



Hackney Transport Strategy 2014-2024

Executive Summary
Summer 2014

Executive Summary

1. Introduction

1.1 This is the Hackney's Transport Strategy 2014-2024. The Strategy sets out Hackney's strategic transportation aims, objectives and priorities for 2014-2024. The Strategy aims to support other Strategies including the Sustainable Community Strategy and the emerging Local Development Framework.

1.2 The vision for Hackney's Transport Strategy is:

“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 and businesses, facilitating the highest quality of life standards for a borough in the Capital and leading London in its approach to tackling its urban transport challenges of the 21st Century.”

1.3 By 2024, this Hackney's Transport Strategy will have achieved the following goals:

- I. Hackney is renowned for having the most pedestrian and cyclist friendly neighbourhoods, streets and public realm in London.
- II. Hackney remains one of London's most liveable boroughs with green, safe and thriving neighbourhoods, streets and public spaces where different communities get on and interact.
- III. To have played an important role in improved resident's health and well being, as well as tackling obesity levels through higher rates of active travel.
- IV. To have substantially reduced road danger for all our residents but particularly more vulnerable groups such as older people and children and especially vulnerable road users such as cyclists, pedestrians and motorcyclists.
- V. To have continued the reduction in car ownership and created an environment where owning a private car is not the norm.
- VI. To have continued to reduce the need to travel by car for any journey purpose, whether it be shopping, leisure or work.

- VII. To have restrained the levels of external traffic entering and exiting the borough and using it as rat-run to get elsewhere.
- VIII. To have strengthened sustainable transport's role in facilitating Hackney's continued regeneration and supporting the local economy through initiatives such as the 'Love Hackney. Shop Local' campaign.
- IX. To have integrated the Queen Elizabeth Olympic Park into the fabric of the borough and maintained the successful legacy of the Games.
- X. Continued to advance the case for key public transport infrastructure improvements in Hackney and promoting linked trips, with Crossrail 2 at an advanced stage of implementation.
- XI. Enhanced residents' access to jobs, training and essential services without increasing congestion on public transport or roads.
- XII. Enhanced accessibility and mobility options for vulnerable groups allowing them to live independently.
- XIII. To have significantly improved air quality and lowered carbon emissions from our transport system.
- XIV. To be better prepared for the implications of climate change on the public realm and transport network.
- XV. To have reduced crime and improved safety on our transport network, in particular to have lower levels of cycle theft.

2. Context

- 2.1 Hackney is a dynamic inner London borough, strategically located within a number of nationally and regionally significant regeneration corridors which will have considerable implications for accommodating population growth and demand for travel in a sustainable fashion, both now and in the future.
- 2.2 For transport planning purposes, the borough is located within the East London sub-region by TfL – an area which includes neighbouring Stratford and the Olympic Park and is forecast to accommodate almost half of the population growth in London, and nearly a quarter of employment growth to 2031. However, its inner London location means that Hackney and its transport network will be equally impacted upon by planned population and employment growth in neighbouring Opportunity Areas to the north,

south and west of the borough including the Upper Lea Valley, the Isle of Dogs, the City Fringe, Vauxhall, Battersea and Nine Elms, and Kings Cross.

2.3 No less significant are the recent and planned changes within the borough boundary. Recently published data from the Council's Policy team, estimated Hackney's population to be 252,119 representing an increase of over 40,000 people (an approximate 20% rise) from the 2001 Census figure, the third highest percentage change for a borough in London after neighbouring Tower Hamlets and Newham. Much of this growth is in the 25 to 34 age group making the borough relatively young compared to the rest of London with fewer people aged over 45. The Greater London Authority has projected that based on current trends Hackney's population will increase by around 70,000 people between 2011 and 2041 with the Haggerston, Hoxton and Brownswood wards in particular, expected to experience the most growth in the medium term.

2.4 There are major regeneration and employment opportunities across the borough that can play a role in addressing Hackney's low jobs density and the consequent need to travel to work. The most significant include;

- Dalston Intensification Area (1,000 jobs/ 1,700 homes)
- iCITY (part of the Olympic Legacy OA)
- TechCity at Old Street/Shoreditch (part of the City Fringe OA)
- Woodberry Down New Community (4,664 gross new homes)
- Finsbury Park (planned regeneration with LB Islington and LB Haringey)
- Hackney Fashion Hub in Morning Lane

In particular, iCITY and TechCity will provide a significant boost to employment in Hackney providing thousands of jobs in the IT, digital media and creative industries. The iCITY proposal is in an advanced stage of the planning process with the London Legacy Development Corporation expected to make a decision early in 2014. TechCity is already home to the highest number of technology start-up companies in the country, part of a

regenerative process which is likely to accelerate further once the Bishopsgate development proceeds and Crossrail commences operations from Liverpool Street.

2.5 Drivers of Change

The following table summarises some of the key influences on transport that have influenced the direction of the Strategy.

Key Drivers	Within Hackney	Neighbouring areas
<p>Estimated Population</p> <p>2031:</p> <p><i>Source: GLA 2012 Round Population Projections (trend-based)</i></p>	301,000 (+54,000)	<p>Selected boroughs;</p> <p>Tower Hamlets: 340,000 (+84,000)</p> <p>Newham: 408,000 (+98,000)</p> <p>Islington: 256,000 (+50,000)</p> <p>Haringey 304,000 (+49,000)</p> <p>Waltham Forest; 328,000 (+68,000)</p>
<p>Key Regeneration Areas</p>	<p><u>Regeneration Areas</u></p> <p>Dalston</p> <p>Hackney Wick</p> <p>Hackney Town Centre</p> <p>Finsbury Park</p> <p>iCITY</p> <p>TechCity</p> <p>South Shoreditch</p> <p>Hackney Fashion Hub</p> <p><u>Estate Renewal</u></p> <p>Woodberry Downs (4,664 new homes)</p> <p>Colville Estate</p> <p>King's Crescent Estate</p> <p>Haggerston & Kingsland</p>	<p><u>Opportunity Areas</u></p> <p>Olympics Legacy OA (50,000 jobs/32,000 homes)</p> <p>Isle of Dogs (110,000 jobs/ 10,000 homes)</p> <p>City Fringe (40,000 jobs/ 7,000 homes)</p> <p>Kings Cross (25,000 homes / 1,900 jobs)</p> <p>Vauxhall & Nine Elms (16,000 homes/ 25,000 jobs)</p> <p>Upper Lea Valley (15,000 jobs/15,700 homes)</p> <p><u>Intensification Areas</u></p> <p>Haringey Heartlands (2,000 jobs/1,000 homes)</p> <p>Holborn (2,000 jobs/200 homes)</p>

	West Estate	Farringdon/ Smithfield (2000 jobs/ 850 homes)
Transport Improvements	<u>Committed projects</u>	
	<ul style="list-style-type: none"> o Northern Line upgrade o Piccadilly Line o Five car trains on the Overground o GOBLIN Line electrification o Crossrail 1 o Devolution of parts of the suburban rail network to the Mayor and TfL o Reopening of Lea Bridge station o Hackney Central/Downs Interchange project o Two way bus operation on Eastway o Pedestrianisation of the Narrow Way o Hackney Wick station improvements o Mayor of London's Cycling Vision proposals (Central London Grid and Quietways) 	
	<u>Yet to be confirmed</u>	
	<ul style="list-style-type: none"> o Crossrail 2 o West Anglia Line four tracking o Stoke Newington gyratory proposals o Wick Road two way operation o Cycle Hire Scheme expansion in Hackney Northern City line upgrade 	

