Parking: Expand the provision of secure on street cycle parking hangars to ensure accessible to most households in the borough

Target met: 1143 Secure Cycle Parking Hangars by January 2025





Source: TfL

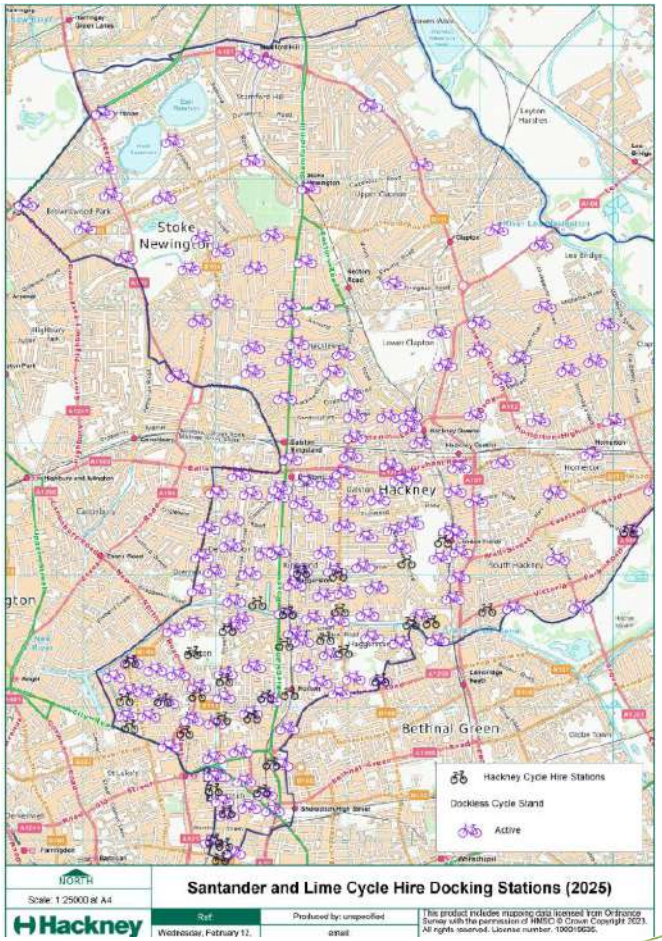
Cycle hire

211 cycle hire stations (Lime and Santander) have been installed across Hackney located on carriageway in converted car parking bays.

There were more than 5 million cycle hire trips in Hackney in 2024.

4 Cargo Bike bays installed.



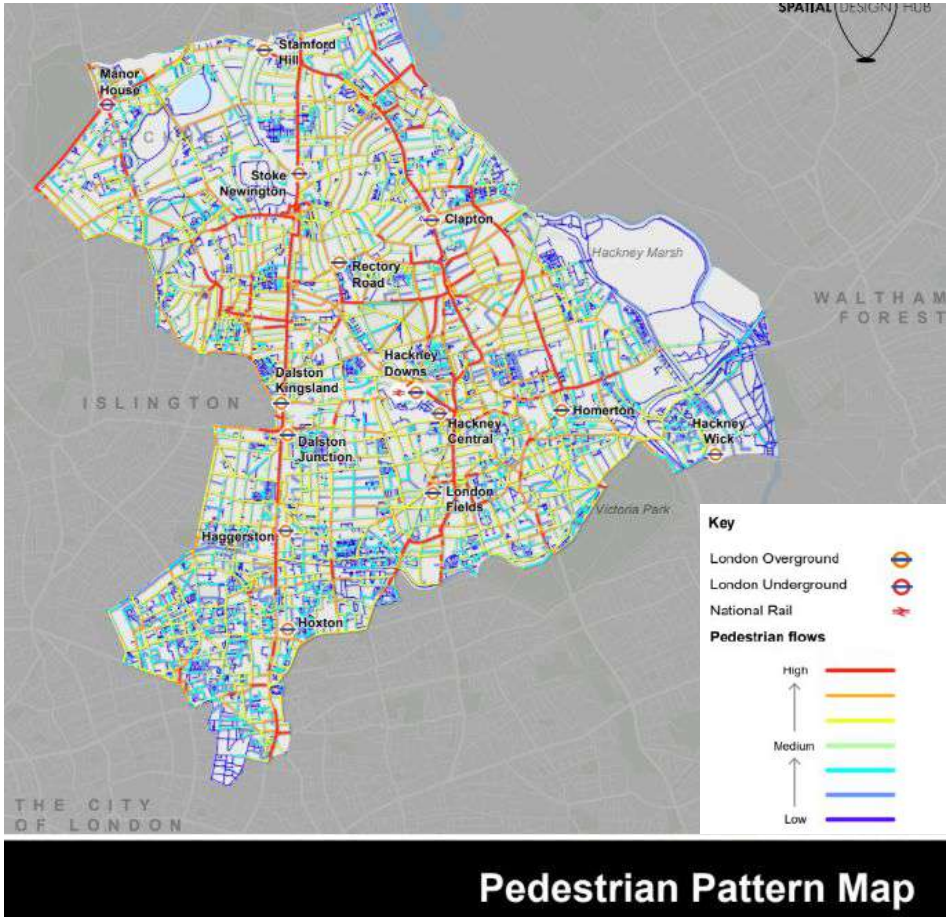


Source: TfL

Walking

Walking is the popular way of getting around for Hackney residents accounting for **53%** of trips in 2024





Source: Spatial Design Hub

Hackney

Towards more sustainable car use: electric vehicle charging points

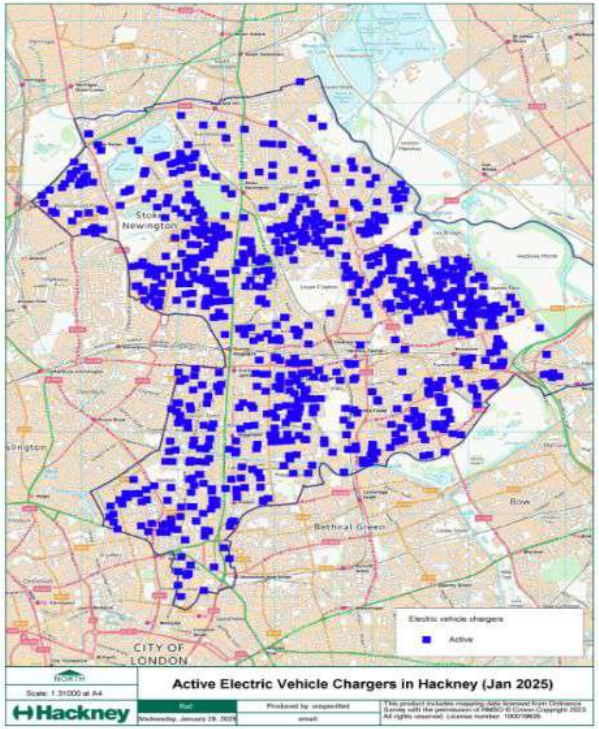
Hackney Transport Strategy 2015-2025: How did we do?

