



# Hackney Transport Strategy 2014-2024

Cycling Plan  
Summer 2014

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# 1. Introduction

This Cycling Plan outlines Hackney Council's commitment towards cycling and sets out a programme of actions for the period 2014 to 2024 to make cycling a normal, safe and attractive choice for travel and recreation for our residents and those that work, visit and pass through the borough. The Plan aims to build upon the borough's success in having the highest cycling rates in London by continuing to support those who already regularly cycle and addressing barriers that prevent other residents from taking up cycling.

The Plan presents a vision for cycling in Hackney in 2024 encompassing health, carbon reduction and improved air quality, cohesive communities, economic prosperity, quality of life and equality of opportunity. It supports the objectives set out by the Mayor of London's Transport Strategy and Vision for Cycling as well as local priorities set out by the Hackney's Sustainable Community Strategy, its emerging Local Plan and the Mayor of Hackney's 2010 Manifesto transport pledges. The Plan identifies the reasons for the Council's commitment to cycling, its strategic vision for cycling and the actions and levels of investment required to achieving this vision. Many of the actions and investment outlined will not just benefit cycling, but will contribute to a wider take up of sustainable travel, local economic prosperity and an improved safe and vibrant public realm.

## 1.2 Hackney's Transport Strategy Vision

The vision for Hackney's Transport Strategy is as follows;

*"By 2024, Hackney's transport system will be an exemplar for sustainable urban living in London. It will be fair, equitable, safe and responsive to the needs of its residents, facilitating the highest quality of life standards for a borough in the Capital and leading London in its approach to tackling its urban transport challenges of the 21<sup>st</sup> Century."*

The Cycling Strategy sets out how safer and increased levels of cycling in the borough can contribute to achieving this aim and can promote a higher quality of life for residents in the borough.

The proposed vision for the Cycling Plan is as follows;

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

### **1.3 Cycling Plan Objectives**

The Cycling Plan is one of six daughter documents that will contribute to the overarching Transport Strategy and its vision. The Council considers that the Cycling Strategy has a key role in helping to achieve most if not all, the commitment to provide a fair, equitable and sustainable transport system in the borough. The objectives of the Cycling Plan are that by 2024 the following will have happened:

- Hackney will have the most attractive and safest roads for cycling in the UK;
- There will be high levels of cycling amongst residents from all backgrounds and communities in Hackney;
- Every household in the borough will be able to access to secure cycle parking facilities;
- Cycle training will continue to be a guaranteed right for everyone in Hackney;
- Pedestrians and cyclists will co-exist harmoniously and the vast majority of cyclists will adhere to road rules and are considerate to pedestrians;
- The causes of real and perceived road danger for cyclists will have been tackled through improvements to the physical environment, addressing instances of poor driver behaviour and the danger posed by HGV's through education and enforcement campaigns; and
- Cycling will continue to play an important role in the borough's economy and retailers will recognise the importance of attracting cyclists.



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

The Cycling Plan is expected to assist the over-arching Transport Strategy and daughter documents through;

- Contributing to the continuing decline of car use by our residents in the borough
- Reducing the amount of pedal cycle injuries (Road Safety Plan)
- As a means of promoting linked trips with public transport
- Its importance in promoting better health in the borough as a form of physical exercise
- Contributing to better air quality
- Its role in strengthening our town centres and local economy

## **1.5 Link to Hackney's Sustainable Community Strategy 2008-2018 and other documents**

The Cycling Plan is expected to contribute to the following policy objectives and priorities in Hackney Council's Sustainable Community Strategy:

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

## **1.6 Mayors Transport Strategy goals**

The Cycling Plan is consistent with all goals outlined in the Mayor's Transport Strategy but particularly the following;

1. Support economic development and population growth
2. Enhance the quality of life for all Londoners
3. Improve transport opportunities for all Londoners
4. Reduce transport's contribution to climate change, and improve its resilience

## **1.7 Mayor of Hackney Manifesto Commitments**

In 2014 the Mayor of Hackney made a number of public realm and transport based pledges to the community as part of his election manifesto. The objectives, plans and proposals contained in the Cycling Plan are expected to contribute towards the following commitments;

- Ensure that Hackney remains rated as the best cycling borough in London, continuing to work closely with local cycling groups and making it easier and safer to get around the borough for cyclists and pedestrians.
- Increase on-street secure cycle parking on streets and estates, including adapting disused garages

## **1.8 Hackney's emerging Local Plan**

The Cycling Plan is consistent with the Council's emerging Local Plan (formerly Local Development Framework) which looks to reduce the need to travel by private motor vehicles and directing growth to areas which are highly accessible by walking, cycling and public transport use. Further information on the relationship between the Cycling Plan and the Local Plan is contained within the Sustainable transport SPD and later in this document.

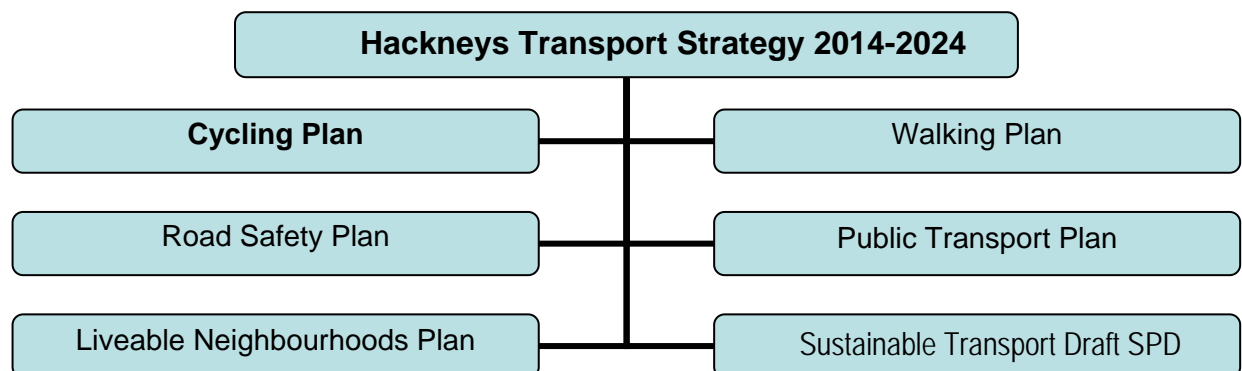
## 2. Daughter Documents

### 2.1 Introduction

This Cycling Plan is part of a portfolio of transport topic documents that will eventually form Hackney's Transport Strategy suite of documents. This suite of documents will include plans covering a range of transport themes and also detailed geographic strategies or plans for the borough's main growth areas and important transport corridors.

Thematic plans are being developed as daughter documents to the overall Hackney Transport Strategy, of which this Cycling Plan document is one. Other daughter documents cover the following areas:

**Fig 1 Structure of Transport Strategy**



## **3. Why the need for a Cycling Plan?**

### **3.1 Introduction**

Hackney is renowned for being very influential in promoting and providing for cycling in London and it is therefore not surprising that more people cycle on Hackney's roads, towpaths and thoroughfares than anywhere else in the Capital. Hackney Council considers cycling as one of its key priorities and providing funding for cycle permeability, accessibility and safety schemes will continue to be key components in future funding bids, either individually or as part of larger multi-modal projects.

A policy of investing in cycling is a practical solution for a borough that faces a myriad of important challenges relating to increased congestion, transport affordability, increasing inequality, worsening air quality, and adapting to climate change amongst others. The following section outlines some of the reasons why the Council prioritises cycling and will continue to do so over the lifetime of this Strategy.

### **3.2 Reasons for investing in cycling in Hackney**

#### **Promoting better health**

Reducing car dependency and promoting active travel as a means of improving health and well-being for all is a key commitment of both the LIP2 and Sustainable Community Strategy. Inactivity is a major factor in ill health, particularly for heart disease, high blood pressure and strokes, both of which kill more commonly than any other disease. Active travel such as cycling can also benefit mental health by reducing levels of depression and stress, improving mood and raising self-esteem.

A 2000 Copenhagen study examining influences on mortality rates for a range of people aged from 20 to 93 (13,455 women and 17,441 men) highlights cycling's significant health benefits. After adjusting for age, sex and educational level they found that those

who cycled to work spent three hours a week cycling on average and reduced the relative risk of all-cause mortality to 72% compared to those who do not commute by bicycle (Mackett and Brown, 2011).

### **Tackling the borough's high obesity levels**

Tackling childhood and adult obesity levels is a significant issue nationally and in Hackney. Almost one in four of 4–5 year-olds in Britain are now overweight or obese, as well as over a third of our 10–11 year-olds. One in five mothers is currently estimated to be overweight or obese. Locally, findings from 2010/11 demonstrated high levels of overweight and obesity in both age groups; significantly higher than regional and national averages.

Hackney Council set up a Children and Young People Scrutiny Commission to look specifically at co-ordinated measures to address this issue. One of the key recommendations of the Panel was to promote active travel and increased use of the urban environment of which this document and the Walking Plan will help to facilitate over the coming years.

### **Direct Economic Benefits**

There are a number of studies showing that providing cycling-friendly infrastructure has more tangible economic benefits than other forms of transport. This is an important issue in an era of reduced central government funding and uncertain revenue intakes. Independent research undertaken by Sustrans using the governments methods of assessing the economic benefits of transport schemes has shown that investment in cycling (and walking) routes can have a cost benefit analysis of a benefit to cost ratio of 20:1 as opposed to the typical ratio of just 3:1 for rail and road schemes (Sustrans, 2006).

A similar study in the Australian state of Victoria found that attracting cyclists to metropolitan shopping strips generates additional revenue for local traders – each square metre allocated to bike parking generated \$31 per hour, compared to \$6 generated for each square metre used for a car parking space (VicRoads, 2012).

Cycling also represents a growing industry in its own right worth. A report by the London School of Economics estimated that cycling was worth £2.9 billion to the UK economy in 2010 from bike sales, cycling accessories and maintenance and wages. Within Hackney, the direct contribution of cycling to the local economy has become increasingly visible with the emergence of a number of cycle repair shops and cycle-friendly cafes in places like Broadway Market, Shoreditch and Lauriston Road. As a Council, we want to continue to encourage these forms of enterprises as part of a sustainable, diversified local economy.

**Promoting social inclusion:**

Compared to the costs of owning and operating a car, cycling is a low cost form of transport. The latest Census 2011 showed that a substantial majority of households living in Hackney do not own their own car, and instead rely on higher levels of walking, cycling and public transport to access jobs, services and facilities than their counterparts in other boroughs. Support for these modes therefore represents a fairer and more equitable approach to transport provision in the borough than pursuing a car oriented one.

In addition, places that offer excellent opportunities for cycling tend to be attractive places to live, work and visit. Increasing the number of people cycling in local areas helps to make local streets safer, more active and more vibrant. In turn, this helps people to feel more confident and secure on their local streets and contribute to better social cohesion.

**Managing congestion and overcrowding on public transport**

Responding to traffic congestion through increasing road capacity (such as widening roads or building bigger junctions) is not a feasible or appropriate response in a borough such as Hackney. Instead the borough must use its existing road network more intelligently and efficiently. Cycling has excellent potential to manage congestion and free up existing road space. This can result in reduced delays on the road network, which



can make our town centres and retail parades less congested and more productive and allow our buses to run more efficiently and with less delays.

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

### **Air Quality**

Improving local air quality is a key objective of both the Mayors Transport Strategy and the Council's Air Quality Action Plan and LIP2. Poor air quality is responsible for over 4,000 premature deaths in London each year as well as a number of working days lost through illness. The young, older people and those with existing lung and heart conditions are especially vulnerable to poor air quality. Within Hackney, instances of poor air quality are prevalent along the major road network such as the Shoreditch Triangle, the A10 and roads leading to the A12.

Since 2006, the entire borough is a designated Air Quality Management Area (AQMA) for nitrogen dioxide (NO<sub>2</sub>) and particulates (PM<sub>10</sub>) and new responsibilities introduced under the Health and Social Care Act 2012 mean that the Council must proactively address the health impacts of air quality. For its part, the Cycling Strategy provides one of the more realistic opportunities for the Council to directly influence air quality through facilitating modal shift from more polluting means of transport.

### **Opportunity to build on London's cycling momentum**

Post Olympic Games, there has never been a better time to invest and promote cycling in London. Cycling has attracted an unprecedented level of media coverage as a result of recent Tour de France wins by British cyclists and Team GB's successful exploits in the 2012 Olympics. Hackney is fortunate that part of the Olympic Velopark sits within the

borough boundary and the Council is keen to maximise the opportunity to keep local cycling issues firmly on the agenda.

**Role in promoting road safety**

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

## 4. Policy Background and wider influences

### 4.1 Introduction

In recent years the profile of cycling, particularly in London, has increased dramatically. Rising levels of cycling across the Capital were given added impetus by Team GB's cycling success in the London 2012 Olympic and Paralympic Games and Bradley Wiggins Tour de France win. Effective campaigning by organisations such as Sustrans, CTC and hugely-successful awareness-raising campaigns such as the London Cycling Campaign's "Love London, Go Dutch" initiative have maintained momentum over a number of years. Another less appealing factor but no less important, has been the instances of cyclist fatalities and injuries in London which have been reported in the national and regional press and kept cycling firmly in the spotlight.

### 4.2 Regional cycling documents

*"Gearing up: An investigation into safer cycling in London" – November 2012*

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

1. The Mayor should establish a far more ambitious target for cycling, bringing forward his target of 5 per cent cycling modal share from 2026 to 2020.
2. The Mayor and TfL's new business plan, due to be published in December 2012, should commit to doubling the amount of funding for cycling, setting out the resources it will require to transform cycling in London to match the levels seen in leading cycling cities.
3. The Mayor and TfL should commit to introducing fundamental cycle safety improvements to the junctions included in the junction review, based on high quality Dutch/Danish planning and design principles.

4. The Mayor and TfL should reassess the space allocated to cycling in the design of cycle route and junction infrastructure.
5. Where there is existing provision for the Mayor and TfL to use innovative road design and technological solutions to improve cycle safety, they should do so.
6. HGVs - The Mayor and TfL need to revise the Road Safety Action Plan to reflect the forthcoming independent review of construction vehicle design and operation. The Mayor and TfL should also report discussions with the EU Commissioner for Transport on retrofitting HGVs with cycle safety equipment. The Mayor and TfL should also work with all London boroughs to ensure they sign up to the Freight Operators Recognition Scheme and make HGV safety training a condition of planning and development consent for all borough and Mayoral planning schemes.
7. TfL should report back to the Committee on the steps it is taking with the Metropolitan Police on cycling safety, including increase enforcement of 20mph limits and improved driver awareness.

Many of these themes and recommendations were reiterated as part of the All Party Parliamentary Cycling Group report '**Get Britain Cycling**' (April 2013) which similarly called for an increase in funding (£10-20 per person per year), HGV driver training, a default 20mph speed limits on all streets and a national target of 10% of all journeys by 2025 and 25% by 2050. In terms of route provision, the enquiry called for 'purpose-designed exclusive rights of way, segregated from other traffic...especially as part of a network of cycle paths and lanes, making use of verges, parallel rights of way, disused railways, bridle paths and similar (p9)'. Where this was achievable or appropriate, the reallocation of road space is required, but that the space would need to be substantial given the poorly executed schemes of the past.

