Hackney Transport Strategy 2014-2024

Overarching Transport Strategy
Summer 2014

Hackney

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1 Introduction

1.1 Background

Hackney is justifiably proud of its tradition of innovation in sustainable transport in London and beyond. The borough has overcome a historic lack of access to the Tube network and facilitated its regeneration through extensive improvements to the Overground and rail network providing Hackney with orbital public transport across London. The borough has excellent provision of high-frequency bus services to Central London and important growth areas across the capital while progressive public realm interventions have helped to reverse decades of urban decay and help revitalise nationally renowned creative and cultural hotspots such as Hoxton, Shoreditch and Dalston. Hackney is also synonymous with being at the forefront of the cycling revolution in London, showing leadership at a time of general decline in cycling levels nationally and continuing to play an active role in raising standards and expectations of the role of cycling in the capital today.

Today's extensive, multi-modal transport network has brought many benefits to the borough and given further momentum to Hackney's innovative status. The success of the 2012 Olympic Games and planned improvements to the walking, cycling and public transport network across east London will further contribute to the desirability of the sub- region as a place to live, work and visit. Over the next 10 years, Hackney will continue to be a focal point for change in London as it grapples with the complexities of managing growth to the benefit of its residents and communities, while facilitating an ever- increasing demand for travel in a sustainable fashion.

This Transport Strategy sets out a coherent set of sustainable transport policies, proposals and actions that aim to further improve walking, cycling and public transport conditions and options for all residents and visitors to the borough. The Strategy recognises that not only does transport have a critical role to play in Hackney's continuing physical regeneration but is also a key factor in achieving other

key borough priorities such as promoting transport equality and access to jobs, training and essential services, reducing obesity levels through incidental exercise, supporting the local economy, improving air quality, and reducing emissions. In all cases, the Strategy recognises that the borough must continue to challenge the threat of greater levels of private car use through greater integration of transport and land use decisions and providing sustainable alternatives to serve the aspirations of Hackney's people in combination with the goal of greater social inclusion and combating climate change.

The outcomes of this strategy will be used to help inform the development of Hackney's emerging Local Plan documents and growth strategy up to 2026. It will also underpin the development of Hackney's third Local Implementation Plan (LIP3) 2014-2017/18.

1.2 Vision and Aims

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

"By 2024, Hackney 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 tacking its urban transport challenges of the 21st Century."

The aim of the strategy is to enable Hackney's residents, visitors, businesses and employees to prioritise active travel choices and other sustainable forms of travel by making these options easier to access and more attractive to use. In general, Hackney's Transport Strategy broadly seeks to;

- Improve residents' health and well being and tackling obesity levels through the promotion of more active travel

- Continue to improve conditions for walking and cycling safely in the borough
- Strengthen sustainable transport's role in facilitating Hackney's continued regeneration and supporting its 'Love Hackney. Shop Local' campaign
- Continue to advance the case for key public transport infrastructure improvements in Hackney and promoting linked trips
- Enhance residents' access to jobs, training and essential services without increasing congestion
- Enhance accessibility and mobility options for vulnerable groups allowing them to live independently
- Improve air quality and reduce emissions from our transport system

1.3 Why do we need a Transport strategy?

The aim of this Transport Strategy is to establish a clear long term vision to guide the work of the Council and its Streetscene Service over the next 10 years. This vision supports the broad objectives of the borough for the environment, social inclusion, accessibility, connectivity, health, and supporting the local economy.

In addition to securing the necessary public transport improvements to support growth in the borough, Hackney Council wants to encourage its residents to walk and cycle more often and more safely. There are a number of very strong economic, social and environmental reasons why we should seek to do this. Hackney's population and employment numbers are amongst the fastest growing in London meaning that future travel patterns and the demand for travel will need to be carefully managed. Creating a travel and transport system that is safe, affordable and sustainable and that fully supports residents and local businesses is a key reason for producing this document.

The document is also needed to update and replace the previous Transport Strategy which covered the period up until 2011 as well as to help address gaps in the Council's existing range of transport planning and policy documents. The borough's

adopted second Local Implementation Plan (LIP2) for example, has outlined how the borough will spend its funding allocation from Transport for London over the period up to 2014 but lacks detail and strategic focus beyond this timeframe. This Transport Strategy looks beyond this period to 2022 and will help signal how the borough will meet its ambitious long term LIP2 walking and cycling targets as well as agreed accident reduction levels. Managing the local impacts of climate change is also a factor as the Council has a statutory requirement to cut emissions from transport and to improve areas of poor air quality in the borough.

Finally, the Council has a pressing need to promote active travel as a means of tackling the serious health inequalities within Hackney as identified by the Sustainable Community Strategy and a number of other documents. As of April 2013, local authorities have responsibility for public health issues including reducing obesity, level of smoking and alcohol abuse. Addressing the borough's chronically high level of childhood obesity through prioritising active travel modes for example, is a key aim of the Transport Strategy. Further details of the local context and socio-economic profile of Hackney are discussed in Chapter 4 of this document.