LN25: Supporting the Transition to Electric Vehicles…*"within 500m of all households"*

Target Met: 978 Charging Points by January 2025

- 715 powered from lamp columns
- 247 free-standing fast chargers
- 16 rapid chargers

All residents with 500 metres



There has been a huge expansion in the infrastructure needed to support zero emission electric vehicles giving charging point access to all households.

3000 charge points planned in total in the borough over the next few years.

Hackney

Towards more sustainable car use: car clubs

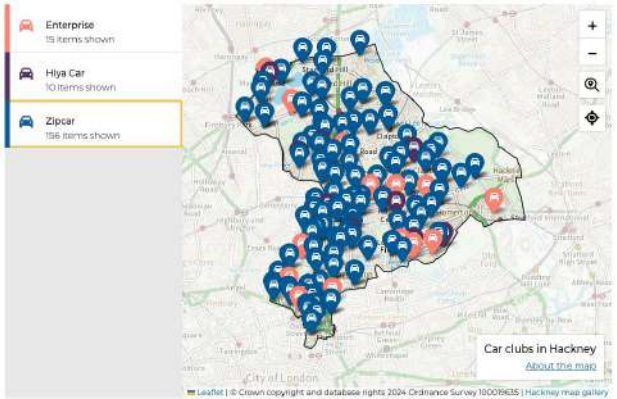
Hackney Transport Strategy 2015-2025: How did we do?

LN27: “all residents are within close proximity of a car club bay or car sharing vehicle with multiple operators ensuring that residents have a good choice of service. We will work to ensure that 50% of car club/sharing vehicles in the borough are zero tailpipe emissions capable by 2025”

- **65%** of Hackney Households do not have access to a car
- Encouraging car clubs can help support sustainable use of cars as part of a car-free or car-lite lifestyle
- 180 active ‘back to bay’ car club vehicles
- 80 floating ‘flex’ vehicles.
- 3 car club providers: Zipcar, Enterprise and HiyaCar.
- **35%** of vehicles are electric*

*February 2025



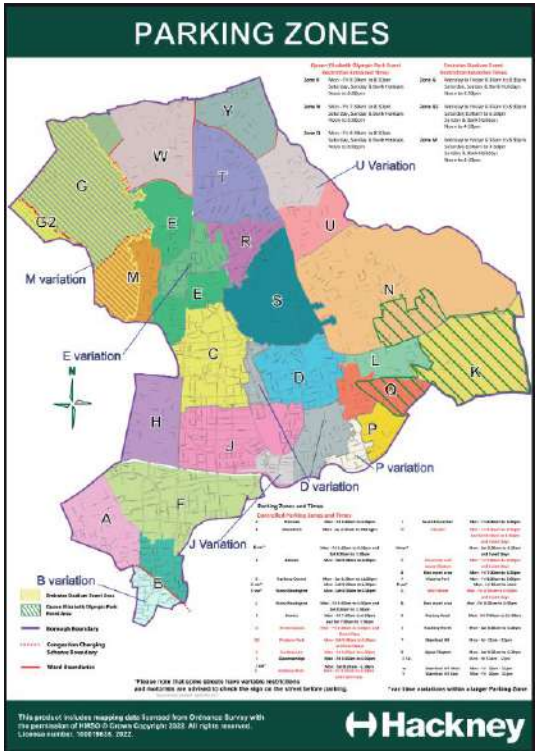


Hackney

Towards more sustainable car use: controlled parking and car free development

Controlled parking has been introduced across Hackney.

‘Car free’ is the default for all new residential developments in the borough.



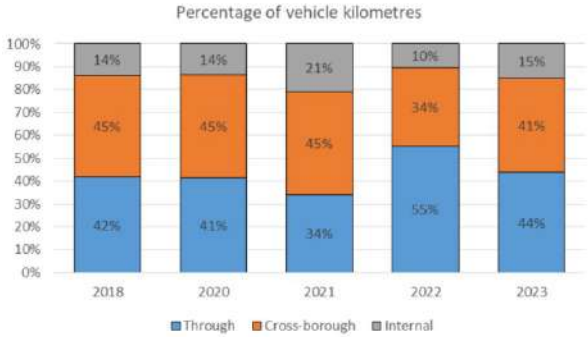


Tackling through traffic

The rapid expansion of low traffic neighbourhoods has reduced through traffic in residential areas. While overall traffic is still below pre-Covid levels a slightly higher percentage of the traffic that remains is through traffic.

Efforts to reduce traffic in Hackney and unlock opportunities for sustainable transport and improved public realm is challenging because more than **40%** of traffic in the borough is through traffic - beginning and ending its journey outside the borough and contributing little to the local economy.

Through traffic still makes up well over **40%** of the traffic in the borough (Through Traffic in Hackney study)



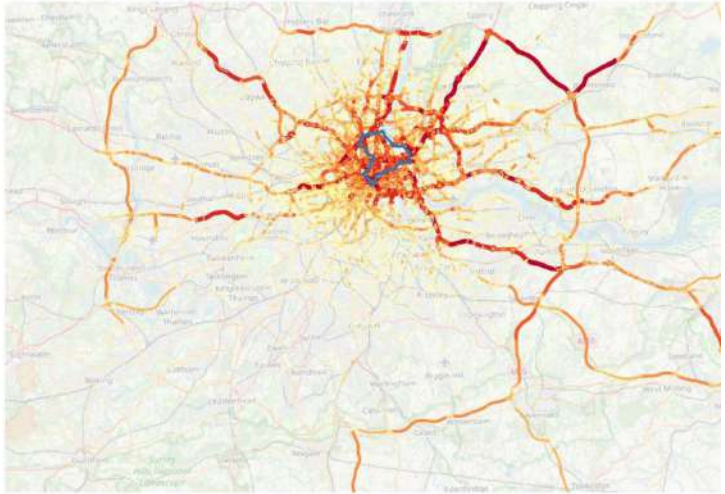


Figure 4-59 London-wide heat map showing roads used by observed through trips in 2023