#### *The Mayor's Cycling Vision –March 2013*

Of particular relevance for this Strategy is the publication of the Mayor's Cycling Vision earlier this year. The document sets out his aspirations for cycling and the support required to deliver the Mayors aim of doubling cycling over the next ten years (a 400%

increase on 2001 levels) to ensure that cycling makes up 5% percent of the transport mode share in London. A number of action points are set out in the document under the following four outcomes:

1. A" Tube" network for the bike – a network of direct, high-capacity, joined-up radial and orbital cycle routes, many running in parallel with key Underground, rail and bus routes
2. Safer streets for the bike
3. More people travelling by bike
4. Better places for everyone.

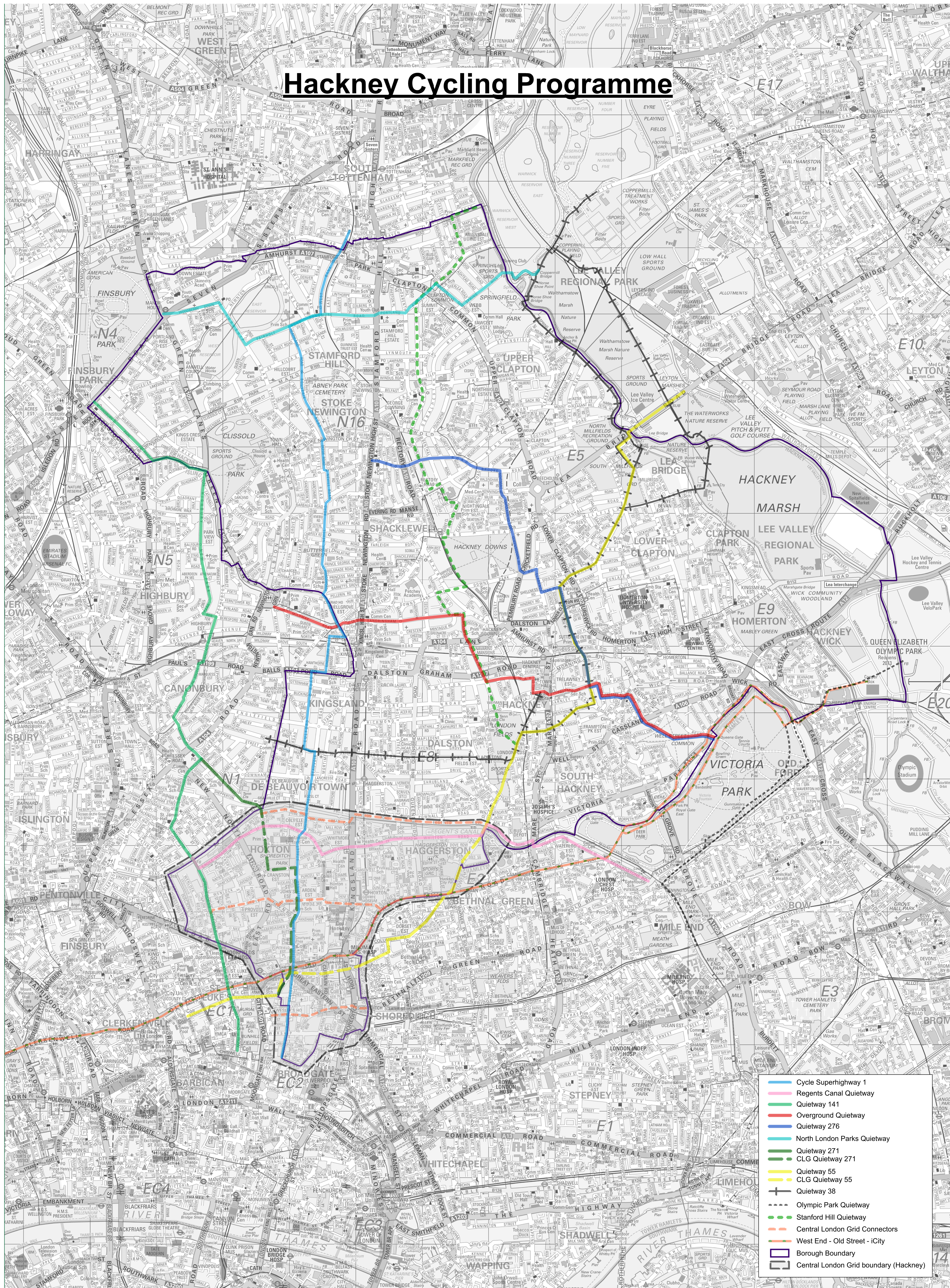
### **4.3 Implications for Hackney**

The intention of the Mayor's Cycling Vision document is to encourage a sea-change in attitudes and levels cycling in London by 'normalising' it as a mode of transport. There is a lot of emphasis on providing better quality of cycle routes and safer junctions over the next decade in addition to other measures such as improved cycle parking, signage and training. The document is expected to cover a ten year period (with a very similar timeframe to this strategy) nearly half the funding is expected to be spent in the period up to 2016.

Many of the themes and commitments outlined in the document are consistent with the approach that the borough has taken (for example, in relation to filtered permeability, reallocation of road space, cycle parking at stations, cycle training and HGV driver cyclist awareness training etc. The document also suggests some other concepts and policies which are of particular interest to Hackney such as introducing contra-flow cycling on busy one-way systems, the extension of the cycle hire scheme and the introduction of a cycle superhub in central London. The document also raises the issue of full and/or light segregation on the Capital's highway network. To date, the borough is unsure as to how this will impact on the borough's highway network (both TfL-controlled and otherwise) but will work with the Mayor and TfL to assess the appropriateness or otherwise of this approach on a case-by-case basis.



# Hackney Cycling Programme



Scale: 1:12,500 at A1

## Hackney Cycling Programme



Revision B  
11/06/2014

Produced by: Streetscene

email:gis@hackney.gov.uk web:www.hackney.gov.uk/fg-gis.htm



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## **5. Cycling in Hackney – current trends**

### **5.1 Introduction.**

The purpose of this section is to give a snapshot of the existing situation for cycling in Hackney, outline some of the more successful measures that have worked to increase levels and to identify some of the barriers that prevent others from regular cycling. This chapter will then form a basis for the following chapters in setting targets and identifying schemes, infrastructure and initiatives to achieve the Council's objectives for cycling.

### **5.2 Numbers of people cycling**

Despite starting from a relatively low base, general cycling levels across London have been rising over the last decade or so. Transport for London has estimated that cycling levels on its main road network alone have risen by 173% since 2001. Latest estimates show that current cycling levels are approximately 2.4% of all trips over a 7 day period across Greater London with the Mayor hoping to double this figure over the next ten years (TfL, 2013).

However, cycling levels throughout London show marked variations between boroughs largely dependant upon whether the borough in question has a tradition in cycling provision and promotion and whether located within Inner London (where cycling trips tend to be higher) and Outer London (where car journeys for short trips are far more prevalent). Consequently, inner London boroughs with established 'cycling cultures' such as Lambeth, Southwark, Islington, Wandsworth and Hackney have cycling rates of over 4% whereas cycling rates are less than 1% are reported in outer London boroughs such as Bexley, Harrow and Enfield (TfL, 2012). The latest Travel in London 5 Report confirmed Hackney's position as the borough with the highest cycling mode share for all trips with a figure of approximately 6%. This figure is already in excess of the London Mayor's target of 5% across London by 2025/26. However, further increases in Hackney and other inner London boroughs are likely to be required in order to enable the Mayor

to meet his London average given the existing low levels in the majority of Outer London boroughs.

### 5.3 Commuter Cycling

Hackney has by far the highest levels of residents cycling to work in London at 15.4% of all commuter journeys (taking into account those who do not work or work from home) this is substantially greater than the second highest borough (Islington at 10.1%) and is almost four times greater than the London average of 4.3%. Nationally, only Cambridge (31.9%), Oxford (18.7%), the Isles of Scilly (18.4%) have higher rates of cycling to work, and Hackney has now overtaken York (12.1%) to become the local authority with the fourth highest levels of cycling to work in England. This figure of 15.4% means that Hackney has easily exceeded the 8% cycle to work mode share target for 2011 set in the 2006 Hackney Transport Strategy.

The proportion of Hackney resident travelling to work by bicycle in 2001 was 6.83% meaning that there has been 125% increase in the percentage cycling to work over the ten year period, one of the highest figures in the country. The 125% increase in cycling to work means that Hackney has exceeded the projected target of an 80% increase in cycling levels by 2010 set in the 2006 Hackney Transport Strategy (HTS, 2006, p7). In addition the figure of 15.4% also means that more Hackney residents now cycle to work than drive (12.8%), making Hackney the only place in the UK where more people cycle to work than drive.

Table 1 Hackney Residents - Cycle to Work Vs Car journeys 1991-2011

Census Year	Car journeys to work % of commuters	Cycle to Work % of commuters
1991	28.7	4.2
2001	22.2	6.83
2011	12.8	15.4

**Table 2 Percentage change on previous Census figures**

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

## **5.4 Cycling by Ward**

Cycling levels have risen in most parts of the borough but the Census revealed some variations in wards. Cycling commuter levels are high in most areas of the borough but particularly in areas near Stoke-Newington, Dalston, Homerton, Hackney Wick and immediately south of Hackney Central near London Fields where around one in five residents use the bicycle as their main mode of transport to work. Table 3 demonstrates the variations in the percentage increases by ward from their 2011 Census baseline figures, ranging from an approximate 50% increase in New River to 718% in Lea Bridge.

**Table 3      Census 2011 - variations in cycling increases by ward from 2001 Census**

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

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

## **5.5 Existing Cycling conditions in Hackney**

The relatively compact nature and relatively flat topography of the borough, has facilitated the borough's relatively high cycling levels and presents significant potential to increase cycling trips to and from key destinations within the borough, Central London and neighbouring boroughs.

The Council has and continues to be proactive in promoting, maintaining and enhancing the boroughs cycling network often demonstrating commitment and innovation in cycling promotion and provision at a time of declining interest in cycling nationally. Now at a time of rising interest in cycling (particularly in London), many of the measures previously undertaken in Hackney are now regarded as best practice and promoted elsewhere across London.

In recent years, the Council has taken a slightly different approach to cycling provision than the traditional approach of providing on-road cycle lanes focusing instead on the improving the permeability and accessibility of the whole road network for cyclists, encouraging all users to share the road and improving safety by reducing traffic speed. This approach is considered to be appropriate for the borough given its topography, generous amount of green space and nature of its road network.

## 5.6 Cycling Schemes and initiatives in Hackney

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

- **Emphasising cycle permeability** – this includes the use of filtered permeability techniques, shared paths, one way exceptions and cycle contra flows where it is impractical to return street to two way flows for general traffic. Hackney has previously done this to good effect at Goldsmiths Row and London Fields, which is one of the key cycling routes in the borough.
- **Speed reduction techniques.** These include the use of traffic calming measures and imposition of a 20mph maximum speed limit on all residential and borough roads. As of April 2012, all residential roads in the borough have been converted to 20mph.
- **Increase in cycle parking levels** both on and off-street. The Council has been proactively including stands as part of public realm improvement works at town centres railway stations and secure parking in council estates. The Council's Streetscene Service has recently updated its residential and commercial cycle parking standards, which will require cycle parking provision over and above the London Plan standards.
- **Cycling promotion events.** Hackney undertakes a number of regular promotion events including Dr Bike sessions, distributing borough cycling maps and facilitating workplace travel sessions. The borough also hosts an annual Cycling Conference event to share best practice and disseminate information.
- **Training** The Council has been providing free cycle training to both adults and children educating them to cycle safely, confidently and enjoyably in Hackney for a number of years. The Council also has mandatory cyclist awareness training for its HGV driving staff and contractors.



- **Smarter Travel promotion.** Hackney has a dedicated Smarter Travel team that works with the local schools, Homerton Hospital, businesses in Shoreditch and the Council itself to promote cycling as an alternative to sole occupancy car use.
- **Olympic Greenways.** There are three Olympic Greenway Routes Hackney Parks route, Regents Canal Towpath and Lea Valley Path North that were completed in time for the Olympics. They were jointly funded by the Council, Transport for London, DCLG and the Olympic Delivery Authority.
- **Mayor of London's Cycle Hire scheme.** At present, there are docking stations in the south of the borough. The Council is keen to see the extension of the scheme across the borough, initially as far northwards to Dalston, Hackney Central and Hackney Wick in the near future.

## 5.7 Funding for Cycling Schemes and initiatives

Most of the initiatives outlined above traditionally have been primarily funded through the Council's Capital and LIP allocations. Some of the public realm cycle parking measures; cycle permeability works and the Smarter Travel initiatives such as Estates Parking and Travel Plan monitoring are partly funded by s106 developer contributions. Some other schemes such as Greenway development have been partly funded from the Olympic Delivery Authority and developer contributions from the Westfield development in Stratford.

The Council will also need to continue to ensure that cycling is considered in all aspects of Council plans and policies and to focus planned spending in an intelligent manner in order to maximise benefits to cycling and to those that would not cycle without targeted incentives.

## 6. Barriers to Cycling

### 6.1 Introduction

Despite the obvious progress made by Hackney, other London boroughs and Transport for London to increase the numbers of people cycling, there remains a lot more work to be done to normalise cycling as a default mode of transport. The Council is particularly keen to encourage people in the borough that do not currently cycle to take it up and to get occasional cyclists to take more cycling trips. This section examines the barriers that prevent people from cycling more and outlines some potential measures to address these.

There is a wide range of literature available produced by academics, the London Cycling Campaign and Transport for London amongst others on why cycling has not become a mainstream mode of choice of travelling in London and beyond. The first part of this section is concerned with barriers to cycling in London generally while the second part relates to Hackney. There is also some borough-specific information obtained through survey work undertaken by the Council's Sustainable Transport team as part of the Homerton Hospital, Shoreditch Zen and Hackney Council Workplace Travel Plans.

### 6.2 Barriers to cycling in London

The following section provides a synopsis of some of the main reasons why there are physical, psychological and attitudinal barriers preventing people from cycling more and is drawn from a variety of sources including;

- Mayor of London's *Vision for Cycling* (2013)
- London Assembly Transport Committee - *Gearing Up – An investigation into safer cycling in London*
- London Assembly Transport Committee (2009)- *Stand and deliver – cycle parking in London*

- London Councils & the London Cycling Campaign (2008) *'Breaking down barriers to cycling in London'*
- Department for Transport (2011) *Climate Change and Transport Choices Segmentation Study*
- TfL's Cycling in London 2008
- Cycling Embassy of Great Britain, *Investigation into Cycling in London-Submission*



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

Concerns about cyclist safety and perceptions of safety figure prominently as the primary barrier as to why many people do not cycle. The recently-published Mayor's *Vision for Cycling* states that the 'fear of injury is the number one reason why Londoners do not cycle'. Similarly, a DfT study of a sample of 3,155 adults living in England found that 63% of potential cyclists surveyed agreed that they would 'find cycling on the roads stressful' and that 60% it was 'too dangerous to cycle on the roads' (Thornton et al, 2010). Implementing measures to help address this fear will therefore be a fundamental concern on both a London wide and borough level scale.