Key transport trends in Hackney

2.5 Analysis of transport trends through the examination of Census results and TfL Travel in London data has been a key component of the formation of this Strategy. The following statistics have proved to be particularly relevant;

Declining Car ownership and use

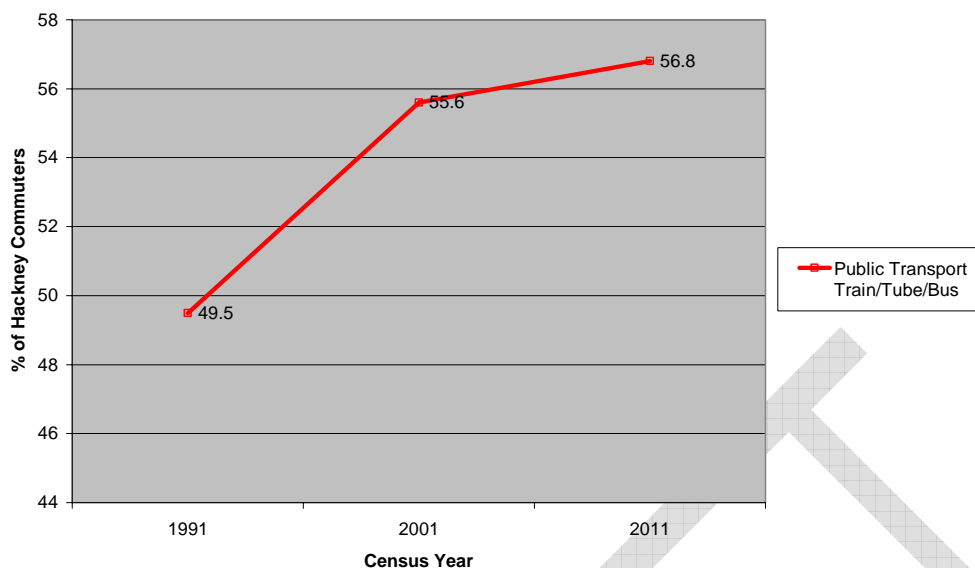
- 2.6 The Transport Strategy paints a picture of the declining role of cars as a mode of transport within London generally and Hackney in particular. Traffic levels across London have generally been falling over the period 1994/99 to 2011 - with the exception of boroughs to the east of Hackney and LB Barnet. Within Hackney, overall traffic levels in the borough have decreased by 8% in 2011 when compared to the 1994-99 average.
- 2.7 Similarly, the general trend in London has been for falling car ownership levels per household with an overall 5.1% drop (from 63.5 to 58.4%) across the Capital from the 2001 Census. Inner London boroughs saw a 6.6% drop in car ownership levels to just over 43%. This trend is even more pronounced in Hackney. According to a recent RAC Report, Hackney has the least amount of cars per 1,000 head of population of all 348 local authority areas in England and Wales. Despite the high population increase in Hackney, there has been a rise in the number of zero-car households from 56% to 64.6% over the Census 2001 to 2011 period while the number of cars registered to households in the borough fell by approximately 3,300 over the same period.
- 2.8 Commuting by cars also fell within Hackney. Analysis of the 1991 Census showed that 28.7 % of Hackney's commuters were either car drivers or passengers. By 2011, this figure had fallen to 12.7% with significant modal shift to public transport use and cycling in particular. Approximately, 85% of Hackney's commuters travel to work by public transport or active travel - an increase of 12% since the 2001 Census.

Increase in use of public transport

- 2.9 Public transport plays a hugely significant a role in movement in Hackney. According to the latest Census, approximately 57% of residents in Hackney commute by public transport (train, Tube or bus) – up from 49.5% in 1991. The increase is likely to be linked to the decline in car ownership and significant improvements to the public transport network including upgrades to the Overground network and bus priority measures undertaken by TfL and the Council.

Figure 1

Hackney Commuting -Public Transport Train/Tube/Bus (1991-2011)



2.10 Public transport commuter levels are relatively evenly distributed throughout the borough and broadly correspond to Public Transport Accessibility Levels (PTAL) i.e. the highest figures tend to be in areas alongside railway corridors and the A10 which has a number of high-frequency bus routes. However, further investment will be needed to facilitate the demand to travel - particularly to access employment opportunities that lie outside the borough.

Increase in Walking

2.11 In contrast to national trends, but in common with London figures, walking levels in Hackney have generally been increasing in recent years. The London Travel Demand Survey (LTDS) which covered the period between 2006/07 and 2008/2009 estimated that 36.8% of all trips originating in Hackney were made by walking. The following LTDS which measured the walking trips between the years of 2007/08 and 2009/10 estimated that this had increased to 40%. Furthermore, recent analysis undertaken by the Council’s Sustainable Transport and Engagement team indicates that there has been a 13% increase in the amount of school children ages walking to school between the years 2007/08- 2012/13.

2.12 However, walking to work levels at 12.5% are relatively low reflecting the low jobs density of Hackney (0.7 jobs/ resident of working age) meaning that residents are more likely to need to travel long distances to work.

Significant growth in cycling

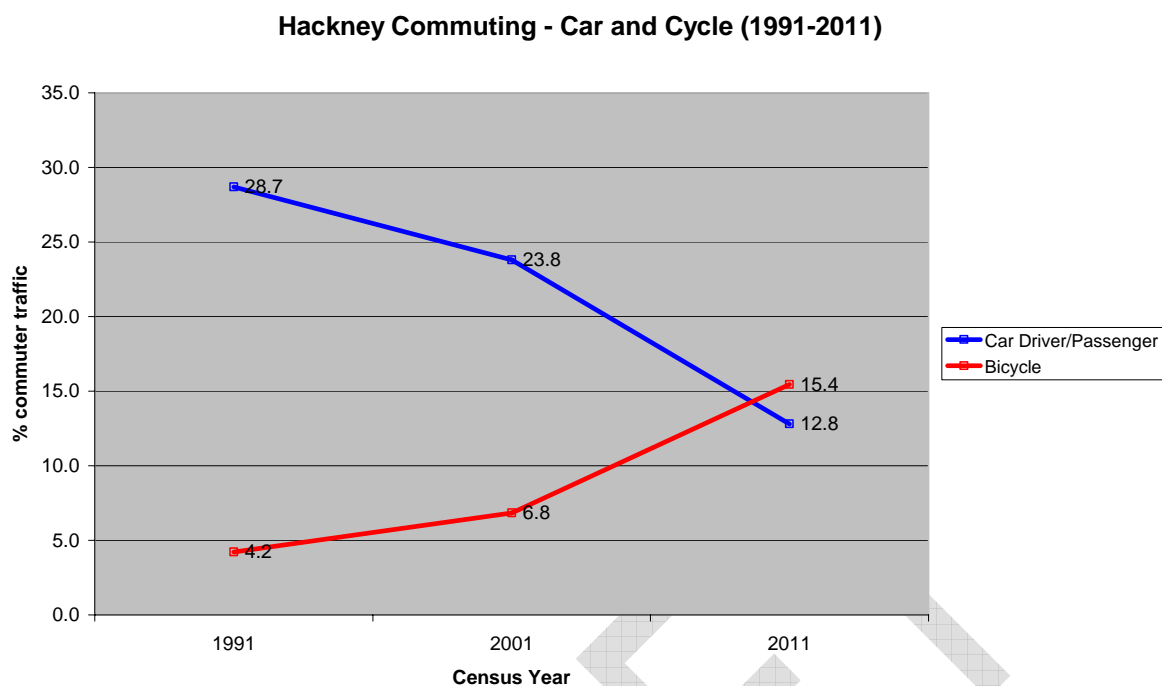
2.13 TfL’s Travel in London Report 5 confirmed Hackney’s position as the lead borough in London for cycling with a 5.9% of all trips mode share over a seven day period compared to a 2.4% average for London. Cycling to work has been the standout success story with all wards in the borough seeing increases over the period of 2001-2011 ranging from a 48% increase in New River to a 718% increase in Lea Bridge.