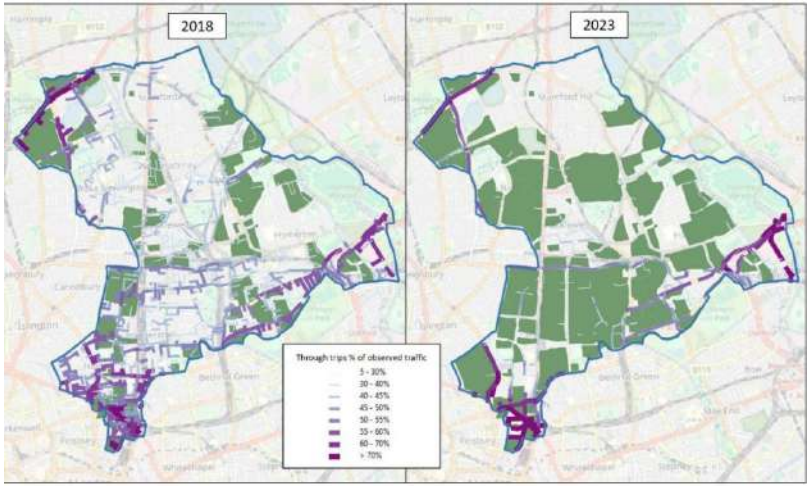
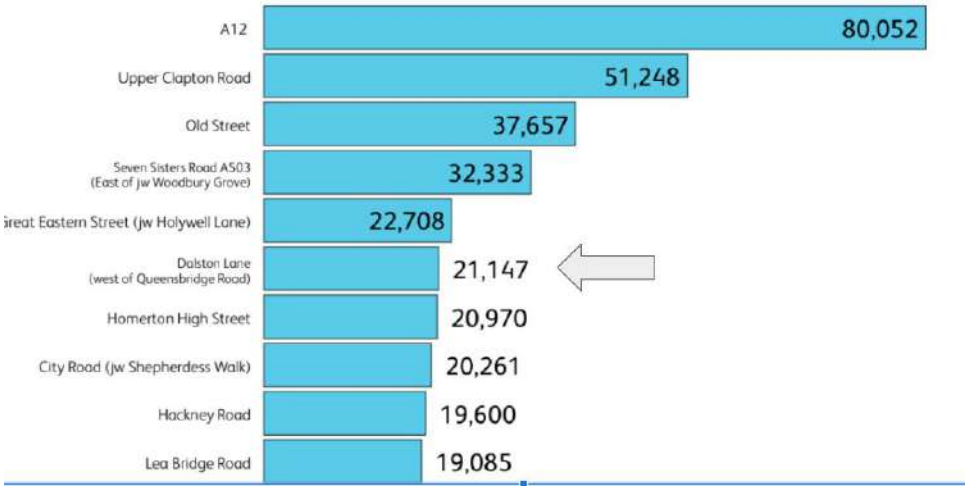


Figure 1-3 Through trips percentage of observed traffic on Hackney roads in 2018 and 2022, overlaid on Low Traffic Neighbourhoods

Hackney

Main roads

Many main roads in the borough are severely affected by through traffic. Dalston Lane, for example, which is currently the busiest road directly managed by Hackney, is a key east-west arterial route not only for through traffic but also buses, cycles and local freight.



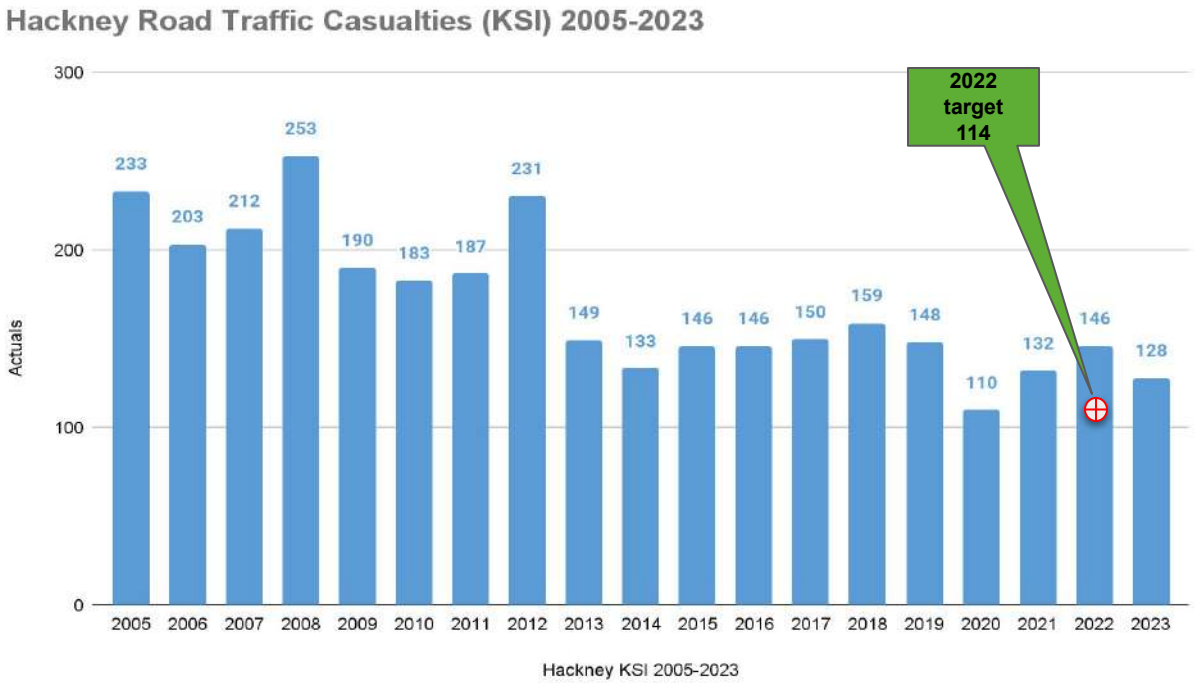
Source: London Metropolitan Archives



The 1960s solution to through traffic on Dalston Lane was to widen it and convert it into an urban motorway as part of the London Ringways project. This proposal would have resulted in the destruction of thousands of homes in Hackney and was thankfully never built.