The perception of danger felt by potential cyclists towards other road users in particular, is identified by a number of reports. Within London, Heavy Goods Vehicles are a particular risk to cyclists in London given that they are involved in more than half of cycling fatalities. In recent years, Hackney Council along with a number of other London Boroughs and TfL has implemented free CPC accredited Cyclist Awareness training courses for HGV drivers and contractors operating within London.

Improving driver behaviour and increasing cyclist awareness by other commercially operated vehicles such as taxis and white goods vans are increasingly being targeted by Hackney Council, in partnership with TfL and the police through a series of advertisements on billboards, newspapers and radio advertisements.

➤ **Dangerous Junctions**

In addition to HGV concerns, dangerous junctions across London that prioritise movements from motorized vehicles are a significant factor in the perception of cycling as a dangerous mode of transport. The Mayor's Vision for Cycling document affirms that junctions account for only 20 per cent of the road space, but are the sites of 75 per cent of cyclist deaths in the past three years (p18). In recent years, cyclist groups have campaigned strongly on this issue while cyclist fatalities have attracted significant media attention at junctions at Blackfriars, Bow and Kings Cross in particular.

In response to this, TfL have announced that they will review the most dangerous junctions in London's major road network (TLRN roads) with a view to improving these using Dutch-style bicycle-friendly traffic engineering techniques. Of these junctions, a number are located in Hackney at:

- Homerton High Street / Ponsford Street
- Dalston Junction
- Kingsland Road / Middleton Road
- Shoreditch High St/ Great Eastern Road/ Commercial St
- Stamford Hill/ Belfast Road
- Old Street

The Council will need to continue to engage with TfL to addressing cyclist safety concerns at these junctions in addition to long-standing reservations about cycling conditions at one-way streets at Stoke-Newington, Old Street, Homerton and approach roads to the A12 outlined below.

➤ **Lack of secure cycle parking**

Lack of access to secure cycle parking at home, at workplaces and outside shops has been identified as a significant deterrent to cycling. The DfT study suggested that this issue was a particular deterrent in London with 57% of London-based respondents agreeing that they would cycle more if there were more secure places to store bikes (Thornton et al, 2010, p126). Respondents to the 'Stand and Deliver' study undertaken by the London Assembly indicated that that the lack of availability of adequate cycle parking at high street shops, public transport stations and new developments was a particular significant barrier to cycling in London.

The provision of secure and well located cycle parking is similarly identified as being a critical factor in preventing cycle theft in London. Figures from the Metropolitan Police Service show that the number of bike thefts reported in 2008/09 was over 18,000. However, research indicates that only around one in four bike thefts is reported to the Police, which would suggest that there are over 70,000 bikes stolen every year in London (London Assembly, 2009).

➤ **Incomplete cycle routes and gyratories**

An incomplete London-wide cycle network has been identified by the London Cycle Campaign and London Councils as a barrier to cycling in the capital with significant gaps in the completion of the London Cycling Network and its 2001 successor LCN+ routes. New engineering solutions are required to overcome highly visible barriers to cycling caused by some of London's numerous gyratories and one-way systems and dangerous junctions on major routes.

Many of these concerns have been noted in the Mayor's *Cycling Vision* document released earlier this year which promises to create a 'Tube network' of cycle lanes across London in addition to more 'Quietways' and upgraded Cycle Superhighways over a ten year period. There is also a focus on upgrading dangerous junctions and removing many of the one-way street restrictions to cyclists. While the document proposes segregated bike lanes on many of the TfL-controlled roads in the Capital, there will be an emphasis on boroughs to improve cycling conditions based on local circumstances.

### **6.3 Barriers to cycling within Hackney**

Despite good progress in recent years the borough faces a number of challenges in increasing cycling in Hackney, many of which will require partnership working with TfL and neighbouring boroughs to overcome.

➤ **Need for improved network and junctions**

The need to provide better cycle routes and safer crossings figures prominently in responses to all workplace and school travel surveys undertaken by the Council's Sustainable Transport and Engagement team.

There are a number of one-way streets on Hackney's road network that cut through communities and create obstacles for cyclists, leading to greater journey times, local pollution levels and heightened perception of danger due to high vehicle speeds. There are a number of one-way systems within the borough road network of which a disproportionate amount are located east of Mare St on approach roads to the A12. Many of these systems were implemented as a result of 1960's traffic planning that prioritised vehicular movements and have resulted in car dominated streets and circuitous cycle journeys. A key challenge to the borough is to secure TfL support to provide technical and financial support to address the resultant traffic impact.

In recent years, the Council has sought the removal of the Stoke-Newington gyratory located on the A10 and returning this to a two-way system. The Gyratory is part of the TLRN (Transport for London Road Network) and is therefore a TfL responsibility; however the borough has responsibility for some of the adjacent residential roads which experience significant rat-running. The Council has been pro-actively engaging with local residents and the business community who have indicated strong support for the scheme. The Council is currently working with TfL to develop objectives for Stoke Newington and test options for changes against these objectives. The Council is also examining ways to remove other existing gyratories and one-way systems across the borough.

➤ **Lack of suitable bicycle storage and parking**

Finding suitable cycle parking in Hackney's workplaces and schools has also been identified as a significant barrier. Providing more and secure cycle parking was identified by respondents based at Homerton Hospital and smaller workplaces at London Fields



(43%) and Hackney Downs (61%) as something that would encourage more employees to cycle more.

Schools are similarly affected. As part of the development of Hackney's Sustainable Modes to Travel to School Strategy, the Council undertook a study of 29 primary schools and three secondary schools. The results found that the most common barrier discouraging pupils from cycling to school is a lack of cycle parking. This was an issue for 29 primary schools and three secondary schools. While funding was available from the Mayor's Cycle Parking Scheme and Hackney's STP small grants scheme, achieving planning permission, time restraints and limited space prevented some schools from implementing cycle parking facilities.

Residential cycling parking is also an issue. Much of Hackney's housing stock comprises of Victorian and Georgian terraced housing where internal storage space may be restricted - particularly when individual houses have been converted to flats. Similarly, much of the post-war housing in Hackney lacks suitable internal storage space sometimes evidenced by the high number of parked bicycles visible from balconies. The Council has been working with Hackney Homes and other social landlords to provide secure cycle parking lockers on housing estates. The Council's Transport Planning team are also trialling the use of secure on-street cycle parking on terraced residential streets.

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

In addition to secure cycle parking, the lack of other end-of-trip facilities such as shower and changing facilities has been identified as a significant barrier to workplaces and destinations in Hackney. Respondents to workplace travel surveys undertaken by the Council's Sustainable Transport team indicated that increased provision of showers and changing rooms would be a significant incentive for employees based in Homerton Hospital (30%) and Shoreditch (22%) to cycle more. While the Council can play a role in helping to retro-fit these facilities in older buildings, there will be an expectation that new development will factor these considerations in early in the design stage of planning applications in line with the Transport Strategy's Development Management document.

➤ **Bike Theft**

The loss of a bicycle through theft disproportionately affects those on low and moderate incomes and is likely to discourage a significant proportion of victims from continuing to cycle. Figures released from the Metropolitan Police in 2013 showed that Hackney has the highest number of cycle thefts in London with 1,650 cycles were stolen in Hackney in the twelve months ending in March 2012, up from 1,517 thefts in the previous year.

The Council will need to continue to work with the Metropolitan Police Service as well as Transport for London's Crime Reduction Department to identify cycle theft hotspots and target resources for secure cycle parking in these areas. The Council will continue to fund on-street cycle parking through its LIP allocation; however it is likely that additional sources of funding will be required such as TfL's Central London Cycle Parking Fund. Where parking is provided, it will need to be appropriately located in order to maximise surveillance and minimise opportunities for theft.

➤ **Lack of cycle skills/ training**

Many people lack the road skills, fitness and confidence to cycle on-road in Hackney. Coupled with a lack of understanding as to how to access information about suitable routes and where to find cycle parking and cycle shops, these are all barriers to cycling.

The Council provides all year 5 and 6 pupils with National Standards cycle training delivered by a training provider so that they can develop the skills, knowledge and confidence required to cycle to school safely using the roads. This training is important for pupils cycling anywhere in Hackney, and can go a long way towards changing people's perceptions of the safety of a road, giving them the confidence to cycle safely without needing segregated cycle tracks

➤ **Culture and attitudes to cycling.**

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

cycling to be less appealing than other modes of transport. TfL's Cycle Market Segmentation work suggests that there are particular categories of people that are likely to be resistant to attempts to promote cycling as a primary travel mode of choice such as those involved in manual trades or older people.

Initial exploratory work undertaken by the Council using the same cycling segmentation approach, suggests that there are a number of socio-economic groups within the borough that may be amenable to cycling more subject to targeted initiatives and appropriate incentives being in place. Within Hackney, two groups in particular; low – income families (Hard Pressed Families) which comprise of approximately 46% of the borough's population and Young Couples and Families (13%) have been identified as having potential to cycle more but also face barriers to cycling such as bike storage, lack of training and others outlined above. Later chapters in this Plan will outline how the Council intends to address these barriers while ensuring that existing cyclists are encouraged to continue to do so.

## 7. Cycling Targets

### 7.1 Introduction

The previous sections of this strategy have considered the existing trends with regard to cycling in Hackney and identified some of the barriers that prevent people who live, work and visit the borough from cycling more. This chapter will set out the primary targets of the Cycling Plan.

### 7.2 Primary Targets

Hackney was required to set both long and short term modal share targets for cycling as part of the LIP2 preparation process. These targets were required to be agreed with Transport for London and considered to be both ambitious and realistic.

Based on a pro-rata basis, with an assumption of continual growth in cycling to the Mayors Transport Strategy (MTS) timeframe of 2030/2031 the cycling targets are set as follows.

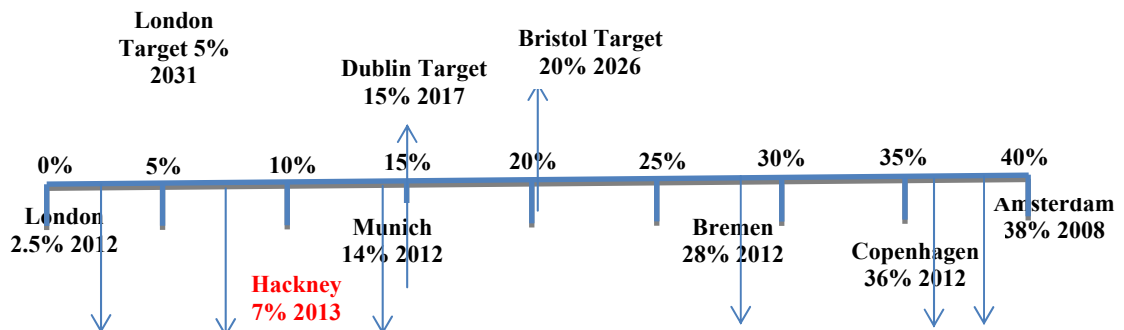
**Table 4 Cycling Plan targets 2014-2024**

Types of Cycling	Baseline (Census 2011 unless stated)	LIP2 Short term 2013/14	Cycling Strategy 2024	MTS long term 2031
All journeys	7% (LTDS)	7%	15%	20%
Cycle to Work	15.4%	16%	25%	30%
LBH Council staff	15.1% 2012 TP		28%	30%
All School children age 5-15	2.3% 2012/13	<i>n/a</i>	5%	9%

### 7.3 Comparison with other urban areas in Europe

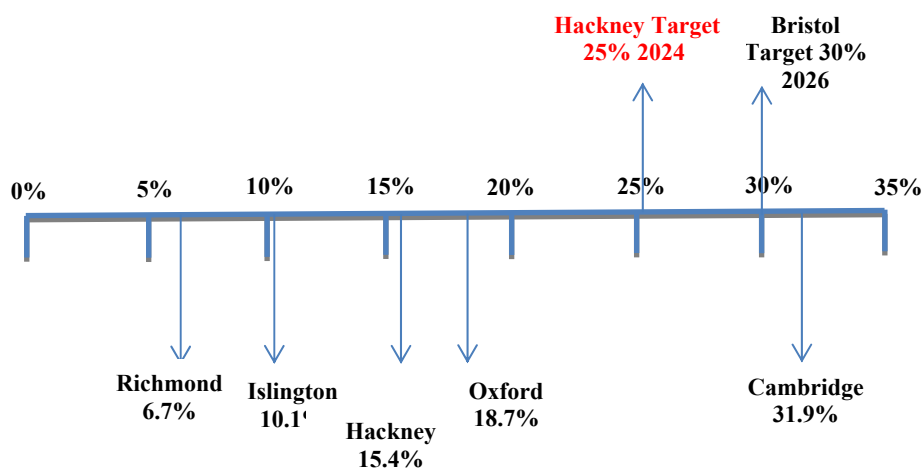
The Mayor's Transport Strategy outlines a target that cycling would comprise of 5% of all journeys in London by 2031 which can be considered quite low by international standards (see fig 3). Hackney's cycling modal share at 7% is currently above the target but low levels in other parts of the capital (particular in some outer London boroughs) have reduced the London-wide average to 2.5%.

**Fig 3: Comparison with international cities-**



### 7.4 Cycling to work

Hackney's adopted long term target of 30% cycling to work journeys was based on consideration of existing baseline commuter cycling levels, trip distances and projected levels in other London boroughs. The latest Census showed that Hackney had a cycling mode share of 15.4% in 2011. Based on a pro-rata approach the borough could expect to see a target of approximately 25% of all commuter trips by 2024. This target is considered challenging and ambitious given the relatively low opportunities for converting commuter car journeys to cycling trips and Hackney's high use of public transport (particularly bus trips). However, cities such as Cambridge and Oxford have established exemplary cycling modal share targets while Bristol (which has a more challenging topography for cycling than Hackney) has a target of 30% in a similar timescale (see fig 4).

**Fig 4: Cycling to work levels in selected Local Authority areas in England**

Note: All figures from Census 2011 unless otherwise stated

## 7.5 Hackney Council Cycle to work

The Cycling Strategy aims to have 28% of Hackney council staff regularly commuting to work by bicycle by 2024. Monitoring of the Council's workplace travel plan is undertaken by the Sustainable Transport Engagement team and will be supported through on-going initiatives such as the Cycle to work Scheme, appropriate changing facilities, reduced staff parking, use of pool bike for site visits etc.

## 7.6 School Cycling targets

The targets set out in table 4 are based on a pro-rata rise of existing levels. The baseline figure of 2.3% for 2012/13 is based on figures collated by schools and the Council. These targets may be refined further in the adopted document.

## 7.7 Secondary Targets and Outcomes

Chapter 3 outlines outcomes that the Cycling Strategy will contribute towards such as addressing Hackney's obesity levels, reducing CO2 emissions, improving air quality and

strengthening the borough's economy. However, targets have not been set for these outcomes as part of the cycling strategy because many other factors will contribute to (or may detract from) the attainment of these results.

These outcomes are already being measured by the impacts of other strategies and policies set out by other Council departments and documents which have direct responsibility for these factors. Hackney Council's Local Plan for example, produces an Annual Monitoring Report which sets out monitoring procedures for town centre vacancy levels, health planning etc while the Council's emerging air quality strategy will set out targets for reducing PM10 and NO2 emissions.