Table 1 – Changes in commuter cycling in Hackney wards between 2001-2011

Changes in Commuter Cycling in Hackney 2001- 2011								
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

2.14 Many of these trips would appear to have replaced trips that would otherwise have taken place by car. In 1991, 28.7% of trips of commuter trips were undertaken by car by either a driver or passenger in comparison to only 4.2% by bicycle. The latest Census results indicate that there are now more commuter trips undertaken by bicycle (15.4%) than by car (12.8%) making Hackney one of the only places in the UK where this occurs.

Figure 2



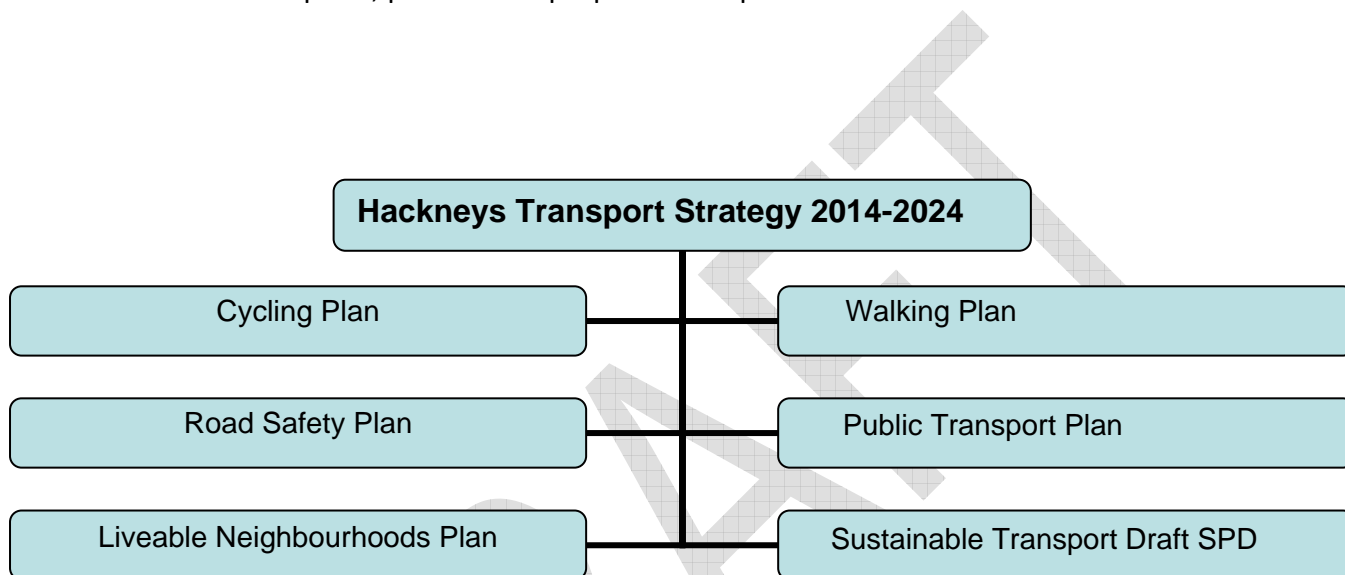
3. Strengths, weaknesses, opportunities and threats

3.1 In order to establish the key issues affecting transport in Hackney, a Strengths, Weaknesses, Opportunities and Threat (SWOT) analysis was undertaken to establish the background for the key issues. From the initial SWOT findings, the following issues were identified through analysis of existing transport policy documents such as the TfL’s Sub-regional Plans and Hackney’s LIP2 and through discussions and workshops with cross-Council internal staff and members as well as key external stakeholder groups and organisations such as the London Cycling Campaign in Hackney, Living Streets and Disability Back-up. Issues that have been identified by the SWOT analysis will be explored in greater detail through the Transport Strategy.

<p style="text-align: center;">Strengths</p> <ul style="list-style-type: none"> • High cycling levels- highest in London • High walking levels for all trips • Relatively high density allows opportunities to reduce the need to travel • Relatively flat topography • Low propensity for car use – lowest levels of car ownership in country • Lot of green open space for an inner London borough – good levels of green infrastructure • Tradition of sustainable transport innovation and success in LBH • Strong political leadership and backing to affect positive change in sustainable transport • Young, increasingly educated borough open to modal shift and sustainable urban living • Recognition of importance of high quality public realm • Favourable local policy climate, political leadership for sustainable transport • Dedicated and committed staff 	<p style="text-align: center;">Weaknesses</p> <ul style="list-style-type: none"> • High levels of deprivation, poor health and economic inequality • Low jobs density- leading to high commuting levels & need to travel • Exogenous traffic coming through borough as a result of geographical location and impacting on highway condition, air quality and highway safety targets • Historic lack of access to Tube/train stations and planned Crossrail 1 stations • Poor pedestrian crossing facilities in some locations particularly for Equality groups • Accessibility problems for disabled and older people in our public realm and public transport system • Disjointed CPZ coverage • Instances of street clutter, A boards and pavement parking obstructing pedestrian and EQIA movements • Legacy of one-way streets/systems • Severance in transport system caused by presence of Lea Valley Regional Park • bus congestion at peak times • High levels of Cycle theft • Increasing cyclist casualties
<p style="text-align: center;">Opportunities</p> <ul style="list-style-type: none"> ▪ Opportunities afforded by new development to positively impact on jobs growth within Hackney such as the Dalston, Fashion Quarter and Shoreditch ▪ Dynamic economy Tech City and Olympic Park ▪ Capitalise on 2012 transport behavioural Legacy ▪ Opportunity to positively influence air quality and local impacts of climate change through increasing tree canopy/ green infrastructure ▪ BSF rebuilding programme allowing redesign of schools & early chance to influence travel behaviour ▪ Using rising fuel costs as a means to encourage modal shift ▪ Opportunities to form inter-borough partnerships for funding & initiatives ▪ LNH could become first fully connected ‘Overground borough’ ▪ Technological advances to facilitate people working from home and also providing real time travel information and route selection ▪ Lea Valley Regional Park ▪ Canal and river networks 	<p style="text-align: center;">Threats</p> <ul style="list-style-type: none"> • Severe congestion and strain on transport network as population of Hackney and London grows • Impact of growth beyond the borough’s boundary e.g. Stratford and Upper Lea Valley Opportunity Area • Impact of public transport fare increase. Also may lead to more using comparatively cheaper cars for travel • Impacts of other boroughs transport policies- e.g. encouraging car use • Danger of political change and emphasis – threat to continuation of sustainable transport policy • Potential of increased conflict between pedestrians and cyclists as numbers increase • Cultural differences in transport behaviour and interpretations • Climate change impacts on our transport network including localised flooding • Threats to green infrastructure e.g. disease to plants and vegetation • Threat of loss of staff and resources as a result of cuts to capital funding

4. Structure of the Strategy

4.1 The Strategy consists of an over-arching document which will set out Hackney’s strategic transportation aims, objectives and priorities for 2014-2024. In addition to this document, there are six separate daughter documents that will make up the entire Hackney Transport Strategy. These separate daughter documents will give more detail on plans, policies and proposals for specific modes and areas.