Road safety / Vision Zero

Road traffic casualties: How did we do?



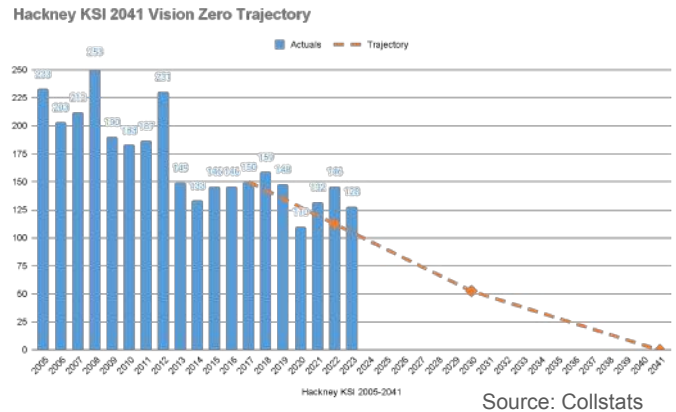
Source: Collstats

Road traffic casualty levels in the borough have plateaued since 2015 although lower than in the first decade of the century.

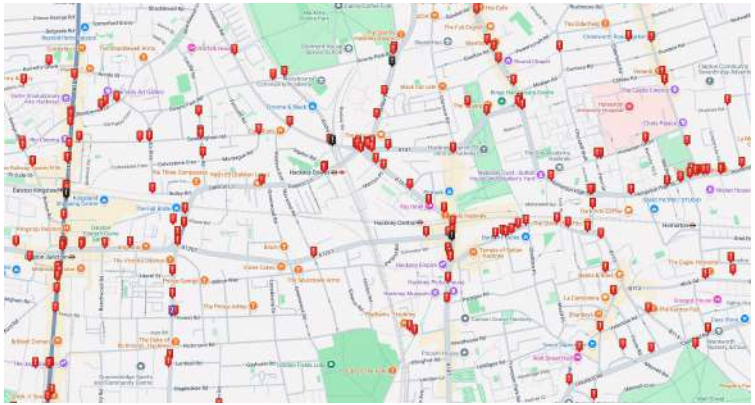
Hackney

Road safety / Vision Zero

Hackney's road to Vision Zero road casualties



Source: Collstats



Source: Crashmap

Mayor of London in 2018 set a target of Vision Zero (casualties) by 2041

Achieving zero KSI (killed and seriously injured) by 2041 remains a huge challenge and the borough is off track to meet its Vision Zero trajectory goals.

KSIs in the Hackney Central and Dalston areas over the past 5 years map gives an indication of the scale of the challenge.

Hackney

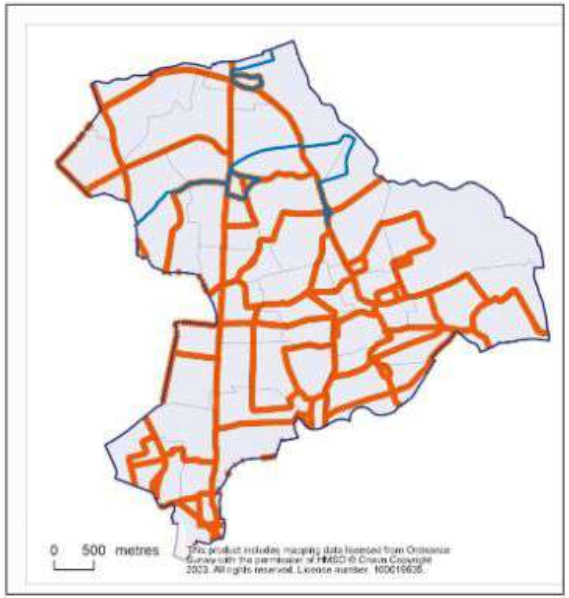
Hackney Transport 2015-2025: How did we do?



The 106 bus - one of the first routes in Hackney to be electrified in 2020

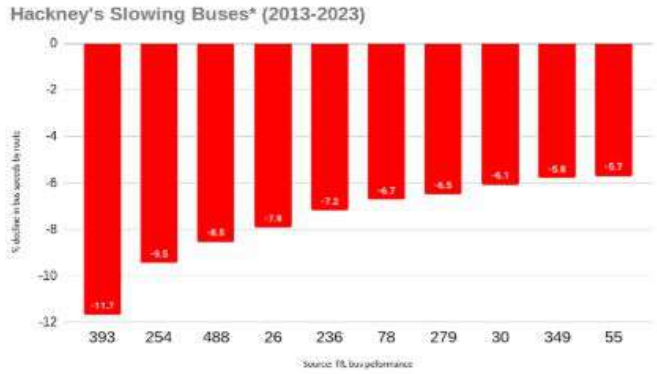
- Buses are the most commonly used form of public transport in Hackney, which is served by 47 daytime and 14 Night Bus bus routes
- Nearly all bus corridors have suffered bus frequency cuts since 2017
- Hackney buses have slowed by an average of 3.5% over the past ten years and suffered a 20% decline in passengers

Frequency cuts on Hackney's Bus Network shown in red (2017-2023)



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Hackney Transport Strategy 2015-2025: How did we do?



Hackney's Slowing Buses (2013-2023)



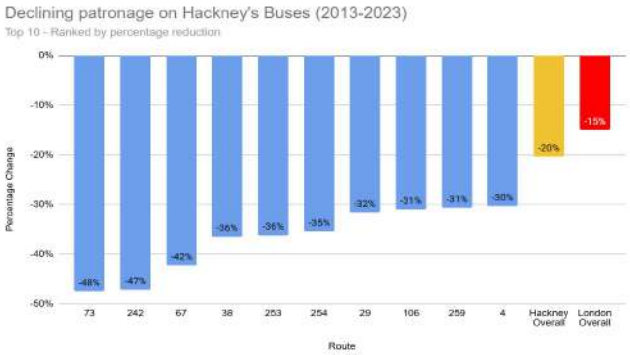






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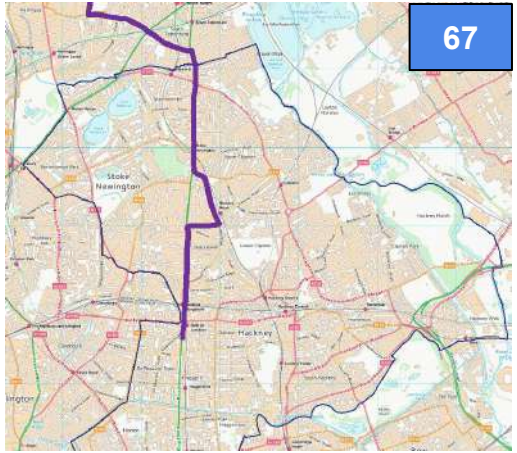
Hackney Transport Strategy 2015-2025: How did we do?