**The Council will work to ensure that by 2024:**

- C1      15% of ALL journeys by Hackney residents (7 days a week) are by bicycle**
- C2      25% of journeys to work by Hackney residents are made by bicycle**
- C3      28% of Council staff journeys to and from work are made by bicycle**
- C4      5% of journeys made Hackney children to and from school are by bicycle**

## 8. Cycling Plan Principles

### 8.1 Introduction

The previous sections of this strategy have considered the existing situation with regard to cycling in Hackney and outlining targets and objectives for increasing cycling levels and enhancing conditions for cycling in the borough. This chapter outlines the strategic elements that together will deliver a range of measures and initiatives to meet the objectives.

The strategy itself aims to cover the prevalent issues that affect cycling in Hackney through a series of policies that set the principles and priorities for the Cycling Plan.

### 8.2 The Policy Framework for cycling

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

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

**C5      The Council will continue to ensure that support for cycling is embedded in all Council policies, plans and strategy documents**



### 8.3 Design Principles for Cycling Infrastructure


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

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

- **The hierarchy of provision**

The selection of appropriate infrastructure provision for cycle users should follow the hierarchy of provision as set out in Local Transport Note 2/08: Cycle Infrastructure Design and set out in Table 5 below.

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

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

The Hierarchy of Provision states that where possible, the priority should be to look for solutions with cycle-specific measures that reduce the impact of motor traffic. Where this is not appropriate, redesign of junctions, reallocation of road space and the provision of off-road cycle tracks should be pursued. In this way, it is often possible to meet cyclists' needs without the need for cycle-specific infrastructure, potentially freeing up cycling budgets for other smarter choices measures.

In common with other inner London boroughs, Hackney has traditionally favoured this approach of reducing traffic speeds and volumes and taking all opportunities for permeability when designing for cycling given the nature of its road network, lower levels of on-street car parking and proximity of residential areas to town centres, public transport and major trip generators. In recent years, the borough has introduced (and will continue to do so), a number of measures at the top of the hierarchy such as vehicle restricted areas (filtered permeability), car parking charges and borough wide 20mph limits on all residential streets. Other traffic management measures include advanced stop lines and amending signal phasing to facilitate important or difficult manoeuvres for those travelling by bike, together with measures to improve permeability for cycle users, such as cycle exemptions from turning restrictions, cycle contraflows and cycle bypasses at road closures.

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

- Wider transport schemes including bus lanes and bus priority measures on key borough arterial roads;
- Proposed future improvements to Cycle Superhighways, Quietways, and the Central London Grid as articulated by the Mayor of London's Cycling Vision
- Addressing gaps in the LCN+ network and others identified by studies and cross-borough strategies such as the North and East London Cycling Strategies
- Expansion of 20mph speed limits on other non-residential roads
- Other schemes to address pinch points e.g. as part of measures identified through School Travel Plans

**C6 Hackney Council will introduce infrastructure provision for cycle users in accordance with the hierarchy of provision set out in LTN 2/08, considering traffic volumes and speed reduction first, followed by junction treatments and reallocation of carriageway spaces, with shared used or on-footway provision introduced only when all other options have been exhausted.**

### **Route Provision on the TLRN**

The Mayor of London has recently indicated that he will seek to introduce segregated or semi-segregated cycle lanes on some of London's busiest roads over the next ten years as a key cornerstone of his Cycling Vision for London.

Within the document, TfL have stated a preference for fully segregated lanes on its Cycle Superhighway routes, which are likely to be implemented between the pavement and bus stops where permissible. Where there is space restrictions, TfL will seek to implement semi-segregated lanes such as shared bus/bike lanes which are expected to be separate from the rest of the traffic through the use of cat's eyes and rumble sticks or traffic wands in the road.

At the time of writing, full details of how this will impact on cycle route provision in Hackney is unclear. The document does state however that cyclists will not be restricted from using any other part of the road network. The Council intend to work with TfL as more details emerge about these proposals and will use the opportunity to advance long-standing aspirations relating to the removal of gyratory systems at Stoke-Newington and providing better cycling conditions in the general Shoreditch area.

- **Reallocation of Road Space**

Many schemes to encourage cycling in Hackney will necessitate a continuation of the policy to reallocate road space from private motor traffic to non-motorised users. Reallocation of road space plays a fundamental role in facilitating traffic volume and traffic reduction. This reallocation process will apply not just to cycling route provision but also in the case of providing other cycling infrastructure for example the provision of cycle parking on the carriageway. When considering reallocation of road space the Council will always consider existing use of the kerbside space and overall demand for it in the local area and make an objective assessment of the best use for it.

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 this subject to careful consideration of cyclist safety. Where provided and developed, bus lanes should always be available to cyclists and wide enough for cyclists to overtake buses safely (around 4.5m wide).

In addition to benefiting cyclists, reallocation of road space in many cases will have wider positive impacts for pedestrians and businesses and road safety objectives. Narrower lanes that are appropriate in particular 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 encouraging lower traffic speeds without causing a significant loss of traffic capacity. However this should not result in a loss of clear space for cyclists.

**C7      The Council will continue to reallocate carriageway road space from private motor vehicles to cycle infrastructure provision whether it be cycle parking or route provision.**

- **Changing priorities and improved crossings / signals**

Where cycle flows are largest proportion of traffic or where cycle routes cross roads then we will review options for changing priorities to give priority to pedestrians, then cyclists, then vehicular traffic (where bus service performance is not significantly affected).

There are a number of locations in the borough where pedestrian zebra crossings are adjacent to busy cycle routes and Hackney would like to see proposals for Dutch style pedestrian zebra crossings with an adjacent parallel cycle crossing fast-tracked. Hackney Council is willing to participate in a trial scheme hosting pilot sites on the borough road network.

**C8      The Council will look at changing priorities at junctions or crossings where cyclist flows are the largest proportion of traffic to improve continuity of route and reduce delays for cyclists (where bus service provision is not significantly impacted). Hackney will also lobby the DfT to fast-track proposals for pedestrian / cycle zebra crossings and offer to host pilot test sites at a number of locations in the borough.**

- **Need to design for future growth**

Despite already having the highest levels of cycling in London the Council has set itself challenging growth targets for cycling that would see the number of trips made by cyclists on our roads more than double between now and 2024. This means that every cycling intervention and scheme that is designed and implemented will have to take into

consideration that cycle flows are expected to more than double over the next ten years.

- **Maintaining the existing cycle network**

**C9 The Council will ensure that new cyclist infrastructure is designed to accommodate future growth in cycle numbers.**

With the exception of the A12 dual carriageway, the existing cycle network comprises of all roads, towpaths and greenways in the borough. The existing network is already a valuable asset in Hackney and will not be neglected as part of this strategy. However, some of the existing provision does not meet current best practice for cycle traffic and /or does not provide sufficient capacity for the growing volumes of cycle users and should be upgraded wherever possible. Examples include cycle lanes and cycle tracks of substandard width, known barriers to contra-flow cycling, poor junction alignment in places; poor crossing facilities, lack of cycle track continuity at side road crossings, restricted forward visibility and inconvenient barriers on cycle tracks.

As part of this strategy an on-going programme is required to deal with small-scale blockages, deterioration of routes, gaps and hindrances on the cycle network. This will help to join up and refresh existing routes such as the LCN+ and Greenways programme. This will draw on information received by partners and strategies such as the Mayor's Cycling Vision, neighbouring boroughs as part of the emerging North London Cycling Strategy, the Olympic Legacy Development Corporation and the Lea Valley Regional Park Authority. The Council will also continue its excellent working relationship with groups such as the LCC in Hackney, Living Streets and Sustrans to identify a programme of dropped kerbs; adaption or removal of barriers; removal of 'cyclists dismount' signs; contra-flow cycling and adjustments to reduce delays at crossing points.

**C10 The Council will ensure that existing road and cycle network is maintained to a high standard with a good level of service, whether it be surface condition, lighting levels, drainage, obstructions or permeability.**

- **Winter Maintenance programme**

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

**C11 The Council will seek to regularly review its winter maintenance programme and aim to ensure that the core cycle routes in the borough are cleared and gritted after prolonged periods of ice and snow.**

- **Cycling in shared spaces, parks and open spaces**

A substantial amount of the cycling network within Hackney consists of shared space with pedestrians for example in parkland areas such as London Fields and the Lea Valley Regional Park, shared path permeability schemes as part of new developments and along the Regents Canal Towpath. While this has been an occasional source of conflict primarily through the inconsiderate behaviour of a minority of cyclists, in general it has contributed greatly to the borough's perception as a safe and pleasant place to cycle.

In line with recent guidance provided in Manual for Streets 2, where there are proposals for vehicle restricted or pedestrianised areas, the starting position will be that cyclists are allowed to continue to use the streets and areas concerned.

The Council will continue to discourage footway cycling (except in circumstances where areas of footway have been formally designated as shared use) and other forms of unlawful or inconsiderate cycling (e.g. cyclists speeding through parks and other shared surfaces) and will work with residents, park users, groups representing vulnerable people and the Police to identify and address these issues. Pedestrians will continue to have priority over cyclists at all times in these shared spaces and the Council will work to ensure the cyclists are aware that they are guests in these spaces and need to act accordingly.

**C12 Where there are proposals for vehicle restricted or pedestrianised areas within Hackney, the starting position will be that cyclists are allowed to continue to use the streets and areas concerned. Pedestrians will continue to have priority over cyclists at all times and in all such spaces.**

In relation to parks and towpaths, the Council will increase efforts to work with partner organisations such as the Canals and River Trust and British Waterways, park rangers, residents and voluntary and cycling groups to promote considerate cycling campaigns and address areas of concern through enforcement action and closures where appropriate. The Council will also work with neighbouring boroughs, the Mayor's Cycling Commissioner and the Canal and River Trust to improve the cycling conditions of parallel roads adjacent to the Regent's Canal (see Delivery Chapter), which would greatly reduce the pressure on the towpath.

**C13 There will be a presumption in favour of shared paths in parks and green spaces and segregation between pedestrians and cyclists will only be considered in special circumstances or where there are very high cycle flows throughout the day. Pedestrians will continue to have priority over cyclists at all times and in all such spaces.**

Within Hackney's public parks and open spaces, the Council has approved the following byelaw:

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

**C14 Cycling will continue to be allowed in all Hackney's parks and open spaces unless that person rides in such a manner as to cause danger or give reasonable grounds for annoyance to other persons. Pedestrians will continue to have priority over cyclists at all times and in all such spaces and the Council will ensure that cyclists are aware that they are guests in these spaces and need to act accordingly.**



**C15 Hackney will work with the Canal and River Trust, the Lee Valley Regional Park and local stakeholder groups to promote considerate cycling in parks, towpaths and other locations where cyclists and pedestrians share the space. The Council will address areas of concern through enforcement action and appropriate interventions where necessary recognising that pedestrians have priority over cyclists at all times.**

- **Opportunities presented by new development**

New development can provide excellent opportunities to enhance cycling infrastructure through permeability improvements sought as part of the design and layout process and also in terms of the provision of cycling parking and end-of-trip facilities. In terms of design principles, new development should be consistent with principles established by Manual for Streets and Hackney's Urban Design SPD.

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

- **Wayfinding**

The Council will continue to implement improved signage and legibility, including the journey times/distances and use of surface markings to emphasise the convenience of the cycling network. This should be developed further to incorporate the destinations in the schematic primary network map.

**C16 The Council will continue to implement improved cycle signage and wayfinding that is consistent with the rest of London, showing journey times and distances.**

- **Integration with other transport modes**

It is important to recognise that cycling has a significant role to play as part of linked trips with other modes of transport. Improvements to the existing cycling infrastructure such as improved cycling parking facilities and integration as part of a wider Smarter Travel programme will therefore be needed at key public transport interchanges within the borough such as the London Overground stations at Hackney Wick, National Rail stations and the planned interchange project at Hackney Central.

## **8.4 Smarter Travel and Cycling Promotion**

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

### **Targeted messages**

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

Like TfL, Hackney uses a key data tool known as MOSAIC that incorporates demographic and market intelligence to ensure that the right messages reach the right people and are

delivered in the most cost-effective way through a range of media. Initial borough-level analysis from a study undertaken in 2012 called the Hackney Cycle Segmentation Study (Steer Davies Gleave 2012) suggests that the Council should look to target two socio-economic groups in particular which for the purposes of the study are classed as *Hard Presses Families* and *Young Couples and Families*.

*Hard Pressed Families* are estimated to comprise of about 46% of Hackney's population, have typically lower levels of income and are considered to have a lower than average propensity to cycle. In many cases, a lack of suitable storage space for bicycles and lower levels of cycle training have been identified as a barrier to cycling. Families within this segmentation group live in all areas across Hackney but particularly in areas in the south (between Homerton and London Fields stations) and south west (near Haggerston and Hoxton) of the borough.

*Young Couples and Families* are estimated to comprise of approximately 13% of Hackney's population; have relatively low car ownership levels and are considered to be of prime age for cycling. Children of these young couples have a strong likelihood of exposure to cycling in school. Many of these families tend to live in the north east of the borough in the Clapton and Stamford Hill areas near the Lea Valley Regional Park. Consequently, the Council will concentrate efforts to promote leisure cycling as an initial encouragement measure and seek to follow this up with appropriate on-road biking training to ensure that initially nervous cyclists gain the confidence to cycle everywhere in Hackney.

A significant proportion of both groups live in areas in the east of the borough where conditions for cycling are poor in places partly due to severance caused by the A12, numerous one-way systems in its vicinity and high traffic speeds. Therefore, cycling promotion in these areas in particular is likely to be more effective when accompanied by prior traffic calming and contra-flow cycling measures. The three key measures the Council is proposing to target in areas of the borough with lower than average levels of cycling are:

1. Expanding the Smarter Travel Estates project in wards with large numbers of hard-pressed families and social housing estates.
2. Removing severance and barriers to cycling such as one way roads and gyratories and improving cycle accessibility through filtered permeability schemes.
3. Building upon the success of ‘Play Streets’ (see below) and hold regular car free events and street closures throughout the summer in areas with high numbers of young couple and families encouraging them to take up leisure cycling.

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

**C17 The Council will look to tackle lower levels of cycling on social housing estates in the East and the South of the borough through targeted interventions such as the Smarter Travel Estates project, removing severance and barriers caused by one way systems, and encouraging leisure cycling by connecting up Play Streets to nearby parks and green spaces.**

### **Hackney Homes Estates**

Hackney Homes are responsible for large areas of the housing, land and roads within the borough. The rates of cycling amongst residents living on Hackney Homes estates are substantially lower than the borough average. Many of the areas containing high numbers of hard pressed families and other demographics with low levels of cycling referred to in the paragraphs above include Hackney Homes estates. The Council will

work with Hackney Homes to tackle the causes of low levels of cycling amongst their residents, which include:

- Access to secure cycle parking
- Poor accessibility and permeability for cyclists on estates
- Lack of access to or availability of a bicycle
- Lack of confidence or experience of cycling

Many roads and paths on Hackney Homes estates are inaccessible to cyclists through the presence of physical barriers such as gated closures or no dropped kerbs or regulatory barriers such as 'no cycling' signs. The Council would like to see a 'seamless' public realm and ensure that it is as easy for cyclists to move through roads on Hackney Homes estates as it is on public roads.