4.2 The Hackney Transport Strategy will consist of the following:

Hackney Transport Strategy over-arching document

4.3 The document sets the scene by outlining the reasons why we need to update our Transport Strategy and puts the strategy into context with national, regional and local guidance. The document provides some background information about Hackney and investigates the likely transport impacts of further population and employment growth from both within the borough and the wider east and north London sub-regions. Potential strengths, weaknesses, opportunities and threats to the transport system in Hackney are also identified.

4.4 Changing transport trends within the borough which confirm the general shift from private motorised travel to more sustainable modes over the period from the 1991

Census to the present day are outlined. The document also outlines the connection between the 6 daughter documents, outlines the individual purpose of each document and how they contribute to the wider Transport Strategy.

Cycling Plan

- 4.5 Hackney is synonymous with cycling in London with many thousands of trips being made every day on the borough's streets, parks and towpaths. Hackney has traditionally had the highest levels of cycling in the Capital and has set an ambitious long term target of 15% of mode share journeys to be made by bicycle by 2031. However, the Council understands that there is much more unrealised potential for cycling in the borough with significant and positive impacts on resident's health, environment and local economy.
- 4.6 The aim of the Cycling Plan is to contribute to healthier and more sustainable lifestyles by increasing levels of cycling in Hackney for commuting, utility and leisure purposes. This will be achieved by addressing the barriers to cycling more in Hackney such as road danger and cycle theft and through increasing the number of people cycling by focusing on short trips, supporting the role of cycling as part of linked trips, further development of recreational cycling and generally improving the conditions and safety for cyclists. A number of measures outlined in the cycling strategy will also be relevant to the Road Safety and Smarter Travel strategies. The vision and objectives of the Cycling Plan are 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.

- To encourage presently reluctant cyclists to cycle; providing them with the confidence, information, skills and incentives they need.
- To ensure every household has access to secure cycle parking facilities.
- To tackle the causes of real and perceived road danger for cyclists through improvements to the physical environment and addressing instances of poor driver behaviour and danger from HGV's through education and enforcement campaigns.

- To promote cycling's role in strengthening the borough's economy, and resident's health and well being.
- To ensure that pedestrians and cyclists co-exist harmoniously, with cyclists adhering to road rules and being considerate to pedestrians.
- Cycle training will continue to be a guaranteed right for everyone in Hackney.

Walking Plan

5.6 Walking is considered to be the most accessible and cost effective mode of travel and the vast majority of trips within the borough involve some degree of walking. Walking in Hackney will be the first choice for short local trips and part of linked trips with public transport for longer journeys. Our residents will be walking along high quality safe routes to work, school, and local shops and services. Improving the walking environment will result in greater levels of incidental exercise, better air quality, and a more vibrant welcoming and safer town centres and neighbourhoods. The Plan will discuss some of the barriers to walking in Hackney and seek to outline some guiding principles to address these in the Plan.

5.7 Walking as the dominant mode of travel in Hackney currently accounts for 40% of commuting trips according to the latest London Travel Demand Survey in 2011. This represents an increase of over 3% from the previous LTDS in 2006 and is in stark contrast to national trends which have been showing walking as a declining activity. The Walking Plan will look to consolidate and build upon these levels and outline Hackney's plans and policies to increase the number of walking trips in the borough generally. The objectives of the Walking Plan are as follows:

- To increase walking levels in Hackney for journey's to work, recreation and education and our town centres by promoting modal shift from private vehicles and buses.
- To provide a high quality and fully accessible environment for walking by continuing to develop a safe, convenient, legible and attractive public realm.

- To tackle the safety issues and barriers that prevents our residents and visitors from walking more in Hackney.
- To promote walking's role in promoting linked trips and strengthening Hackney's visitor economy.
- To develop and promote walking as a key public health initiative benefiting resident's health and well-being.

Road Safety Plan

5.8 Hackney Council is committed to making our highways safer for all users and to reduce casualties from road traffic accidents. The Council recognises the role that reducing casualties and improving the perception of the borough as a safe place to walk and cycle has on facilitating modal shift and will continue to seek innovative ways to do this. The borough also understands the need to tackle the relationship between areas of deprivation and high casualty rates and will seek to address this through the Road Safety Plan.

5.9 Achieving further casualty reductions will require greater effort and a coordinated approach with Transport for London, our neighbouring boroughs, key stake holders (Met Police, the London Fire Brigade Service) and engagement with road users persuading them to behave more safely.

The Plan demonstrates the Borough's commitment to building on past road safety achievements and successes and in responding effectively to emerging or changing road safety issues experienced on the Borough's roads. In-depth analysis of collision and casualty data in the five years to December 2012 on both Borough and TLRN (Transport for London Road Network) roads has been carried and an Action Plan has been developed to address the key issues identified. Included in the plan are a number of engineering, education and enforcement Indicators by which progress and achievements can be monitored for each the priority areas identified in the plan.

Based on the analysis of Hackney's collision and casualty data and identification of the key local factors which affect safety for various road user groups and taking into

account national and London-wide policies, and the Council's objectives and priorities to increase cycling and walking levels the following Priority Areas form the basis upon which the 2013-2016 Road Safety Action Plan has been developed:

- Safer Cycling
- Safer Walking
- Safer Motorcycling
- Creating a Safer Environment for Children
- Safer Streets
- Working in Partnership

In line with the casualty reduction target set out in the London's Road Safety Action Plan, the two casualty reduction targets which the Council will be seeking to achieve as a result of actions taken in this and future Road Safety Action Plans will be:

- TARGET: Reduce the number of KSI casualties by 40% from a 2005-2009 baseline average of 127 to 76 on all roads, by 2020
- TARGET: Reduce the number of casualties of all severities by 40% from a 2005-2009 baseline average of 948 to 569 on all roads, by 2020

Through implementation of the action items set out the Road Safety Action Plan, it is hoped to deliver an effectively targeted Road Safety Service which is in line with current National, London-wide and local policies and priorities, builds on local successes, and which addresses local issues.

Public Transport Plan

5.10 Outlining a strategic vision and coherent policies to continue to support the provision and accessibility of public transport in Hackney is critical to facilitate the borough's planned growth and in addressing historical gaps in provision. Improvements to the orbital public transport network is required to connect the borough to key

employment, education and leisure destinations within Hackney as well as London Plan-designated Opportunity and Intensification Areas outside the borough.