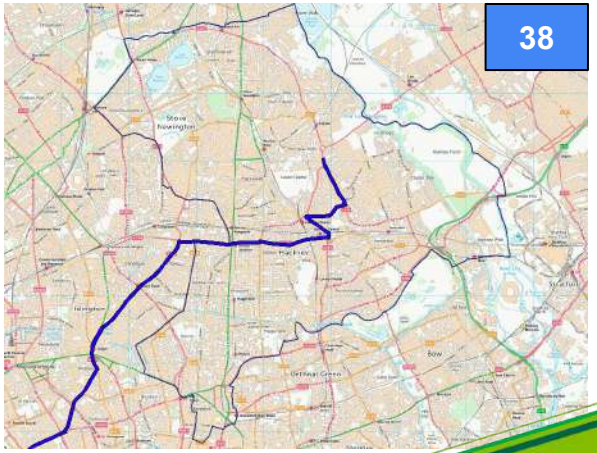


Hackney bus routes suffered a **20%** decline in passengers over the decade









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Pinch points - The most urgent bus issues in Hackney occur where there are congestion delays on high passenger volume bus routes.

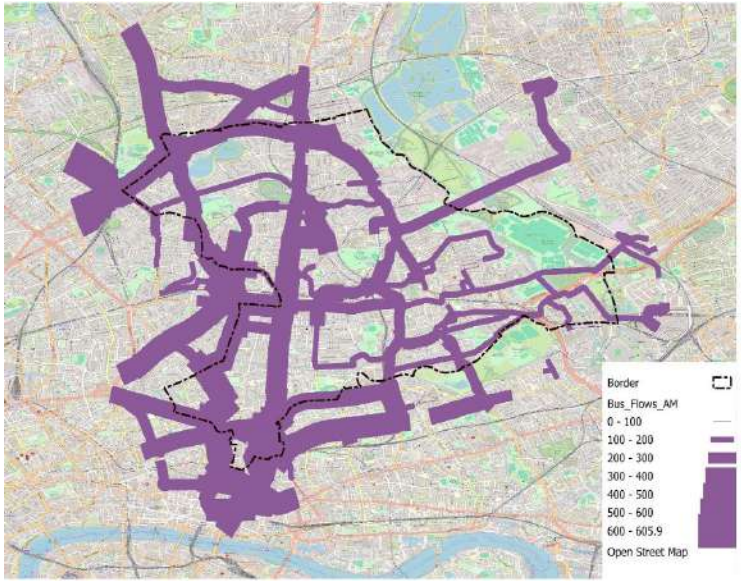
Bus gates can allow some buses to use lesser-trafficked filtered routes route 394 (right) passes through no fewer than four gates.



Bus delays



Bus passenger flows



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Rail

Rail-based public transport services in Hackney have considerably improved in the last 15 years with the opening of the East London line extension and the devolution of the West Anglia services to TfL. Improvements have also been carried out on the former North London (now Mildmay) line

This saw:

- New stations at Dalston Junction, Haggerston, Hoxton and Shoreditch
- Upgrades to stations at Hackney Downs, London Fields, Rectory Road, Clapton, Stamford Hill and Stoke Newington
- A new interchange walkway at Hackney Central together with a secondary entrance on Graham Road with integrated cycle hub and crossing to link bus stops
- New station at Hackney Wick with a new northern access to serve the Olympic Park

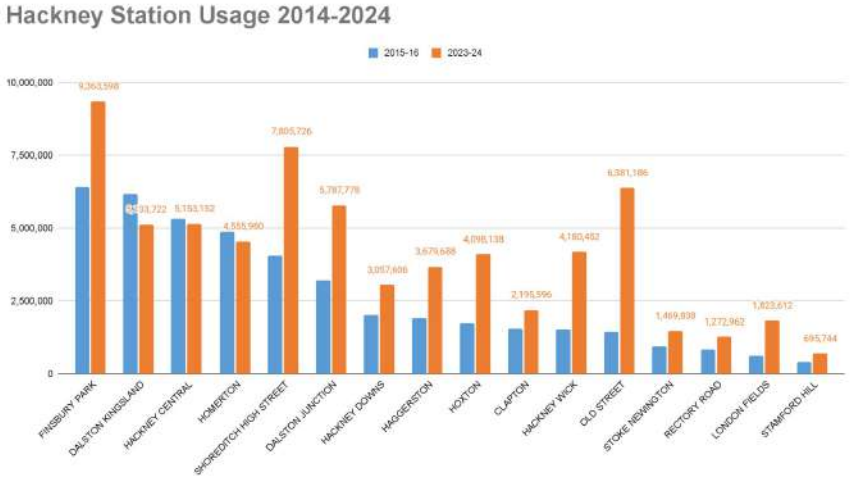
Hackney Central's new Graham Road entrance

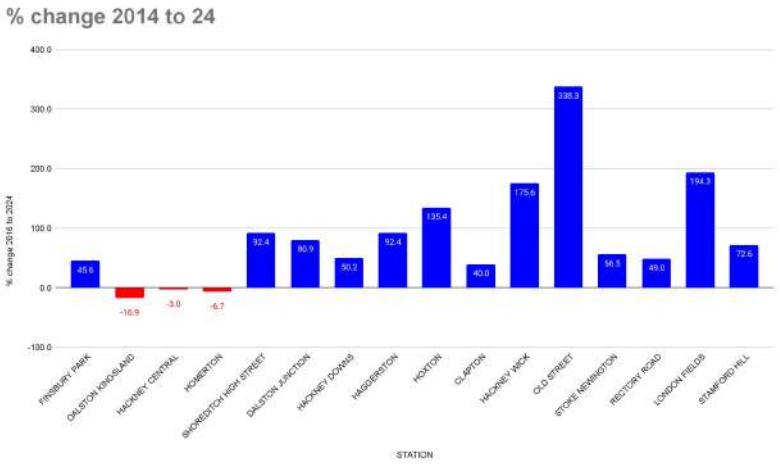


..and a new interchange with Hackney Downs



Hackney





- Most stations in Hackney have seen strong usage growth
- Finsbury Park remains the busiest station
- Fastest growth from lesser-used stations
- Four stations (Hackney Wick, Hoxton, London Fields and Old Street) saw usage more than double.