In addition to lack of permeability for cyclists on Hackney Homes estates there is also a need for additional visitor and secure cycle parking. The Council has been working with Hackney Homes for a number of years to install secure cycle parking lockers and other facilities across their properties. However due to the size of the Hackney Homes estate and continuing increases in the levels of cycling in Hackney the task ahead is significant and expensive.

The Council will also work with Hackney Homes to expand the Smarter Travel Estates programme on their estates and rollout the Cycle Loan Scheme to improve access to bicycles and confidence to cycle.

**C18 The Council will work with Hackney Homes to ensure that all households on their estates have access to secure cycle parking provision by 2024. In addition all Hackney Homes roads and land will be accessible and permeable to cyclists where possible.**

## **9. Safer Cycling in Hackney**

### **9.1 Introduction**

A key objective of this plan is to encourage more cyclists in our borough but the Council needs to ensure that this is with the safety of our residents and visitors as an utmost priority. The Council recognises that the safety of our cyclists is an integral part of our road safety objectives for all road users and a key component of our on-going regeneration and place shaping ambitions.

Chapter 5 established that fear of injury and the perception of cycling as a dangerous activity is a primary reason why many residents do not currently cycle. Addressing these fears through the remodelling of our streets, road safety education, tackling bad driver behaviour and improving Hackney's cyclist casualty rates will therefore be a critical factor in achieving higher cycling levels in the borough. This section will set out some of the over-arching engineering principles, approaches and cyclist safety measures and initiatives that the Council intends to take to promote a higher level of cyclist safety in our borough. Further information on improving road safety can be found in the Council's Road Safety Plan.

### **9.2 Reducing Speeds**

Research undertaken on behalf of the Department for Transport has found that the greatest benefits for cyclist (and other road users) safety accrue from reducing vehicle speeds (DfT, 2011). This may be achieved through a variety of methods including physical traffic calming, street design that emphasises pedestrian and cyclist movement and the use of 20 mph speed limits. A commitment to reducing vehicle speeds across all roads within the borough is a key tenet of the plan.

#### **20mph expansion and reviews**

There is clear evidence that traffic travelling at speeds of 20mph improves the safety of both cyclists and pedestrians and other road users. Since March 2012, all non-classified residential roads within Hackney have been covered by a 20mph speed limit. From March 2013, the Council has been trialling 20mph speed limits for a 12 month period on

major link roads that border LB Islington such as Green Lanes, Blackstock Road and Balls Pond Road. Subject to a successful outcome of this trial, the Council's strategic outcomes for the lifetime of the Cycling Plan are as follows;

- To implement 20mph on the all borough controlled roads by 2016
- To work with TfL to implement 20mph on the TLRN network, initially within the borough's town centres and principal cycle routes by 2016
- 20mph on all remaining principal routes within the borough by 2020 (excluding the A12)

The Council will look to undertake a review of its existing 20mph network from to measures the outcomes and identify where changes or improvements might be required. The review will determine the success or otherwise of roads that are not covered by self-enforcing measures. The Council will also continue to work with the police to encourage enforcement of 20mph where self-enforcement measures are not in place.

**C19 The Council will implement 20 mph speed limits on all borough controlled roads by 2016 and continue to lobby TfL to implement 20mph on their roads with the aspiration that all roads in the borough (with the exception of the A12) will be covered by a 20mph speed limit.**

### 9.3 Bikeability Level 2 residential roads

Bikeability is 'cycling proficiency' for the 21st century, designed to give the next generation the skills and confidence to ride their bikes on today's roads. Bikeability consists of three levels of training with a nationally agreed syllabus. A child typically start Bikeability lessons once they have learnt to ride a bike, with 10-11 year olds progressing through to Level 2, and then Level 3 at secondary school (11-18 year olds) (Bikeability website, 2013).

The ultimate aim of Level 2 training is that on completion a cyclist could safely make the journey from home to school. The Council will work towards making every residential road in the borough safe enough to be assessed as being appropriate for children trained up to Bikeability Standard Level 2 to ride upon. Actions for the Council will include ensuring that residential roads are maintained to a high standard, are covered by 20mph and continuing to use engineering practices as described below.

**C20     The Council will aim to make every residential road safe enough to be assessed as being appropriate for children trained up to Bikeability Standard Level 2 to ride on.**

#### **9.4        Speed reduction and cyclist safety engineering techniques**

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

- **Filtered Permeability measures**

This type of intervention involves the implementation of road closures for vehicular traffic but allowing pedestrian and cyclist movement on many of the borough's residential and local connector roads. This measure has the impact of eliminating rat-running through residential roads allowing safer walking and cycling and has been introduced with notable success in the western areas of the borough such as Goldsmiths Row. The Council will continue to investigate appropriate locations for filtered permeability cells as part of wider area traffic reduction reviews (discussed in Chapter 10).

- **Sinusoidal speed humps:**

Sinusoidal humps are as effective in reducing traffic speeds as traditional road humps, and are preferred by cyclist as they provide a more comfortable ride. They also reduce



road noise and vibration as vehicles travel over the humps. We will replace all outdated speed humps on key cycle routes on sinusoidal with gradual phasing out of old style and replacing with sinusoidal humps.

**C21 The Council will review traffic calming on busy cycle routes and replace outdated designs that are uncomfortable for cyclists with sinusoidal humps. When a road is resurfaced as part of the routine carriageway resurfacing programme the Council will replace traditional speed humps or other outdated forms of traffic calming with sinusoidal humps (where appropriate) to improve journey experience for cyclists.**

- **Parking restrictions near junctions**

The Council will continue to introduce restrictions on parking near junctions to ensure that cyclists can see oncoming traffic. Parked vehicles restrict the visibility of cyclists, pedestrians and other road users creating potential conflict points. The Council will look to include a minimum 5-6 metre length parking restriction near junctions in accordance with the next iteration of the Council's Parking Enforcement Plan (PEP).

- **Guardrail removal**

The use of guardrailing to segregate pedestrians from motor traffic has created difficulties for cyclists in blocking escape routes and being a cause of some cyclist being casualties being squashed between vehicles and the railing. Guardrailing is a symptom of traffic dominated areas, is visually intrusive and may encourage higher vehicle speeds because of the lower perceived risk (Zheng and Hall, 2003). Hackney is a pioneering borough in the removal of guardrailing from much of our key pedestrian and cycle routes. The Council will continue with a policy of removing this as part of public realm and safety schemes wherever appropriate.

- **Advanced Stop Lanes (ASL's)**

The Council will undertake a review of the existing provision of ASL's in the borough with a view to increasing existing coverage and depth of the ASL's. As part of this review the Council will also identify appropriate locations for the introduction of cycle signals on traffic signals in advance of their expected approval by the DfT.

**C22 The Council will review of all key junctions in the borough with a view to increasing coverage and depth of Advanced Stop Line provision (ASLs) where appropriate. Hackney is also keen to progress with the implementation of cycle signals at junctions across the borough once approved by DfT.**

## **9.5 Clear space for cyclists**

The Council has been highly successful at implementing schemes on quieter roads however there have been limited improvements for cyclists on our busiest roads. It is inevitable that cyclists will continue to use our busy high streets and strategic roads that carry high volumes of vehicular traffic because often they are the most direct and quickest routes. There is also no escaping that almost all town centres in London are situated on busy high streets that carry multiple bus routes and have competing demands for kerbside space such as parking and loading.

Mapping of cyclist accidents reveals that the majority of serious accidents occur on our busier roads with high traffic flows and often multiple bus routes, and as such these routes need to be specifically considered. Key issues for cyclists on these busier roads include:

- Cycle flows on certain roads are now so high that cyclists are at risk of causing danger to each other in addition to danger from motorised vehicles because they are cycling alongside each other in such congested conditions.
- Parking and unloading arrangements at the kerbside on these busier roads can also represent a danger to cyclists when moving around them

especially when vehicles try to overtake and cyclists are also at risk from being hit by vehicle doors being opened in their path.

- Where there is regular congestion and queuing vehicles there will be limited room for cyclists to advance and as a result cyclists will often squeeze between vehicles or even undertake on the left hand side despite the known dangers.

Cycle training will provide the skills for cyclists to cycle confidently and defensively in these road conditions but the level of comfort and enjoyment for a cyclist will continue to be poor unless conditions for cyclists are improved. Novice cyclists and other vulnerable cyclists will also continue to avoid these routes or avoid cycling altogether because of the poor journey experience and perception of danger on these routes unless improvements are made.

The Council recognises that some of the busiest cycle flow corridors will continue to be on the busiest vehicular traffic and bus corridors and therefore it will investigate the most suitable options for ensuring cyclist safety whilst not negatively impacting on the safety of pedestrians and bus users. The Council will look to pursue a policy of 'clear space for cyclists' when designing public realm and traffic schemes on busy routes or where there is high traffic flows.

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

**Clear Space for Cyclists**

This is defined as the space that is needed for a cyclist in which to feel safe and comfortable when riding on busier roads. In Hackney this will almost always be an on-carriageway solution.

In order to create clear space for cyclists on our major roads it is highly likely that the entire road layout will have to be reconfigured. This may result in the need to remove or relocate some parking or loading to create space and will likely require a reduction in traffic volumes in the first instance before a scheme can be successfully implemented.

Whatever solution is found it will need to be on a case by case basis and there will need to be very careful consideration of how to resolve conflict between pedestrians and cyclists at bus stops, and cyclists and vehicles at junctions.

**C23     The Council will look to pursue a policy of ‘clear space for cyclists’ when designing public realm and traffic schemes on busy routes and where there are high vehicular traffic flows.**

## **9.6        Reducing Cycling Accident rates**

Promoting better safety for cycling through a reduction of casualty rates is a key priority of this Strategy. The LIP2 showed that Hackney has made significant progress in meeting and surpassing the accident reduction targets in a number of categories including; reducing numbers of pedestrian casualties; numbers that are killed and seriously injured and reductions in the amount of slight casualties from the 1994-98 baseline figures set by the Government and Mayor of London.

However, the LIP2 acknowledged that the borough had been significantly less successful in achieving reductions in numbers of numbers of cyclists killed or seriously injured with an increase of 23% in 2009 from the 1994-98 average baseline figures. Whilst this is due in part to the fact that there has been a dramatic increase in cycling over the same period, the plan recognises that much more needs to be done to tackle this unacceptably high figure.

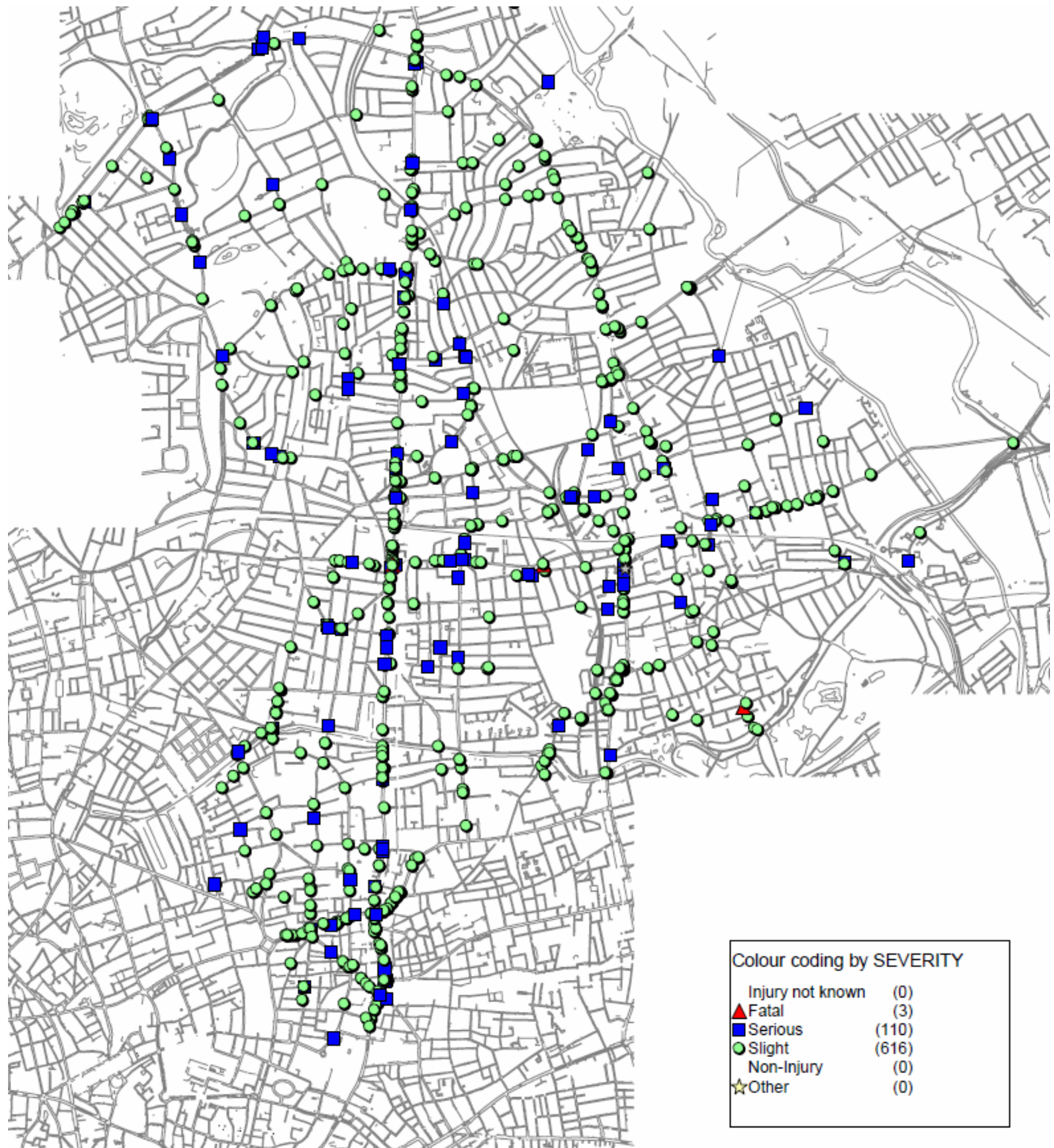
Figure 5 (overleaf) illustrates broad locations in the borough where all reported serious and slight cyclists' accidents occurred from the period covering the 1<sup>st</sup> July 2009 to the end of June 2012. In total, there were 729 casualties over this 36 month period of which 616 were slight, 110 resulted in serious injury and 3 were fatal. The map illustrates the following;

- The majority of reported accidents occur on the major arterial TLRN and SRN network most notably on the A10, A102, A5201, A1202 and A107
- The majority of serious accidents take place on the TLRN and SRN network where traffic speeds and volumes are highest.
- There are notable clusters of accidents along arterial roads at Homerton High Street, in areas around the Stoke-Newington gyratory, around the Shoreditch Triangle, Dalston Lane and Green Lanes.
- There are also clusters of accidents in and around town centre areas such as Dalston, Hackney and neighbourhood centres at Homerton, Clapton and Stamford Hill.
- Clusters of serious accidents at junctions along the A10 and along Mare Street (Well Road and Morning Lane in particular) and junction of Seven Sisters Road/Amhurst Park
- A series of slight accidents along Pitfield Street.