5.11 Hackney has ambitious plans to improve the borough's rail connectivity by making a strong case for planned new stations within the borough as part of the early route planning stages for Crossrail 2 and has engaged with neighbouring boroughs to support the delivery of stations just outside the borough boundary that will benefit our residents. Proposals for encouraging sustainable access to and from these stations in addition developing the interchange between Hackney Central and Hackney Downs will be outlined in the strategy. The Plan will also address existing issues relating to bus and taxi provision and seek to safeguard and enhance their role as vital components in Hackney's public transport infrastructure. The objectives for the Public Transport Plan are as follows:

- Crossrail 2 proposals will be well advanced with an approved alignment through Hackney that maximises the benefits to the borough.
- There will be improved public transport accessibility for all our residents to access emerging employment centres in Central London, Stratford and the Olympic Park and the Upper Lea Valley.
- The East of the borough will have seen a substantial improvement in public transport services.
- The Overground network will have had further improvements to provide additional capacity to keep up with increasing demand.
- Significant capacity improvements and route upgrades will have been completed on the West Anglia Line.
- There will have been a smooth transition of the West Anglia Line services to Mayoral control, with improved inner London rail services that have not lost out to non-stopping suburban services.
- There will be improved interchange facilities and walking and cycling conditions at our key public transport stations.

- The accessibility of Hackney’s public transport will have been vastly improved with a fully accessible bus stop network, real-time service information, and step free access to the majority of stations in the borough.
- Hackney will have the most comprehensive and continuous bus priority network in London reflecting the fact we have the highest levels of bus usage in London.
- The stations in Hackney will be safe and secure with all day activity and oversight.

Liveable Neighbourhoods Plan

5.12 Hackney wants to work with local residents and other partners to facilitate the creation of high quality urban environments that promote sustainable travel behaviour whilst being safe and pleasant to live in, work and visit. Key to this aim will be a movement towards a provision of a high quality public realm that is not dominated by cars and offers enjoyable and safe walking and cycling routes and informal play areas for children. Public realm improvements will be complemented by our planning policies which encourage the provision of well-located amenities such as local shops, markets and essential services that are fundamental to encouraging more people to travel sustainably and leads to people having a greater sense of community.

5.13 This section will examine some of the amenity issues relating to on-street car parking in residential areas and local centres and outline some policies that will enable Hackney to improve the quality of life in these areas. The section will also demonstrate how the Council’s commitment to the careful management of car parking can facilitate the use of policy initiatives such as car clubs, ‘Play streets’ and public realm improvements and have a positive impact on the local economy. The Liveable Neighbourhoods have the following objectives:

- Hackney has the most liveable and sustainable neighbourhoods and streets in London.
- Hackney’s neighbourhoods and streets are healthy, safe and attractive places to enjoy and spend time in for residents from every age and background, and places which support community cohesion.

- Hackney’s neighbourhoods and streets will be prepared for the implications of climate change.
- Hackney’s neighbourhoods and streets will have been retrofitted to facilitate the transition to electric vehicle technology, and traffic based air pollution is no longer affecting the health of residents
- Hackney residents will not need to own a private car because of the easy availability of car club and car sharing vehicles.

Sustainable Transport Draft SPD

5.14 The Sustainable Transport Plan document will focus on some of the transport requirements and financial contributions that Hackney Council will look as part of the planning application process. This section will outline some of the criteria used when assessing applications and provide more detailed recommendations and requirements relating to the need for Transport Assessments, Travel Plans, Design and Access Statements as well as car and cycle parking standards. It is expected that the document will form the basis of a Supplementary Planning Document that will form part of the Council’s emerging Local Plan.

5.1 The document will explain how the Mayor of London’s Community Infrastructure Levy (CIL) for Crossrail 1 applies for new developments in Hackney. The Council is also required to produce its own CIL Charging Schedule which will contain how the Council plan to spend contributions on borough-wide infrastructure projects. The document will also outline how s106 and s278 agreements signed in Hackney will contribute towards site-specific measures such as car club membership, cycle training for new residents and improvements to the immediate public realm. The overall objective for the Plan is as follows:

- To ensure that development in Hackney does not adversely impact on, and takes every opportunity to, enhance the safety, efficiency, attractiveness and sustainability of the transport network.

6. Key Targets, commitments and proposals

6.1 The following table provides a summary of some of the key targets and commitments contained in the Transport Strategy. The full list can be found in the Transport Strategy over-arching document. All targets and commitments are to 2024 unless otherwise stated.

Mode/Plan	Target
Walking	<ul style="list-style-type: none"> • Maintain the overall walking mode share at 40% of all journeys made by Hackney residents 7 days a week. • To increase the modal share of Hackney residents walking to work for their commute to 15% of all journeys. • To increase the mode share for Hackney children walking to school to 70%. • Hackney will aim to create 10 new public spaces and pocket parks through road space reallocation.
Cycling	<ul style="list-style-type: none"> • 15% of ALL journeys by Hackney residents (7 days a week) are by bicycle. • 25% of journeys to work by Hackney residents are made by bicycle. • 28% of Council staff journeys to and from work are made by bicycle. • 5% of journeys made by Hackney children to and from school are by bicycle. • Progress the removal of the Stoke-Newington Gyratory and other one-way systems in the borough.
Liveable N'hoods	<ul style="list-style-type: none"> • Increase the overall tree canopy coverage in the borough from the current 18.5% to the Mayor of London's target of 25%. • Increase the number of Play Streets per year. • Traffic volumes on Hackney roads will be lower than 2014 levels. • Car club and car sharing provision are on par with the leading cities in Europe. • All Hackney households to be no further than 500 metres from their nearest electric vehicle charging point by 2018. • All Hackney owned public car parks and fleet depots to be fitted with

	<p>rapid charging points by 2018.</p> <ul style="list-style-type: none"> • Manages parking in a way that maximises air quality benefits and reduces emissions.
Public Transport	<ul style="list-style-type: none"> • Ensure that Crossrail 2 progresses as quickly as possible and the alignment of the route maximises benefits for the borough. • Ensure that Hackney Wick Station is upgraded and remodelled to improve access to the local area. • Securing four-tracking of the Lea Valley Line and necessary station improvements by 2019. • Ensure that Dalston Kingsland, Hackney Central and Homerton station ticket halls are all upgraded and remodelled to improve accessibility and accommodate increasing passenger numbers. • Improving journey times through bus priority measures, addressing gaps in the network and reviewing bus lane hours. • To have be one of the first boroughs in London to have a fully accessible bus stop network. • Improve bus access to the Olympic Park, Hackney Wick and Stratford. • Expand number of taxi ranks in the borough whilst facilitating the shift to electric and zero emission vehicles.
Road Safety Plan	<ul style="list-style-type: none"> • Reduce the number of KSI casualties by 40% from a 2005-2009 baseline average of 127 to 76 on all roads, by 2020. • Reduce the number of casualties of all severities by 40% from a 2005-2009 baseline average of 948 to 569 on all roads, by 2020.

Delivery, funding, monitoring and reporting

Funding and delivery of the Strategy will be dependent on partnership working with a number of stakeholders, including Transport for London, Network Rail, the London Legacy Development Corporation, neighbouring boroughs, developers and other stakeholders including the Police and NHS. Funding streams will include the Local Implementation Plan (LIP) funding, capital funding, additional funding received from the Mayor for London’s Cycling Vision and developer contributions received through the Community Infrastructure

Levy and s106 planning agreement process. The Council will also look to explore alternative funding sources including EU project funding and revenue raised through local sponsorship for example, of cycle parking or local biodiversity improvements.