Hackney Wick station usage more than doubled

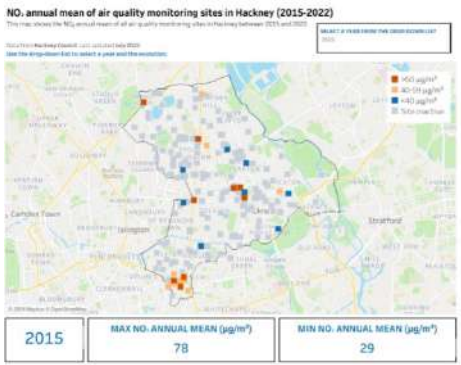


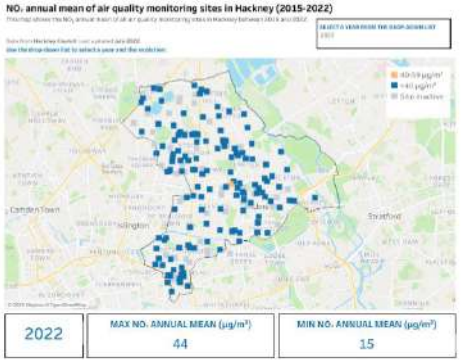
Hackney

Air quality

Hackney Transport Strategy 2015-2025: How did we do?

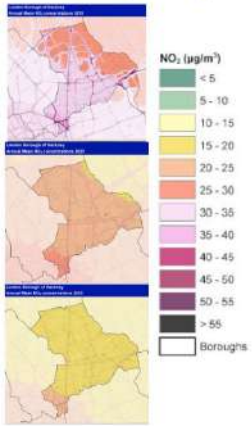
Target LN3: **Continue to tackle poor air quality, reducing NO2 and PM10 emissions.**

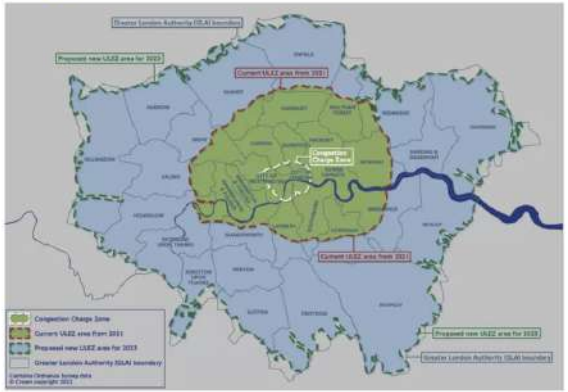




There have been very significant improvements in air quality in the borough especially with regards to NO2 emissions mainly due to the adoption of cleaner vehicles such as electric and hybrid.

The introduction of the ULEZ has speeded the scrapping of older more polluting vehicles. But air pollution from traffic sources remains a problem especially with regards to particulate matter from traffic sources.





Hackney lobbied for expansion of ULEZ zones

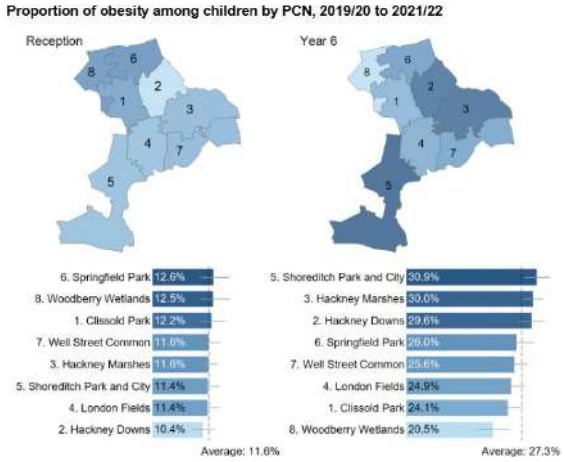
Hackney

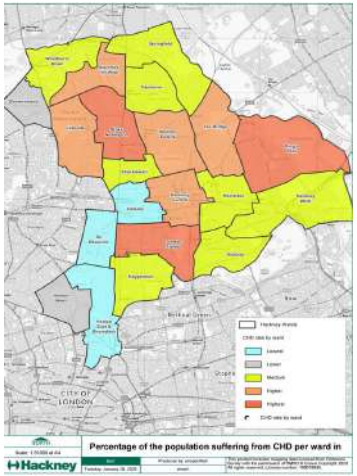
Health & wellbeing

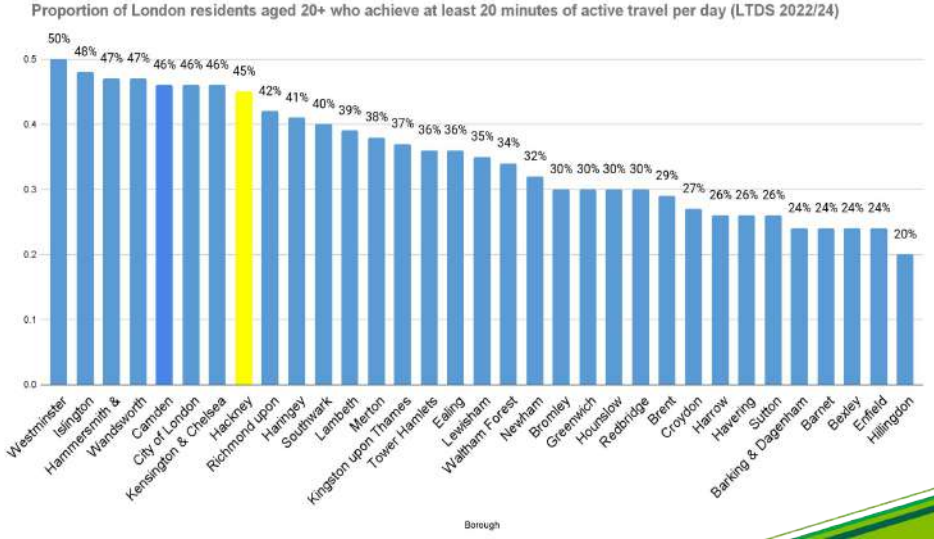
More than half of Hackney residents do not get enough active travel exercise