Addressing these rates and issues on specific routes will in many cases, require close co-operation between TfL and Hackney given that the majority of accidents (particularly serious ones) take place on the principal road network (TLRN and SRN). It is also important to note that areas of the borough where there appears to be relatively low

rates of cycling accidents are as likely to be the result of the deterrent effect of a relatively hostile environment for cycling rather than as a result of safer conditions for cycling.

**Fig 5 - Broad locations of Cyclist accidents in Hackney 2009-2012**



Source LBH 2012

### Accidents along the TLRN network – A10

The A10 is the primary north-south arterial running through Hackney from Stamford Hill to Shoreditch and an obvious source of many of the accidents in the borough. As part of the TLRN network the road falls under the responsibility of TfL and the Council will continue to lobby TfL and work with them to resolve the accident problems along this key corridor for the borough.

**C24 The Council will continue to lobby TfL and work with them to resolve the cyclist accident problems along the A10 corridor in Hackney.**

### Removal of the Stoke-Newington Gyratory system

The Stoke-Newington Gyratory system comprises of a series of one-way systems forming a triangle-shape around the principal roads of Stoke-Newington High St, Northwold Road/ Rectory Road and Evering Road. The cluster of serious and slight casualties around the gyratory roads stems from the fact that the existing road layout tends to encourage high vehicle speeds, congestion and rat-running through local residential streets. The current road layout also prevents cyclists from accessing local shops and has resulted in community severance from its local shopping area and poor local air quality.

Working towards the successful removal of Stoke-Newington Gyratory system is a key transport commitment by Mayor of Hackney. The Council are currently working with TfL to generate options for changing the existing arrangement as part of an over-arching regeneration scheme that benefits the town centre and prioritises safety for pedestrians and cyclists. This work will be used to inform the design process for CSH 1.

### **Better Junctions**

As noted earlier in the Plan, TfL announced in 2012 that they will review 100 of the most dangerous junctions in London's major road network (TLRN roads) with a view to

improving these using Dutch-style bicycle-friendly traffic engineering techniques. Of these junctions, 4 are located in Hackney along the A10 at;

- Dalston Junction (A10)
- Kingsland Road / Middleton Road (A10)
- Shoreditch High St/ Great Eastern Road/ Commercial St (A10, A1202)
- Stamford Hill/ Belfast Road (A10)
- Old Street roundabout

The Council will seek to work with TfL to provide greater levels of cyclist safety at these junctions but also to integrate these improvements as part of wider public realm and place shaping schemes. These will be particularly relevant in the Shoreditch Triangle Area but also in areas such as Stamford Hill, Stoke-Newington and Dalston.

**Borough controlled principal roads and Junctions**

**C25 The Council will continue to lobby and support TfL to improve the most dangerous junctions and sections of the TLRN in Hackney, which include but are not limited to:**

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

The Council will continue to work with TfL to secure safety improvements to other parts of the strategic road network (SRN) through the imposition of further 20mph speed limits and the use of engineering techniques as described above. The Council's preference is to undertake these improvements as part of a whole route review which may occur at a strategic cross-borough level (e.g. looking at Green Lanes with TfL, Haringey and Islington) and applying a consistent approach to improve journey experience.

The Council is currently in discussions with TfL and a Berkeley Homes with regard to the

**C27 The Council will continue to tackle junctions and sections of principal roads on our network that have accident histories, and during the lifetime of this strategy we will look to improve the following:**

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



narrowing of the Seven Sisters Road from Manor House to Amhurst Park Road as part of the on-going regeneration of the Woodberry Down area (see Delivery Chapter). The Delivery Plan also outlines proposals to address safety concerns at other junctions within Hackney such as Pembury Circus, Mare Street/Well Street, Shacklewell Green and Rectory Road.

### Areas East of Mare Street

The Council is aware that the relatively low levels of cyclist accidents in areas generally east of Mare Street is more likely to be as a result of low cycling levels and a hostile environment for pedestrians and cyclists rather than the area being inherently safer. Anecdotally, there is a lot of evidence suggest that cyclists here cycle on footpaths to avoid high the high traffic volumes and speeds which causes annoyance amongst some pedestrians but also indicates suppressed demand for cycling in these areas subject to a more amenable and safe cycling environment.

A strategic priority for the Council is to work with TfL to progress the removal of one-way systems of the approach roads to the A12 including Cassland Road, Victoria Park Road and Wick Road and addressing severance caused by the presence of the A12 itself. The Council is also keen to address issues of cyclist and pedestrian safety in the Homerton Area through building on recent speed reduction measures on Homerton Road and plans to improve the cycling environment around Homerton Hospital e.g at Homerton Row (see Delivery Chapter).

**C28     The Council will look to progress and complete the removal of the network of one-way systems in South Hackney (Well Street, Cassland Road, Wick Road, Victoria Park Road) during the lifetime of this strategy.**

## **9.7     Targeting poor driver behaviour**

The Council is committed to targeting instances of poor driver behaviour including speeding and hit-and-run drivers. The Council supports the Mayor's plan to increase the Metropolitan Police's Cycle Task Force to improve enforcement of encroachment into cyclist ASL's and mandatory cycle/bus lanes and supports his call for tougher sentences for poor driver behaviour.

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

**C29     The Council will continue to work with and support the Metropolitan Police and our own Council CCTV/Parking teams to improve driver behaviour through greater enforcement of traffic rules.**

**C30     The Council would like to see the wider introduction of red light cameras at junctions where there is a known problem with drivers jumping red lights.**

**C31     The Council will also lobby the Mayor of London and Central Government to give local authorities powers to enforce speed limits in urban areas like Hackney through both mobile camera enforcement and average speed cameras, particularly when enforcing 20mph limits on principal roads.**

## 9.8 Safer Lorries and Vans

Despite comprising of only 4 per cent of London's traffic, HGV's are disproportionately involved in 53 per cent of cyclist accidents over the last three years in London (TfL, 2013). Hackney fully supports attempts by TfL, Crossrail and other bodies to make lorries and vans safer on our roads through stricter procurement practices. The Council has been a leader in this regard and has supported new requirements for contractors and haulage companies to be accredited with TfL's Freight Operator Recognition Scheme (FORS).

The Council is in the process of changing its procurement practices to ensure that it only signs new contracts with safest haulage companies according to FORS best practice. With regards to its own internal fleet, Hackney is proposing to secure FORS Gold standard for its in house fleet by 2016 but this is likely to be dependent upon securing funding from the Mayor's 'Safer Streets for Cycling' fund to upgrade its fleet which is currently at FORS Bronze standard.

### **HGV Routes in Hackney**

The Council has engaged with TfL and London Councils Lorry Control Scheme in recent years to prevent some of the larger lorries and trucks driving through our roads.

However some of larger HGV vehicles continue to use our principal road network at peak times of the day when cyclists are also present. The Council supports the Mayor in his efforts to re-examine the case for restricting heavy lorries on London on certain roads or at certain times of the day as is the case in Dublin and Paris. The Council also supports the Mayor's stated ambition to ban all lorries and HGV's entering London that are not fitted with specialist safety equipment to protect cyclists and driven by someone fully trained in cycle awareness (MCV, 2013, p20).

**C32 The Council will ensure that any person driving on Council business undertakes on road cycle awareness training.**

**C33 The Council will work to ensure that it's own fleet will have secured FORS Gold standard with a few years of adoption of the Strategy.**

**C34 The Council will work with TfL, London Councils and other partners to investigate and implement options for reducing the volume of HGVs and larger goods vehicles on borough roads during peak hours in the working day.**

### **HGV Cyclist awareness training and Exchanging Places**

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

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

The Council supports the London Cycling Campaign's 'Safer Lorries, Safer Cycling' pledge which aims to make lorry driving in London safer through contractual obligations for Council's internal and external haulage firms, mandatory Safer Urban Driver courses. FORS membership and a commitment for lorries to have the latest cyclist safety equipment including a full set of safety mirrors and sensors/cameras through strict procurement measures.

The Council remains committed to the pledge and has already commenced a review of its own contractual obligations to ensure that contractors and its own fleet comply with best practice. The Council expects to sign the pledge with a view to meeting all obligations in full during 2014.

## **9.9 Strict Liability**

The Netherlands and Denmark have a law of ‘strict liability’ to protect vulnerable road users from more powerful road users. Under this law, in crashes involving vulnerable road users, unless it can be clearly proven that the vulnerable road user was at fault, the more powerful road user is found liable by default. The UK is only one of four Western European countries that does not have ‘strict liability’ to protect cyclists and pedestrians (Cycling Embassy of Great Britain).

Strict liability entitles a crash victim to compensation unless the driver can prove the cyclist or pedestrian was at fault. In the case of children and older people, or those with physical or mental impairments, motorists would be liable irrespective of the victim’s actions. Strict liability is thought to encourage more careful driving (and cycling, because a cyclist would be deemed to be at fault for crashing into a pedestrian). Strict liability would be a matter of civil rather than criminal law so would not affect criminal prosecutions (I Pay Roadtax.com).

**C35     The Council will lobby Central Government to adopt the principles of strict liability in the UK, ensuring that motor vehicle drivers in London having a greater awareness of vulnerable road users and being more cautious around them.**

## 10. Delivery Strategy

### 10.1 Introduction

This section sets out a ten year strategy to improve cycling in Hackney. The Delivery Strategy is outlined in table format for easy reference in Table 10.1. The Delivery Strategy will include elements of the work that TfL and the Mayor are proposing to undertake in partnership with Hackney and/or neighbouring boroughs on a sub-regional basis in addition to work that the Council will undertake independently within the borough. Many of the elements outlined here will have other road users and contribute to wider aspects of the Transport Vision.

The Delivery Strategy is set out under the following broad headings;

- Route Reviews and Junction Improvements
- Other cycling infrastructure
- Smarter Travel Measures – more people cycling
- Safer Cycling
- Evaluation and Monitoring

A number of proposals, initiatives and schemes are subsequently set out under each heading. The proposals are not intended to be mutually exclusive and there will be overlap in many cases for example, cycle parking can be considered as both an infrastructural measure but also as smarter travel encouragement tool. Similarly, cycle training can be considered as both an encouragement tool and a safety measure.

Given the timeframe of the plan, the delivery strategy necessarily includes a number of proposals and initiatives that are as yet, unconfirmed and/or unfunded. Many of these are likely to be funded through wider initiatives rather than a specific cycling budget for example, proposals for cleaner air, highway maintenance programmes etc.

## 10.2 Route Reviews and Junction Improvements

While working on the principle that all of Hackney's road network should be suitable for cycling, Hackney's cycle network is proposed to comprise of the following;

- Principal routes
- A series of Quietways (former LCN routes)
- Greenways
- Central London Grid and;
- Local connector routes

Figure 6 (overleaf) illustrates how these indicative routes will relate to Hackney. In all cases, there are a number of key junctions that are likely to need re-designing to varying degrees to improve cyclist safety and to accommodate greater levels of cycling.

**C36 All roads in Hackney need to be suitable for cycling (with the exception of the A12). However for the purposes of identifying routes, priorities and types of interventions required, the following categories of routes have been identified as making up Hackney's core cycle network:**

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

### **Principal Routes**

The Council recognises that cyclists use a combination of routes depending upon their levels of confidence and the fact that it is often difficult to avoid busier principal roads to reach your destination. Busier principal roads with heavier traffic flows also tend to be faster and more direct than quieter routes and are often used by more confident commuter cyclists.

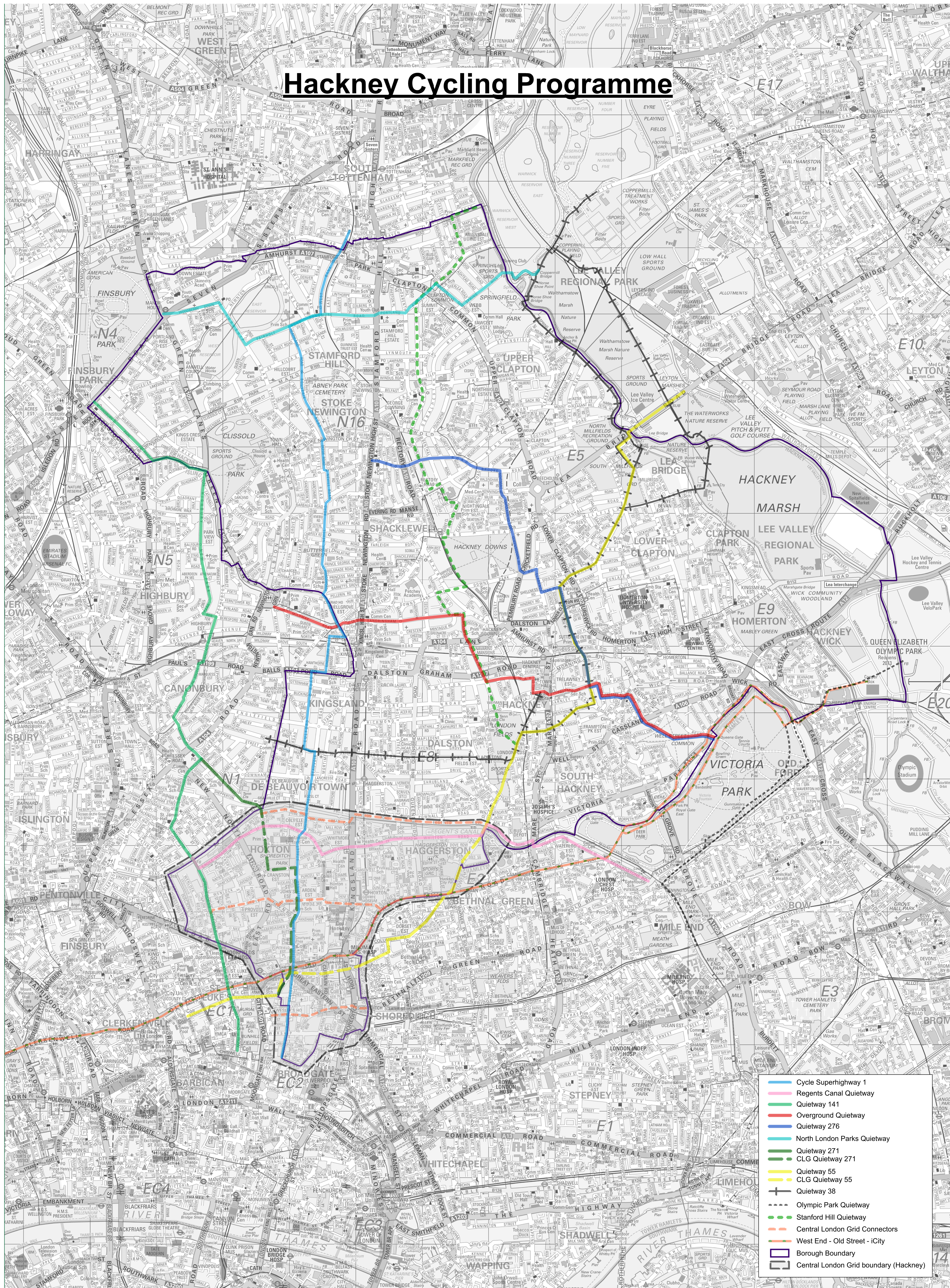
The previous chapter established that the majority of cyclist accidents in the borough occur on the busier principal roads. Therefore in addition to completing our network of Quietway routes on quieter roads that are ideal for less confident cyclists we will also look to develop and improve conditions for cyclists on our principal routes.