Monitoring and reporting the effectiveness of the Strategy will take place on a regular basis through a variety of sources including the annual Travel in London reports, DfT/TfL Traffic counts, the LIP reporting and through internal sources such as the Annual Monitoring Report and local traffic counts and feedback gained through regular consultation with key stakeholders.

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APPENDIX A -

LIST OF POLICIES AND PROPOSALS

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CYCLING PLAN – POLICIES & PROPOSALS

Plan	Proposal	Description
Cycling	C1	Work to ensure that 15% of ALL journeys by Hackney residents (7 days a week) are by bicycle by 2024
	C2	Work to ensure that 25% of journeys to work by Hackney residents are made by bicycle by 2024
	C3	Work to ensure that 28% of Council staff journeys to and from work are made by bicycle by 2024
	C4	Work to ensure that 5% of journeys made Hackney children to and from school are by bicycle by 2024
	C5	Continue to ensure that support for cycling is embedded in all Council policies, plans and strategy documents
	C6	Introduce infrastructure provision for cycle users in accordance with the hierarchy of provision set out in LTN 2/08.
	C7	Continue to reallocate carriageway road space from private motor vehicles to cycle infrastructure provision whether it be cycle parking or route provision
	C8	Look at changing priorities at junctions or crossings where cyclist flows make up the largest proportion of traffic and lobby the DfT to fast-track proposals for pedestrian/cycle zebra crossings and introduce cycle signals at junctions.
	C9	Ensure that new cyclist infrastructure is designed to accommodate future growth in cycle numbers
	C10	Ensure that existing road and cycle network is maintained to a high standard with a good level of service
	C11	Aim to ensure that the core cycle routes in the borough are cleared and gritted after prolonged periods of ice and snow
	C12	Cyclists will continue to be allowed in vehicle restricted or pedestrianised areas within Hackney however pedestrians will have priority over cyclists at all times and in all such spaces
	C13	There will be a presumption in favour of shared paths or spaces in parks and green spaces - segregation considered only in special circumstances or where there are very high cycle flows
	C14	Cycling to be allowed in all Hackney's parks & open spaces as long as the cyclist does not 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	Work with partners to promote considerate cycling in locations where cyclists and pedestrians share the space and where appropriate undertake enforcement action
	C16	Tackle lower levels of cycling in living on estates in certain areas of the borough through targeted interventions such as the Smarter Travel Estates project
	C17	Work with Hackney Homes to ensure that all households on their estates have access to secure cycle parking provision & improved permeability on estate roads
	C18	Implement 20 mph speed limits on all borough controlled roads by 2016 and continue to lobby the Mayor of London to implement 20mph on his roads
	C19	Look to make every residential road as being appropriate to ride on for children trained up to Bikeability Standard Level 2 during the lifetime of the plan
	C20	Review traffic calming on key cycle routes and replace with sinusoidal humps (where appropriate) to improve journey experience for cyclists
	C21	Review all key junctions in the borough with a view to increasing coverage and depth of Advanced Stop Line provision (ASLs)
	C22	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
	C23	Continue to lobby the TfL to resolve the cyclist accident problems on the TLRN especially the A10 corridor
C24	Continue to work with TfL to ensure the removal of the Stoke Newington gyratory and improve cyclist accessibility during the lifetime of this transport strategy	
C25	Continue to lobby TfL to improve the most dangerous junctions and sections of the TLRN in Hackney	
C26	Continue to tackle junctions and sections of road on our own road network that have accident histories, including sites such as Pembury Circus and Green Lanes	
C27	Look to progress and complete the removal of the network of one-way systems in South Hackney during the lifetime of the strategy	

C28	Work with & support the Met Police and Council Parking Service to enforce traffic rules and improve driver behavior
C29	Lobby TfL, DfT and the Met Police to allow wider introduction of red light cameras at junctions where there is a known problem with drivers jumping red lights
C30	Lobby the Mayor of London and Central Government to give boroughs the powers to enforce speed limits through both mobile camera enforcement and average speed cameras, particularly when enforcing 20mph limits on principal roads.
C31	Ensure that any person driving on Council business is offered and encouraged to undertake on road cycle awareness training such as the Safer Urban Driving course
C32	Ensure the Council's own vehicle fleet has secured FORS Gold standard as soon as is practically possible
C33	Work with partners to investigate and implement options for reducing the volume of HGVs and larger goods vehicles on borough roads during the working day especially during the peak hour periods
C34	Lobby Central Government and the Mayor of London to adopt the principles of strict liability in the UK
C35	Identify and map different types of routes on the Hackney road network – Principal, Quietways, Greenways and Local Connectors
C36	Develop and improve a network of Principal Routes incorporating the principles of clear space for cyclists in addition to the principles of road danger reduction
C37	Work with Tower Hamlet, Islington & TfL to create a high quality, direct & safe cycle route between iCity/Olympic Park and Shoreditch/TechCity and onto the West End
C38	Work with TfL, Islington, City of London and Haringey to develop and develop Cycle Superhighway 1 on a route alignment parallel to and west of the A10 – going from the City up to Seven Sisters
C39	Work with the Mayor of London, TfL & neighbouring boroughs to implement the Central London Cycle Grid proposals in the Haggerston, Shoreditch and Hoxton areas of the borough
C40	Work with the Mayor of London, TfL and neighbouring boroughs to develop and implement a network of Quietways cycle routes across the borough
C41	In partnership with the Canal and River Trust, Lee Valley Regional Park, and other partners Hackney will look to improve the network of Greenway routes
C42	Undertake area wide traffic reviews in neighbourhoods still subject to rat-running and consider options for reducing traffic flows, such as filtered permeability cells
C43	Continue to implement a rolling programme of cycle permeability measures and interventions so that all 80+ sites have been completed by 2024
C44	Look to progress proposals for cycle hub in Dalston, and cycle parking hubs at the Homerton Hospital and in the South Shoreditch area
C45	Wherever practical the Council will look to install cycle parking in the carriageway rather than the footway
C46	Continue to look for and implement innovative on street cycle parking proposals & investigate new funding sources for cycle parking such as sponsorship
C47	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
C48	Work with Hackney Homes and other housing associations and RSLs to provide secure residential cycle parking for Hackney residents that live on estates
C49	Work to ensure that by 2024 the London Cycle Hire scheme reaches as far as Stoke Newington and Clapton in the north and Kings Park & Wick area in the East
C50	Continue to work with businesses and schools in the borough to improve facilities for cyclists at workplaces and schools
C51	Develop and implement Cycle to School partnership proposals with schools in order to improve cycling conditions on an area wide basis around school clusters
C52	Cycle training will continue to be offered as a 'guaranteed right' to all residents, visitors and students living, working or studying in the borough
C53	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.
C54	The Council will continue to be proactive in promoting cycling through regular or one off events either directly or in partnership with other groups and organisations