45% of children are overweight or obese in Year 6





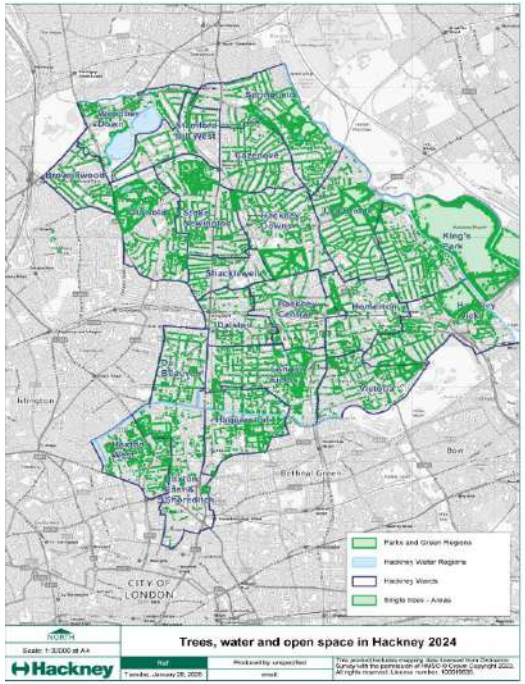




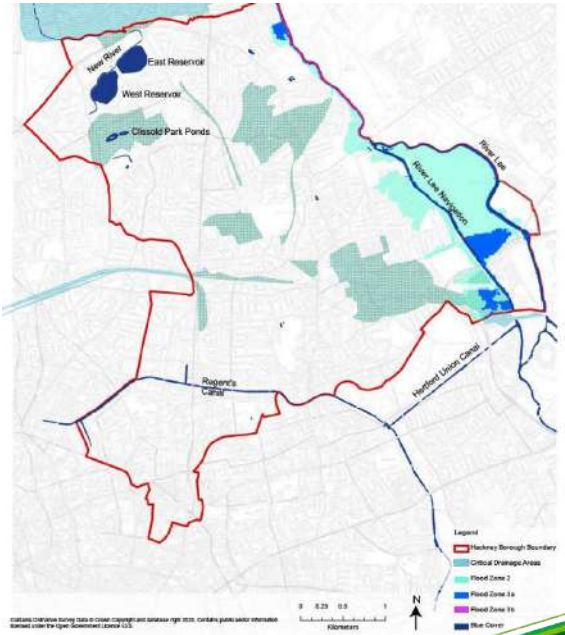
Hackney

Climate resilience

For an inner London borough Hackney has an extensive tree canopy cover across its public realm which has been boosted by a significant tree planting programme in the past 10 years. However there are still many areas of the borough that have limited tree cover and these tend to be the most urban areas where the effects of extreme heat will be felt the worst.



Large areas of the borough are risk of river flooding or in critical drainage areas where the sewer network cannot cope with heavy rainfall. The implications of a changing climate will be significant for these areas and they will need to be prioritised for interventions such as Sustainable Urban Drainage systems (SUDs).



ure 6 Rivers and Flood Risk

Hackney

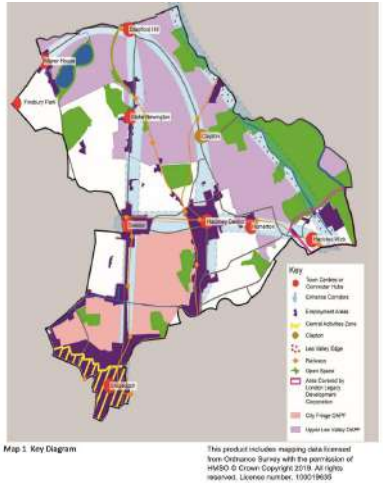
Housing & jobs

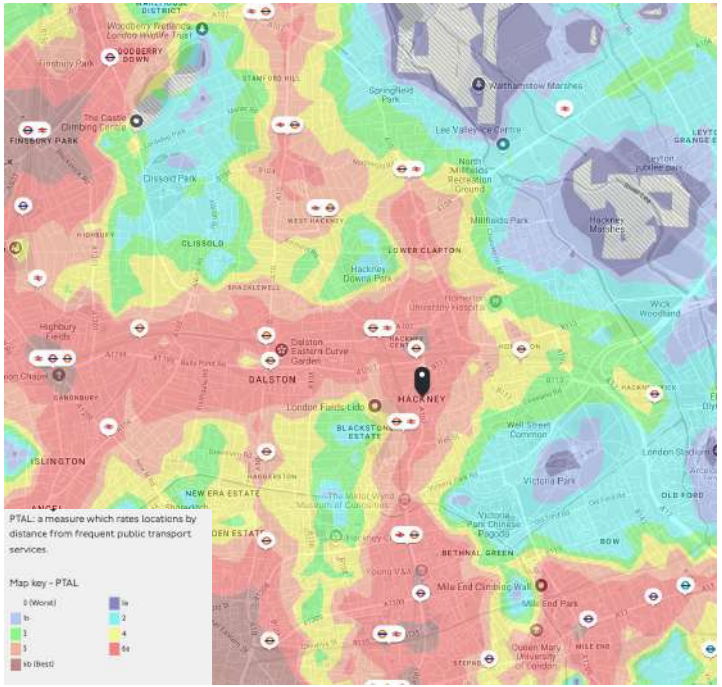


Help shape the future of Woodberry Down



Sustainable growth (including housing) is served by, and relies on, sustainable transport





Hackney has no Underground service and patchy bus services in some areas.
Town and local centres and main corridors have the highest PTAL levels in the borough and it's here where the Hackney Local Plan 2033 intends to focus growth.