Many of these routes are located on the strategic road network (SRN) of which will require close co-operation between TfL and the affected borough to reduce vehicular speeds, volumes and provide contra-flow cycling on existing one-way systems. For its part, Hackney wishes to see the principle of ‘clear space’ for cyclists applied that will entail a review of the whole route to remove obstructions and safety hazards for cyclists including inappropriate parking and loading.

**C37     The Council will develop and improve a network of Principal Routes for cyclists that will incorporate the principles of ‘clear space’ for cyclists applied along entire corridors in addition to the principles of road danger reduction.**



# Hackney Cycling Programme



Scale: 1:12,500 at A1

## Hackney Cycling Programme



Revision B  
11/06/2014

Produced by: Streetscene

email:gis@hackney.gov.uk web:www.hackney.gov.uk/fg-gis.htm



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**Market Porter's Route**

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

Hackney has invested considerable resources into improvements for pedestrians and cyclists along this corridor over the past 10 years making it one of the most popular walking and cycling corridors in East London. The Council will continue to seek improvements to the quality of the route and prioritise pedestrian and cyclist movements over vehicular traffic along the length of the corridor.

**West End – Old Street – iCity/Olympic Park Cycle Corridor**

This longer term proposal aims to create a direct linear 24 hour cycle route between the West End and the Queen Elizabeth Olympic Park. Within Hackney, this route would provide a direct route between Tech City and iCITY at Hackney Wick.

When Victoria Park is closed during the hours of darkness there is no direct route to from the West End to the Olympic Park. From a cycling point of view what will be required to create a direct 24 hour route is to make the eastern section of Victoria Park Road available for two way cycling. This can be done either by removing the one way system entirely and reverting it back to two way working or through the creation of a contra-flow cycle lane eastbound between Wetherall Road and Wick Road.

**C38    The Council will work with neighbouring Tower Hamlets and TfL to create a high quality, direct and safe cycle route between iCity/Olympic Park and Shoreditch/TechCity and onto the West End.**

## Cycle Superhighway 1 (Quietway 149)

Cycle Superhighway (CSH) 1 from Tottenham to City is expected to be completed by 2016 in line with the Mayor's completion date for all CSH schemes. The route will run in a north-south direction between Seven Sisters in the north to the City of London in the south. The route will follow quieter residential roads parallel to the A10 (west side) and will be implemented primarily by Hackney Council with funding and resources provided by TfL. Where the route crosses sections of the TLRN then TfL will lead on the design and implementation of proposals. The route of CSH1 will also enter into the neighbouring authorities of the City of London, Haringey Council and Islington Council and Hackney Council will work with these authorities and TfL to ensure the successful implementation of the route.

**C39     The Council will work with TfL and neighbouring authorities to develop and implement Cycle Superhighway 1 on a route alignment parallel to and west of the A10 between the City of London and Seven Sisters.**

## Central London Grid

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

The Central London Grid (CLG) is a grid network of cycle routes throughout central London. It will primarily be comprised of Quietways routes but there will be a smaller number of high profile routes on busier roads. The Grid is being delivered as a partnership between the relevant boroughs and TfL. A CLG Programme Board has been established involving TfL and officers from the boroughs of Hackney, Camden, Islington, Southwark, Lambeth, Hackney, City of London, Royal Borough of Kensington and Chelsea, City of Westminster, the Mayor's Cycling Commission and relevant bodies such as the Canals and River Trust. TfL is undertaking a co-ordinating role in the process with almost all the Grid being delivered by the boroughs.

**C40 The Council will work TfL and neighbouring boroughs to develop and the Central London Cycle Grid proposals in the Haggerston, Shoreditch and areas of the borough.**

## Quietways

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

In early 2013, Hackney's Streetscene Department submitted a response to the Mayor's new Cycling Commissioner as part of his call for ideas and proposals. The submission included a number of 'quick win' projects and proposals for the Mayor's and Commissioner's consideration. It is expected that these routes will inform the

**C41 The Council will work TfL and neighbouring boroughs to develop and implement a network of Quietways routes along traffic reduced and speed calmed roads**

preparation of the North and East London sub-regional Cycling Strategies as well as on-going discussions regarding the Central London Grid.

## Greenways

Hackney is fortunate to have a large amount of blue and green space and we have a number of traffic free shared pedestrian and cycle routes along canal towpaths and through parks. These cycle routes have traditionally been termed greenways and play an important role as both leisure routes (especially at the weekends) and for everyday cycling. Due to biodiversity concerns almost all the greenway routes are unlit and therefore usage is much lower in the winter period and during the hours of darkness.

**C42 The Council will work with the Canal and River Trust, Lee Valley Regional Park, Sustrans, Thames Water, London Wildlife Trust, the North London Strategic Alliance and neighbouring boroughs to further develop and improve a network of Greenway cycle routes across the borough. Including:**

- **Regents Canal towpath**
- **Lea Valley Path and Lea Navigation towpath**
- **New River Path**

### **Walthamstow to Manor House/ Clissold Park**

This is a proposed quiet route that starts in Walthamstow using existing Greenways through the Lea Valley Park and links up to the new development in Woodberry Down, Manor House tube and Finsbury Park with a spur to Clissold Park. It is a key East-West route that allows cyclists to avoid busy roads such as Amhurst Park and Seven Sisters Road.

### **Area Based traffic and filtered permeability reviews**

Residential roads that are used by cyclists and could be Quietway routes except for the fact they are currently subject to relatively high traffic flows and rat running will be subject to area wide traffic reviews. These reviews will investigate options for reducing traffic flows on these routes and surrounding roads without merely displacing the traffic to neighbouring areas.

The outcome of previous area wide traffic reviews has been proposals to implement area wide filtered permeability and road closures, this is a type of intervention that has proved very successful in other areas of the borough at reducing through traffic numbers and improving resident's quality of life. These reviews will represent a systematic approach towards introducing filtered permeability within a defined set of residential streets bordered by a set of unfiltered through routes where traffic would continue to flow as usual. This approach has a number of advantages in terms of creating safer, shorter and more pleasant routes for pedestrians and cyclists towards key

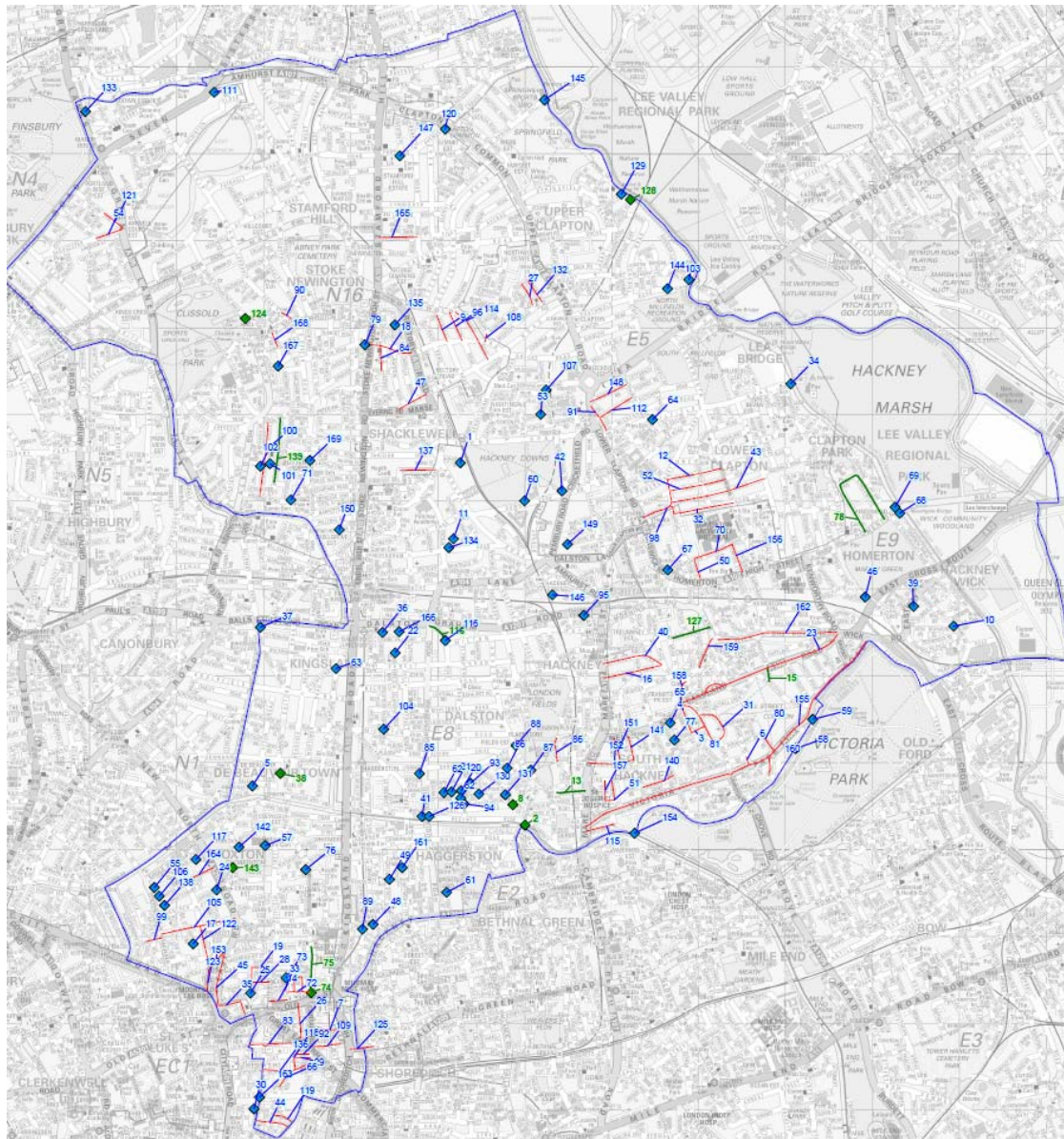
destinations and local retail parades. This approach was advocated by the Hackney group of the LCC in their submission to the LIP2 document and will be taken forward by the Council as follows.

**C43        The Council will undertake area wide traffic reviews in neighbourhoods of the borough that are still subject to rat-running. This will allow the Council to examine options for reducing traffic flows, potentially through the implementation of area wide filtered permeability cell proposals.**

### **Individual Permeability Schemes**

Outside of the area-based reviews, the Council has a rolling programme of introducing permeability measures and introducing contraflow cycling on previously one-way streets. The Council has a list of over 80 sites that require interventions to improve permeability for cyclists which range from removal of gated barriers to making one way streets two-way for cyclists. The locations within Hackney that the Council will consider implement interventions over the lifetime of the Cycling Strategy (and beyond) are highlighted below in Figure 7.

Fig 7 - Proposed permeability measures indicative locations 2013/4-2024



Source; Streetscene, LB Hackney 2013

**C44** The Council will continue to implement a rolling programme of cycle permeability measures and interventions such as removing gated closures, reverting one way streets back to two way or at least allowing two way cycling. By 2024 we will aim to have completed the list of over 80 sites where permeability interventions are required.

### 10.3 Other Infrastructure

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

#### Cycle hubs and cycle parking

##### Cycle Superhubs at rail stations

Recent guidance from TfL has suggested that boroughs should bid for cycle superhubs at destinations that provide a range of quality support services for cyclists beyond simply cycle parking to assist with accessing stations by bike. A minimum of £15m over 10 years has been set aside for this programme.

The Council considers that a cycle superhub at Dalston town centre would be suitable for a number of reasons. Dalston is a London Plan designated Intensification Area which will be scheduled to see further growth. The proposed superhub would effectively serve two London Overground Stations at Dalston Kingsland and Dalston Junction which provide services to Central London and other key growth destinations in east London (including Stratford and Hackney Wick).

##### Local cycle parking hubs

Feedback from the Council's on-going Workplace Travel Programme suggests that there is a demand for a secure cycle parking and showers at some of the borough's major employers including Homerton Hospital and as part of the Shoreditch Zen Project. The Council will work with partners to investigate options for progressing the provision of these subject to the availability of funding and land use planning issues. Smaller hubs for cycle storage and as a base for family cycling clubs near the boroughs parklands for leisure cycling.

**C45 The Council will look to facilitate and progress proposals for a cycle superhub in Dalston town centre, as well as cycle parking hubs and changing facilities at the Homerton Hospital and in the South Shoreditch areas.**



**Cycle Parking outside stations**

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

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

**On-street cycle parking**

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

The Council will look to supplement LIP allocated through additional funding available through the Mayors Cycling Parking Fund and through developer contributions as outlined in the Sustainable Transport SPD



On-carriageway cycle-parking at Broadway Market

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

**C46    Wherever practical the Council will look to install cycle parking in the carriageway rather than the footway.**

### **Bike ports and innovative cycle parking facilities**

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



### On Street Car Shaped Bike Ports

The bike ports are being used to both determine where there is demand for on carriageway cycle parking ranks and as a flexible way of quickly providing on carriageway cycle parking without the need to undertake engineering interventions. The Council may in the future, also look at opportunities to part-fund the purchase and maintenance of the ports through paid advertising from local businesses.

The Council will continue to investigate new and innovative cycle parking ideas and proposals to find solutions to the need for cycle parking in inner London.

**C47 The Council will continue to consider and implement innovative on street cycle parking interventions that help meet the demand for cycle parking provision and tackle the levels of cycle theft in the borough. The Council will also investigate new funding sources for cycle parking such as sponsorship to supplement LIP funding in order to meet increasing demand.**

### On-street residential cycle parking

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

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

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

**C48 The Council will look to expand provision of secure on street cycle parking in the form of hangars to ensure it becomes accessible to all households over the lifetime of the plan.**

### **Estates Cycle parking**

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



**Estate Cycle Parking Lockers**

The Council will continue to allocate funding from its LIP allocation and seek to supplement this with additional funding from the Mayor's Cycle Parking Fund. The Council will also work with residents and Hackney Homes to install secure cycle parking on estates by converting old boiler rooms and pram sheds and will actively encourage residents to identify similar spaces for bikes.

**C49 The Council will continue to work with Hackney Homes and other housing associations and RSLs to provide secure residential cycle parking to half the population of Hackney that live on estates.**

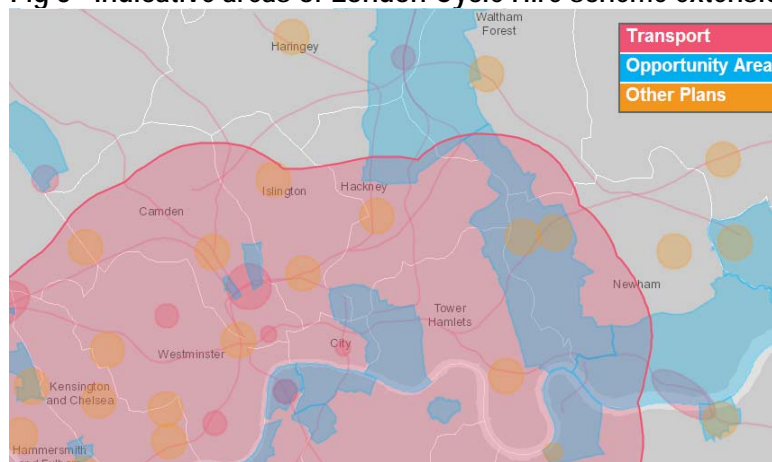
### Cycle parking at new developments

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

### Extension of the London Cycle Hire Scheme

Hackney supports the Mayor of London's plans for the expansion of the Cycle Hire scheme in London. The Mayor's recently published 2020 document envisages an expansion of the scheme to within a 2km outside of the existing network. In Hackney's case this would see the scheme extend northwards to include areas such as Stoke-Newington, Hackney Downs and Lower Clapton. As an initial step, the Council will lobby for a short term extension as far north as the North London line to reduce pressure on the Overground line and serve centres such as Dalston, Hackney Central, Homerton, Hackney Wick and the Olympic Park by 2017/18 .