WALKING PLAN – POLICIES & PROPOSALS

Plan	Proposal	Description
Walking Plan	W1	Maintain overall walking mode share at 40% of all journeys made by residents 7 days a week
	W2	Increase the mode share for residents walking their commute to work to 15% by 2024
	W3	Increase the mode share for children walking to school to 70% by 2024
	W4	Ensure that pedestrian needs and those with mobility difficulties are given priority over the needs of motorised users
	W5	Improve road safety for pedestrians by implementing a number of measures to reduce traffic speeds and traffic volumes on all roads in Hackney
	W6	Ensure that our town centres, growth areas and key pedestrian routes offer high quality provision for pedestrians and those with mobility difficulties
	W7	Identify sites of substandard pedestrian crossing facilities and to implement incremental improvements to key junctions
	W8	Seek to phase out footway parking and on-street parking close to junctions over the lifetime of the Plan
	W9	Continue to reduce the amount of street clutter on our streets and footways
	W10	Ensure that the condition of our footways are maintained to a high level
	W11	Reduce instances of pedestrian/ cyclist conflict by promoting considerate cycling and pedestrian priority
	W12	Actively promote walking for linked trips, and for leisure and health purposes
	W13	Progress and implement the proposals outlined in the Space and Place Shaping Plan for Shoreditch (SPSPS)
	W14	Ensure Old Street roundabout is fundamentally improved through the removal of the roundabout layout
	W15	Progress the public realm improvements outlined in the Hackney Central AAP
	W16	Continue to seek the removal of the Stoke Newington gyratory and regeneration of the town centre through public realm proposals
	W17	Progress the narrowing of Seven Sisters Road from six to four lanes in order to improve road safety and the quality of the public realm
	W18	Implement the public realm and walking improvements outlined in the Hackney Wick AAP
	W19	Progress a traffic free pedestrian and cycle only route between Kingsland Road and Broadway Market in order to relieve congestion on the towpath
	W20	Upgrade the New River Path and open up a new quiet wildlife trail around the East Reservoir ensuring the route is fully accessible for wheelchair users
	W21	Work with partner organisations to create a fully accessible Lea Valley Path route between Tottenham Hale and Queen Elizabeth Park
	W22	Seek to create 10 new public spaces and pocket parks through road space reallocation by 2024
	W23	Continue to improve and support our local shopping centres and street markets through public realm improvements and pedestrian priority interventions
	W24	Continue a programme of pedestrian accessibility improvements in response to stakeholder concerns and to improve pedestrian crossing facilities including the rollout of pedestrian countdown facilities
	W25	Progress junction improvement schemes and new crossing facilities at locations identified through stakeholder consultation and accident analysis
	W26	Continue to rollout of Legible London wayfinding signage at key locations across the borough and fill in gaps in existing provision
	W27	Continue to encourage and promote walking trips through travel plan engagement work with businesses, workplaces, schools and residents
	W28	Work in partnership with the NHS, GPs and other health professionals to promote walking amongst residents to help address health issues

ROAD SAFETY PLAN – POLICIES & PROPOSALS

Plan	Proposal	Description
Road Safety	RS1	Implement 20mph speed limits on the borough’s principal road network with appropriate engineering measures
	RS2	Keep up-to-date with any revisions made to the London Cycle Design Guidelines and requirements regarding their potential adoption into all engineering schemes
	RS3	Identify high-risk locations on the road network for cyclists and implement site specific preventative measures
	RS4	Ensure that the safety of cyclists is considered during street works
	RS5	Develop and adopt a rate-based means of monitoring pedal cyclist casualty levels on borough roads
	RS6	Continue to promote cycle safety through education campaigns such as the “Watch out for me” campaign to encourage road users to give each other enough space and continuation of “Be Safe be Seen” publicity to encourage safer cycling in the winter months. Local campaigns will specifically target commuters and children who cycle to school to reduce pedal cyclist casualties during the peak hours.
	RS7	Highlight the importance of the use of appropriate safety features to fleet businesses and drivers in Hackney to improve their awareness of cyclists around their vehicles. Continue to promote the Safer urban driving course to HGV drivers that use Hackney roads and amongst our own fleet
	RS8	Continue to lobby the Mayor of London to implement 20mph limits on the TLRN in Hackney
	RS9	Increase Level 2 cycle training (Bikeability) to children over the three year period of the Safety Plan to target those children who will be cycling on roads in the Borough and particularly those children who will be moving on to secondary school in the near future
	RS10	Encourage uptake of cycle training amongst adults and children at venues in locations where cyclist casualties are highest and access to opportunities may be reduced for socio-economic or other reasons
	RS11	Increase cycle training in secondary schools/ colleges
	RS12	Maintain Bikeability accreditation so that standards of training are maintained, monitoring takes place and continuous assessment is carried out
	RS13	Seek to increase the number of adults receiving cycle training each year from a 2012/13 base, through active promotion of the availability of these programmes
	RS14	Visit the top 10 pedestrian collision cluster sites to review crossing provision, lighting, road markings and signage to determine whether engineering interventions may be an effective method of reducing pedestrian casualties
	RS15	Support and promote pedestrian safety campaigns developed by TfL following publication of the Pedestrian Safety Action Plan with a focus on causation factors and types of locations where pedestrian collisions have occurred
	RS16	Develop a pedestrian training programme and delivery plan for delivery of pedestrian training to pupils in Year 3, and transition training to pupils in Year 6
	RS17	Roll out pedestrian safety publicity campaigns which target young people aged between 16 and 24 and those aged over 60 on foot, and also drivers in the winter months, through tailored publicity
	RS18	Ensure that sites with high occurrences of P2W rider injuries, and especially during wet conditions or where skidding was a factor are included in sites to be considered for inclusion in the annual safety schemes programme
	RS19	Ensure that the specific needs of motorcyclists are included in Road Safety Audits undertaken
	RS20	Continue to support and promote Bikesafe offering the course free of charge to all residents of Hackney in order to encourage safer riding and reduce the number of P2W casualties
	RS21	Continue to subsidise CBT courses and promote gift vouchers for Bikesafe courses to encourage enrolment, and advertise motorcycle events in local newspapers and other means such as local radio
	RS22	Continue to promote the Children’s Traffic Club for 3-4 year olds
	RS23	Offer free car seat checks in public places to improve in-car safety in the borough and expand the in car safety programme
	RS24	Work with BAME communities which have been identified as being over-represented in casualty data to ensure that road safety messages are being received, and develop innovative methods to ensure that access to road safety resources and information is available to all
	RS25	Identify and Investigate the top 20 cluster sites identified each year on Borough roads, with an emphasis on sites with the highest proportion of the most serious injuries, to gain a better understanding of the issues affecting each location and to identify where road safety engineering measures may be of benefit
	RS26	Assess the effectiveness of previous engineering schemes to inform future selection of the most effective measures for inclusion in Road Safety Engineering Programmes