Hackney

Sources

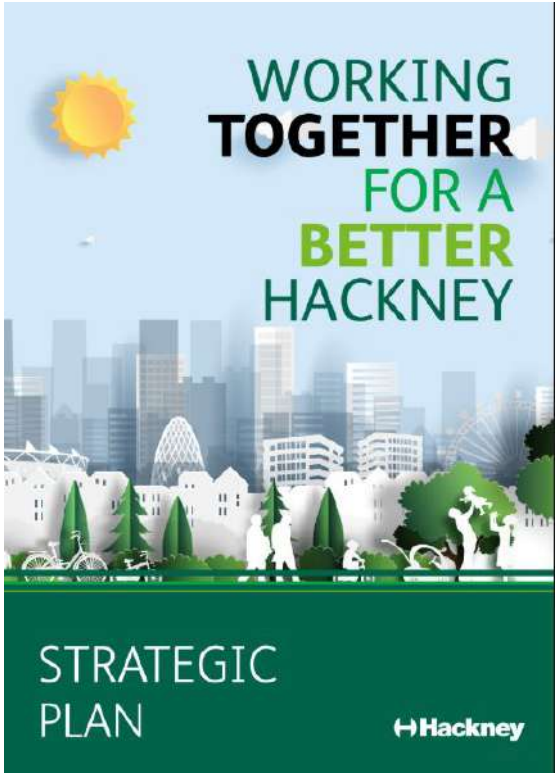
Borough Background- Travel in London 2024 and Census 2021, Through Traffic in Hackney 2025 and Hackney internal data - Earthlight mapping
Our Net Zero Aspirations - DfT traffic estimates, London Mayor's Transport Strategy and UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2019, DfT Road Traffic Estimates
Liveable Neighbourhoods - Hackney data and Earthlight GIS mapping
Active Travel - Travel in London 2024
Journey to Work - Census 2021 and historical census from 1991, 2001 and 2011.
Cycle Infrastructure - Hackney Data and GIS mapping
Walking - Spatial Design Hub study, 2025.
Towards More Sustainable Car Use - Census, Hackney Data and Earthlight GIS
Tackling Through Traffic - Through Traffic in Hackney 2025 report
Main Roads - Main Roads in Hackney Technical Note
Road Safety - Collision statistics from Collstats and Crashmap
Buses - Bus Performance Data, TfL
Trains - Estimates of Station Usage, Officer of the Rail Regulator.
Air Quality - Hackney Air Quality
Towards More Sustainable Car Use - Census, Hackney Data and Earthlight GIS
Health and Well Being - Clinical Commissioning Group, East London Database, 2024, TfL Healthy Streets Datapack 2024, Physical Activity: applying all our Health, Office for Health Improvement and Disparities, 2915
Climate Resilience - Hackney data and GIS mapping
Housing and Jobs - Hackney Local Plan and WebCAT Planning Tool. TfL

Further reading

A new Hackney Transport Strategy is being developed to replace the existing Hackney Transport Strategy 2015-25 to guide transport investment in the borough up to the year 2035 and will be based on the priorities set in the Hackney Strategic Plan.

- For a Fairer Safer Hackney
- For a Greener Healthier Hackney
- For Every Child in Hackney

The new transport strategy will be guided by and contribute to the next refresh of the borough's spatial and housing planning strategies contained in the Hackney Local Plan 2033 and Housing Strategy. We will be guided by the borough's Health and Wellbeing and Mental Health strategies seeking to maximise the benefits from Hackney's status as London's Active Travel champion.



Street and neighbourhood design

It will also support best in street and neighbourhood design contained in documents such Manual for Streets and Healthy Streets Audit Tools as well as catering for the needs of disabled people though promoting Inclusive Mobility. Hackney has also built on its status as a children's champion in initiatives such as Play Streets and the Hackney Playbus to create a radical vision to make our streets safe for children's independent travel through creating a Child Friendly Places SPD.

On a London level we will be guided by the Mayor's Transport Strategy; and the spatial planning frameworks set in the London Plan. The borough's Local Transport Implementation Plan and the latest local LIP Delivery Plan. We will make use of the latest best practice TfL action plans including those covering Walking, Cycling, Freight and Servicing and addressing road casualties through Vision Zero Actions.

For cycle infrastructure we will also make use of key national guidance documents such as Gear Change and Cycle Infrastructure Design often referred to as Local Transport Note 1/20. Key guidance for buses can be found in Local Transport Note 1/24: Bus User Priority.





Taking climate action

Decarbonising transport is a key part of the borough's response to the Climate Emergency outlined in its Hackney Climate Action Plan. Climate action is also intimately linked to the local places and spaces and air which our residents live and breathe and the strategy will strongly support Hackney's Air Quality Action Plan; Green Infrastructure Strategy and Parks and Green Spaces Strategy

We will address the Climate Emergency through promoting Sustainable Transport including using the latest evidence from Hackney studies on developing the local Bus and Cycle networks.



An evidence led approach

We will make use of the latest London transport evidence from the TfL Travel in London reports as well as using traffic estimates sourced from the DfT, TfL and Hackney's data contained in Hackney's own Traffic in Hackney reports and the data from our local annual Road Danger reports.

Above all, we will seriously pursue motor traffic reduction to humanise our streets seeking to build on the rapid expansion of Low Traffic Neighbourhoods and School Streets implemented by the Emergency Transport Plan during the Covid area to expand the benefits of these schemes across the borough including on Main Roads and the creation of a new EV and Kerbside strategy.

Hackney Main Roads Evaluation

Roads are defined by many characteristics such as amount of traffic and how easy they are to walk along or cross and how safe they are for all users. Hackney evaluates its roads against a number of indicators in order to plan improvements.

Road	Traffic reduction scheme	20 mph	Pedestrian crossings	Dropped kerbs	Table top junctions	Pedestrian friendly junctions*	Footway widening	Bus priority	Cycle lane	Street trees every 12m	Rain Gardens	Seating/ parklet	Street parking restrictions
A12	No	No	No	No	No	No	No	No	No	No	No	No	Yes
Upper Clapton Road	No	Yes	Partial	Yes	Partial	No	Yes	Yes	No	No	No	No	Yes
Old Street	No	Yes	Yes	Yes	Yes	No	Yes	No	No	No	No	No	Yes
Seven Sisters Road A503 (East of jw Woodbury Grove)	No	Yes	Partial	Yes	Yes	No	Yes	Partial	No	No	No	No	Yes
Great Eastern Street (jw Holywell Lane)	No	Yes	Yes	Yes	No	No	Yes	No	No	No	No	No	Yes
Dalston Lane (west of Queensbridge Road)	No	Yes	Partial	Yes	No	No	No	No	No	No	No	No	Partial
Homerton High Street	No	Yes	Partial	Yes	Partial	No	No	Partial	No	No	No	No	Yes
City Road (jw Shepherdess Walk)	No	Yes	Yes	Yes	Partial	No	No	Partial	No	No	No	No	Yes
Hackney Road	No	Yes	Yes	Yes	Yes	No	Yes	No	No	No	No	No	No





Hackney