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



Source: GLA 2013 Mayor's 2020 Vision

**C50 The Council will work with TfL and the GLA to ensure that the London Cycle Hire scheme reaches as far as Stoke Newington and Clapton in the north and covers the whole of Kings Park and Wick area in the east.**

## **10.4 Supporting measures**

In addition to improving the physical cycling infrastructure of the borough, the Council is and will continue to be, committed towards the implementation of softer measures to encourage more residents to cycle more. Many of these efforts are supported in the Mayor's 'More People Travelling by Bike' objective and will be concentrated in areas where there are currently low levels of cycling and/or areas where there is more potential to convert short trips that are currently made by car e.g. the school run.

Wherever possible, we will look to implement supporting measures in locations where physical improvements to the cycle network or infrastructure for example, cycle training and planned leisure rides in locations where the London Cycle Hire scheme has recently been implemented. This section will also focus outline encouragement measures that will be specifically tailored to reach the *Young Couples and Families* and *Hard Presses Families* MOSAIC cycle segmentation groups outlined in Chapter 8.

### **School and Workplace Travel Planning**

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

**C51 The Council will continue to work with businesses and schools in the borough to improve facilities for cyclists at workplaces and schools.**

#### STARS programme

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

#### **Cycle to School Partnership pilots**

The Council has recently registered Hackney's interest to TfL's Education and Training Team in applying for funding for cycle to school partnerships for the current financial year. The Council has identified a number of cycle to school partnerships that are emerging but require seed funding for study, consultation and design of infrastructure schemes to benefit cycling to school, as well as seed funding to formalise the structure of their partnerships through the coordination and expansion of existing supporting activities. However, further design and feasibility work is needed this year to develop plans for infrastructure improvements that will address the barriers and issues that have been identified by schools over the past 2 years.

Schemes will be developed and coordinated with careful consideration of the timing of implementation of other major future routes. Cycle to school partnership seed funding will help unlock potential for cycling to school by ensuring that routes to schools are connected to the planning of borough-wide cycling routes and will help to expand

existing whole school cycling activities that are successful at the school-level into area-wide community schemes.

The 6 identified emerging 'Cycle to School' clusters in Hackney are;

1. Stoke Newington – key schools are Grazebrook and Parkwood schools;
2. Upper Clapton - Tyssen, Springfield, Southwold, Jubilee schools;
3. Lower Clapton – Millfields, Kingsmead and Daubeney schools;
4. Haggerston – Bridge Academy and feeder schools, as well as Randal Cremer (which has cycling as part of a whole school community health project);
5. South Hackney – Lauriston, Orchard, and Mossbourne Community Victoria Park (opening in September, already active); and;
6. De Beauvoir/Dalston – De Beauvoir, Queensbridge and Our Lady's and St Joseph's schools

**C52 Hackney Council will develop and implement Cycle to School partnership proposals with schools in order to improve cycling conditions on an area wide basis around school clusters.**

### Cycle Training

Hackney Council delivers a comprehensive programme of free cycle training available to all children and adults living, working or studying in the Borough. Within schools we deliver Level 1 and level 2 cycle training, we also partner with neighbouring boroughs to run two All-ability Cycling Clubs for adults with physical or learning disabilities and work in partnership with three schools to deliver 'Whole-school Cycling' programmes.

The Council's STE team have established through its workplace and school travel planning engagement work that there is a significant un-met demand for cycle training



in the borough. The Council will therefore seek additional funding through the Mayor's Cycling Fund to increase cycle training to meet this demand.

**C53 Cycle training will continue to be offered as a 'guaranteed right' to all residents, visitors and students living or working in the borough**

## **10.5 Targeting potential cyclists at various life-stages**

Smarter Travel initiatives can prove extremely effective when applied to people who may be more inclined to change their travel behaviour when there are significant changes occurring in their life. Such life-changing course events could include: starting at secondary school or university, moving house, having children, starting a new school or job, or retiring from full-time work. Initiatives should be designed to make the most of this willingness to change.

There are a number of key locations in the borough where there will be opportunities to influence travel behaviour over the lifetime of the Strategy with significant mixed use housing, employment and retail development accompanied with low car parking planned at growth areas such as Dalston and Hackney Central. Also, Woodberry Downs is one of Europe's largest regeneration areas with over 4,500 additional homes, new schools and community facilities planned as part of a phased development over 20 years. The Council will be pro-active at promoting cycling as part of school and residential Travel Planning and through cross-borough initiatives e.g. cycling promotion events at Finsbury Park.

Other key proposals include:

- Cycle sports events promotion at secondary schools
- Smarter Travel Estates programme – 'Ways into Work'
- Bike Loan scheme
- Cycling on referral
- Bike Trailer loan

**C54 Hackney Council will look to implement a number of targeted smarter travel interventions to encourage uptake of cycling amongst residents, particularly those in harder to reach communities, with emphasis on cycling for health benefits, cycling for leisure and cycling as a means of affordable access to employment opportunities.**

## 10.6 Leisure Cycling

The MOSAIC study has highlighted that a majority of the *Young Couples and Families* segmentation groups live in areas near open spaces such as Hackney Marshes, Lower Clapton Road and Stamford Hill. The Council will therefore look to promote cycling for leisure purposes in parkland areas such as Springfield Park, Hackney Marshes, and Clissold Park over the lifetime of the Strategy. These areas are additionally served by either existing Greenways or planned Greenways and Quietways such as the Tottenham Hale to Queen Elizabeth Park Greenway and the Clapton Quietway's.

As part of this programme, the Council is examining potential locations for bike hubs in Hackney Downs, Hackney Marshes, Springfield and Shoreditch in which to store bikes and equipment which would then be used to facilitate leisure cycling at weekends and the summer months in these areas. These hubs would then form a base for cycling clubs and starting points for cycle training.

## 10.7 Other Cycling Promotion

The Council will continue to be proactive in promoting regular cycling events in Hackney directly or in partnership with other groups and organisations. Examples of promotional events the Council currently undertakes include:

- An annual Cycling Conference which focuses on best practice and information sharing from London, the UK and further afield (see next chapter)
- An annual Bike Around the Borough event for school children which takes place in early summer

- A *Festival of Cycling* jointly promoted by Hackney, Islington and Haringey held in Finsbury Park that promotes cycling for all abilities and ages and offers free Dr Bike maintenance sessions
- Provision of cycle maps showing routes and location of cycle parking in the borough
- Cycling promotion at annual Car Free Day.
- Promote sport cycling at schools such as BMX, bike polo and racing.
- Instigate, school and workplace 'Cycling challenges' through the use of smart phone applications;
- More actively promote Bikeworks 'All Ability Cycling Club' based from Victoria Park

**C55      The Council will continue to be proactive in promoting cycling and cycle safety through regular or one off events either directly or in partnership with other groups and organisations.**

## **11. Delivery Plan – Funding and Priorities**

### **11.1 Introduction**

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

### **11.2 Implementatation Phasing**

The projects and initiatives listed below have been phased to roughly align with Transport for London's LIP implementation process which requires London borough's to outline their broad transport spending programme for the following three years. The implementation periods are as follows;

- Short term - 2014/15 to 2017/2018
- Medium term - 2018/19 to 2021/2022
- Long term - 2022/23 to 2025/26

The Cycling Plan is projected to run until 2024, however the LIP 5 period has been included here since some overlap of the implementation period occurs. It should be noted that the phasing periods are indicative only and may shift in line with Council priorities, changes in funding levels, re-priorisation of projects in line with safety concerns etc.

### **11.3 Funding Sources and prioritisation of projects**

The primary sources of funding for cycling projects are as follows.

- Mayor's Cycling Vision – Borough Cycling Programme (BCP)
- LIP allocation funding from TfL (reviewed every three years)
- Council Capital/Revenue Funding

- S106 Developer Contributions
- Community Infrastructure Levy (CIL)

Other sources of funding tend to come from match funding opportunities e.g the Mayor's Air Quality Fund, lottery funding, DEFRA grants, Mayor's Regeneration Fund, Cycling Grants, EU grants etc. This funding by its nature, is difficult to predict since it often depends on a competitive bidding process. Therefore, while this Plan predominantly relies on predominantly 'known' funding streams it also includes additional projects that the Council wishes to undertake should additional funding may be forthcoming e.g. from a higher than expected level of development contributions or a successful Major Scheme bid.

#### **11.4 Prioritisation process**

The following table outlines a simple prioristation process –High or Medium. High priority projects are determined through Council priorities and consultation feedback from our stakeholders. Medium priority projects are also important but may depend upon factors largely outside of the Council's control e.g differing neighbouring boroughs or TfL priorities, funding constraints etc.

**Table 6 Route Reviews and Junction Improvements**

Project	Implementation Phasing			Lead Partner(s)	Likely funding sources	Priority Level
	Short Term	Medium term	Long term			
<b>Routes</b> Central London Grid Improvements	0	0		TfL LB Hackney, LB Islington, and other inner London boroughs	BCP CIL/ s106,	High
<b>Cycle Superhighway 1</b>	0	0		TfL ,LB Hackney, Haringey, City of London,	TfL, BCP	High
<b>Quietways</b>				LB Hackney, neighbouring boroughs		High
<b>Regents Canal Parallel route</b>	0	0	0	LB Hackney, Canal & River Trust, neighbouring boroughs	BCP funding, TfL, s106/ CIL	High
<b>Principal routes;</b> -West End to Queen Elizabeth Park -Tech City to iCITY	0	0		TfL, LB Islington LB Hackney	BCP funding, s106/ CIL	High
<b>Area wide traffic reviews and permeability study areas</b>	0	0	0	LB Hackney	LIP, BCP, CIL, S106, CAPITAL	High
<b>Permeability programme</b> Approx 80 sites within Hackney	0	0	0	LB Hackney	LIP, BCP, CIL, S106, CAPITAL	High
<b>Junction Review</b> - on TLRN /BRN - borough roads	0 0	0 0	0 0	LB Hackney	LIP, BCP, CIL, S106, CAPITAL	High

**Table 7 Other cycling Infrastructure**

Project	Implementation Phasing			Lead Partner(s)	Likely funding sources	Priority Level
	Short Term	Medium term	Long term			
Extension of London Cycle Hire scheme	0	0	0	LB Hackney, TfL.	CIL S106 TfL,	High
Cycle hubs and parking Central London Cycle Hub		0		Network Rail, TfL.	Network Rail, MCV	High
Cycle Superhub at Dalston		0		LBH. TfL,	TfL, BCP funding	High
Local cycle hubs; - Homerton Hospital - Shoreditch area		0	0	LBH, NHS, TFL	TfL, BCP funding,	Medium
Improved Station cycle parking	0	0	0	LB Hackney TfL, Network Rail	TfL, MCV	High
On-street cycle parking	0	0	0	LB Hackney	s106, LIP funding, BCP	High
On-street residential cycle parking (Lambeth hangars) -install secure on-street cycle parking close to car club spaces - Estates Cycle Parking	0 0 0	0 0 0	0 0 0	LB Hackney	LIP & BCP funding	High

**Table 8: Smarter Travel, safety and Encouragement Measures**

Project	Implementation Phasing			Lead Partner(s)	Likely funding sources	Priority Level
	Short Term	Medium term	Long term			
<b>Cycle Training</b> for adults and children	0	0	0	LB Hackney	S106, LIP , BCP	High
<b>School Travel Planning</b> - monitoring of Travel plans, ST initiatives - Cycle to school partnership - STARS Programme - Air Quality and Schools project - School sports/BMX - Annual 'Bike around the Borough'	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0	LB Hackney, TfL	s106, LIP, BCP funding DEFRA, IEE EU funding	High
<b>Residential/Estates STP</b> - annual programme - Bike Loan scheme - Potential residential Woodberry Down St	0 0	0 0 0	0 0	TfL, Network Rail  LB Hackney, Berkeley Homes	  s106, LIP funding,	High  Medium
<b>Workplace Travel Planning</b> - Council WTP - existing WTP engagement -Shoreditch Zen	0 0 0	0 0	0 0	LB Hackney	s106, LIP funding, Capital Revenue BCP DEFRA/ MAQ Fund	High
Bike Trailer scheme	0	0		LBH, local businesses	LBH	Medium
<b>Education Programmes</b> - Road safety campaigns - Considerate Cyclist campaign - sign up to LCC's Safer Lorries Pledge - cycling on GP referral - Cycling Conference	0 0 0 0 0	0 0 0 0 0	0 0 0 0	LBH, Met Police, LCC	LB Hackney S106 BCP funding	High



## **12. Monitoring**

### **12.1 Introduction**

We will need to regularly monitor the progress (or otherwise) that the interventions outlined in this plan are making towards achieving our targets and objectives. Whilst measurement of cycling levels in the borough is undertaken by Census data (infrequent) and by the Travel in London (on an annual basis), the Council is likely to need some site and location-specific data to best measure local improvements. Some of this work is undertaken by the Sustainable Transport and Engagement team when reviewing school and work-place travel plans but the Council will commit to undertaking better and more regular monitoring of cycle flows in the borough and specifically to;

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

### **12.2 Local cycle flow monitoring**

The Council is planning to install a limited number of cycle counters at screen lines across the borough including entry/exit points on the borough boundary plus around key town centres and have applied for funding under the Mayor's Cycling Vision as a 'quick win' project.

### **12.3 Other monitoring**

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

Measure	Target	Timeline
Cycling Mode Share	15%	2024
Cycling to Work mode share	% of all commuter trips	2024
Cycling to school	5% of all trips by students aged 5-15	2024

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#### British Cycling

<http://www.britishcycling.org.uk/campaigning/article/cam20121121-London-Assembly-report-makes-cycle-safety-recommendations-to-help-realise-capital%E2%80%99s-cycling-revolution-0>

#### Side raised entry treatments

[http://www.tfl.gov.uk/assets/downloads/Effects\\_of\\_side\\_raised\\_entry\\_treatments\\_on\\_road\\_safety\\_in\\_London.\\_Summary\\_No\\_9\(1\).pdf](http://www.tfl.gov.uk/assets/downloads/Effects_of_side_raised_entry_treatments_on_road_safety_in_London._Summary_No_9(1).pdf)

#### Guard rail removal;

<http://www.tfl.gov.uk/assets/downloads/PedestrianGuardRailingaReviewofCriteriaforInstallation.pdf>

#### Strict Liability

<http://ipayroadtax.com/uncategorized/strict-liability-why-its-a-life-saver/>

<http://www.cycling-embassy.org.uk/wiki/dutch-cycle-because-strict-liability-made-everybody-drive-safely-and-play-nice>