RS27	Prioritise locations which maximise the potential for improving safety whilst also reducing Road Danger (by reducing the risk associated with identified sources of Road Danger) for pedestrians, cyclists, P2W users and less mobile road users through the safety engineering programme
RS28	Review safety in three 20mph zones with the highest collision rates in each of the three years to 2016 (3 zones per year), with a view to strengthening measures to encourage slower speeds
RS29	Identify locations where speed related collision are an issue, and implement measures to reduce or discourage inappropriate speeds which have been shown to be effective at similar sites, at those sites which have the highest number and severity of collisions involving speed related factors
RS30	Work with the Police to investigate causation at all fatalities and life-changing collisions involving cyclists and pedestrians
RS31	Work in partnership with the police and others to encourage drivers to act responsibly, and to raise awareness of the legal obligations of drivers involved in collisions resulting in injury
RS32	Work together with TfL and partners to promote cycle, pedestrian and P2W safety campaigns to drivers
RS33	Share data with the Police to assist with targeted enforcement
RS34	Support the Police with Operation Cubo to tackle uninsured driving in the borough, and to give this action top priority in the three years to 2016
RS35	Work with the Police to address poor driver and rider behaviour and the promotion of compliance with road laws through increased numbers of spot-checks and targeted enforcement activities
RS36	Ensure that all Hackney Council's commercial vehicles, and those of its contractors and sub-contractors are fitted with appropriate safety equipment to alert drivers to the presence of cyclists and pedestrians in their vicinity
RS37	Continue to offer the HGV driver training programmes free of charge to businesses within, or driving through, the borough
RS38	Make use of new data sources to inform campaign design and implementation (such as crime mapping, MOSAIC data, and put in place a programme of counts to collect and make use of local cycle and pedestrian count data
RS39	Liaise with TfL regarding the provision of additional safety camera sites on borough roads where these are justified and support TfL's programme to upgrade existing camera sites to new digital technology
RS40	Sign up to LCC's Safer Lorries Pledge
RS41	Work with the Police and other key stakeholders to tackle poor and risky road user behaviours such as drink-driving, speeding or careless driving behaviour through targeted enforcement
RS42	Continue to hold 'Exchanging Places' and Pit Stop events in Partnership with the Police, Fire Service and the London Cycling Campaign

PUBLIC TRANSPORT PLAN – POLICIES & PROPOSALS

Plan	Proposal	Description
Public transport	PT1	Work with TfL and neighbouring boroughs to achieve access improvements to the new Crossrail stations close to our border
	PT2	Support the reopening of Lea Bridge Station and work with Waltham Forest to improve pedestrian and cycle access to the station for Hackney residents
	PT3	Lobby Network Rail to ensure the 3-tracking of the West Anglia line benefits Hackney residents and enables a direct Clapton to Tottenham Hale service
	PT4	Work with the Mayor of London and TfL to ensure that the devolution of West Anglia Line results in improved stations and services in Hackney
	PT5	Work with Network Rail to ensure that the direct interchange between Hackney Central and Hackney Downs is completed by 2015
	PT6	Support the electrification of GOBLIN and encourage increased usage of South Tottenham station amongst residents in Stamford Hill
	PT7	Continue to lobby TfL for improved Overground services to match increasing demand
	PT8	Continuously review levels of cycle parking at stations and public transport interchanges to ensure provision matches demand
	PT9	Lobby the DfT and Mayor of London to quickly progress Crossrail 2 proposals and ensure the alignment and stations maximise benefits for Hackney
	PT10	Work with partners to ensure Hackney Wick station upgrade occurs in order to improve access to local area
	PT11	Lobby TfL and Network Rail to progress urgently needed station ticket hall upgrades to reduce overcrowding and improve accessibility
	PT12	Investigate options for alternative uses of station and co-location of community services/uses and potential use of stations for online delivery pickups
	PT13	Work with the West Anglia Line Group to progress four tracking the Lea Valley Line by 2019
	PT14	Lobby for Stratford to become an international hub with stopping European services
	PT15	Work with TfL to improve bus access to the Olympic Park, Hackney Wick and Stratford from the rest of Hackney
	PT16	Improve bus journey times and reliability through new bus priority measures - completing missing gaps in the network and reviewing bus lane hours
	PT17	Progress the implementation of major changes to Hackney Central and Stoke Newington without significant negative impacts on bus services
	PT18	Continued work to ensure we are one of the first boroughs in London to have a fully accessible bus stop network
	PT19	Continue to roll out bus countdown displays at bus stops where appropriate and help to make real-time bus departure information available wherever possible
	PT20	Work with partners to reduce crime and the fear of crime on the bus network
	PT21	Recognise the role of taxis and minicabs in the borough and facilitate the shift to electric and zero emission vehicles
	PT22	Work with stakeholders to lobby TfL and London Councils to improve Community Transport Services

LIVEABLE NEIGHBOURHOODS PLAN – POLICIES & PROPOSALS

Plan	Proposal	Description
Liveable Neighbourhoods	LN1	Increase the tree canopy coverage in the borough from 18.5% to 25% by 2024
	LN2	Take a proactive role as Lead Flood Management Authority
	LN3	Ensure that all new development in the borough incorporates SUDS into their design
	LN4	Ensure that all public realm and highway schemes consider the implications of climate change in the design and implementation stages
	LN5	Facilitate options for communal food growing in our streets and public spaces
	LN6	Expand the provision of secure on-street cycle parking for residents and cater for secure cycle parking where requested and appropriate
	LN7	Expand and enhance the Play Streets initiative in the borough, and investigate options for incorporating active play into the public realm
	LN8	Reduce traffic levels in our residential streets by reducing the need to make local trips by car and making it easy and attractive to cycle or walk instead
	LN9	Restrain the levels of external traffic cutting through the borough and look to reduce the number of trips made by commercial vehicles on our roads
	LN10	Tackle poor air quality from traffic related emissions through a multi-faceted approach resulting in substantially reduced NOX and PM10 emissions
	LN11	Expand car clubs/car sharing in Hackney so that every resident is within 3 minutes walk of a vehicle, and ensure that 50% of vehicles are zero emission by 2024
	LN12	Work with residents and businesses to enable them to make the transition to electric vehicles through expansion of public charging points
	LN13	Subject to public consultation, the Council will facilitate the expansion of Parking Zones in accordance with the criteria set out in the Parking and Enforcement Plan due to air quality, health and sustainability benefits
	LN14	Manage parking in a way that prioritises air quality and environmental benefits and coordinate the implementation of public realm and sustainable transport improvements with the introduction of CPZs
	LN15	Coordinate the implementation of public realm and sustainable transport improvements with the introduction of CPZs
	LN16	Review existing parking charges for PTW commuters in the South Shoreditch area
	LN17	Reduce theft of PTWs by installing parking stands or ground anchors at dedicated solo motorcycle bays in controlled parking zones
	LN18	Work with the Met Police and other partners to reduce the level of PTW casualties and accidents on Hackney's roads

SUSTAINABLE TRANSPORT SPD – POLICIES & PROPOSALS

Plan	Proposal	Description
Sustainable Transport SPD	ST1	Transport Assessments required for all developments over thresholds
	ST2	Travel plan and associated measures required for all developments over a certain threshold
	ST3	Delivery & Servicing Management Plans, and/or Construction & Logistics Plans required for developments over a certain size or in a sensitive location
	ST4	Construction and servicing operators working in the borough expected to be FORS registered with HGV drivers undertaking cyclist awareness training
	ST5	All new development will need to prioritise the needs of pedestrians and cyclists over motor vehicles.
	ST6	All new development will contribute towards improvements to surrounding pedestrian and cyclist environment through a variety of interventions
	ST7	Seek the highest levels and quality of cycle parking provision in accordance with the Cycle Parking Standards and Guidance set out in this document
	ST8	The Council will look to ensure new development contributes towards significantly improved public transport infrastructure and services
	ST9	Car parking provision in accordance with the new car parking standards set out in this document
	ST10	Off street parking proposals that have a detrimental impact on visual amenity, the environment and road safety will be resisted
	ST11	Expect commercial developments to have consideration for taxis and minicabs where appropriate
	ST12	External off street parking provision for powered two wheel vehicles will require devices to secure vehicles to such as ground anchors

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