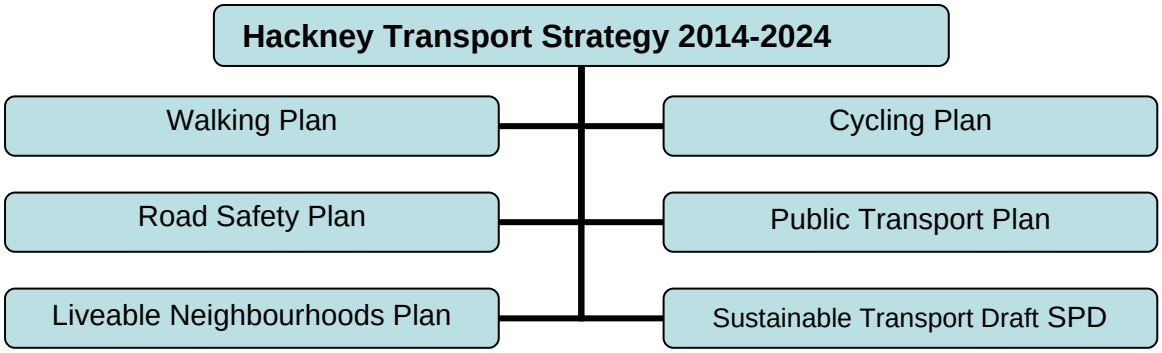
2. Structure of the Strategy

2.1 Introduction

The Hackney Transport Strategy 2014-2024 replaces the Transport Strategy which covered the five year period 2006 to 2011. The Strategy sets out our plans, policies and proposals for transport in Hackney for the next ten years and how we plan to implement these.

The Strategy comprises of an overarching strategy document (this document) and six separate daughter documents that will give more detail on plans, policies and proposals for specific modes and areas within Hackney. Fig 2.1 illustrates the relationship between the daughter documents and how they relate to the overall Transport Strategy.

Fig 1: Format of Hackney's Transport Strategy



2.2 HTS 2014-2024 over-arching document (this document)

The document sets the scene by outlining the reasons why we need to update our Transport Strategy and puts the strategy into context with relevant national, regional and local transport guidance. The document reviews the 2006 Transport Strategy and evaluates whether the Council has been successful in achieving its set commitments and targets. The document also 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.

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 looks the connection between the 6 daughter documents, outlines their individual purpose of each document and how they contribute to the wider Transport Strategy.

2.3 Daughter documents

In addition to this document, the following six plans have been developed as part of the overall Transport Strategy. This section outlines their individual purpose of each document and how they contribute to the wider strategy.

Walking Plan

Walking is considered to be the most accessible and cost effective mode of travel and the vast majority of trips 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.

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.

Cycling Plan

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 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.

The aim of the Cycling Strategy 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 by 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.

Public Transport Plan

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 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.

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 Strategy 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.

Road Safety Plan

Hackney Council is committed to making our highways safer for all users and to reduce casualties from road traffic accidents. Hackney 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.

Achieving further casualty reductions will require greater effort and a coordinated approach with Transport for London, our neighbouring boroughs and engagement with road users persuading them to behave more safely. This Plan outlines some of

the more successful initiatives undertaken by the Council to date and explains how the borough will look to achieve further reductions in our casualty rates.

Liveable Neighbourhoods Plan

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.

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, 'Playstreets' and public realm improvements and have a positive impact on the local economy.

Sustainable Transport Plan – Implications of development

The Sustainable Transport 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 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.

This document will explain how the Mayor of London 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.

3. National and Regional Policy Context

3.1 Introduction

There are a wide range of strategic and London-wide transport guidance documents and planning policies that influence policy and plan making at the borough level. National, regional and sub-regional documents relevant to the development of the Hackney's Transport Strategy are discussed in this section.

3.2 National Guidance

There are a number of relevant national policy documents and guidance relating to sustainable travel and road safety generally including the Department for Transport's 'Active Travel Strategy' (2010), Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (2011) and the Strategic Framework for Road Safety (2011). The Active Travel Strategy in particular, was jointly published by Department of Health and the Department for Transport and highlights a need to place walking and cycling at the heart of local transport and public health strategies over the next decade.

The publication of the latest Manual for Streets guidance is also relevant for Hackney given that most streets in the borough are important public places and spaces in their own right where people live, work, play and visit as opposed to being primarily transport corridors. Many of the themes and concepts discussed below are of interest to the development of this Strategy.

Manual for Streets 1& 2 (MfS 1&2)

Manual for Streets 1 published in 2007, helped signal a sea change in the way that local Highway Authorities look at street and represented a shift in emphasis away from the traditional movement of traffic function of streets towards consideration of many placemaking objectives not normally associated with traffic. These included a

new recognition of transport's role in facilitating economic regeneration, managing climate change, casualty reduction, reducing air and noise pollution, impact on natural environment, heritage and landscaping, and encouraging more sustainable and healthy travel. MfS1 reinforced the concept of a movement user hierarchy which looked to prioritise the needs pedestrians, cyclists and public transport users above private motor cars when considering street design; creating networks of streets that provide permeability and connectivity; encouraging innovation and designing to keep vehicle speeds at or below 20mph.

Published in 2011, Manual for Streets 2 (MfS2) expanded on these themes and provided greater detailed guidance for high quality conditions for walking and cycling on non-residential roads. Key points to emerge from the document included; the necessity of reallocating road space away from the private car to non-motorized users; decluttering the public realm; promoting the use of zebras and informal crossings that emphasise pedestrian movement; improving conditions for cyclists and creating a low speed environment at junctions; and improving consultation with key stakeholders when designing traffic schemes.

In recent years Hackney Council has implemented many of these principles when designing traffic schemes. Removal of unnecessary street clutter and has been a key feature of its public realm schemes as has increasing walking and cycling permeability generally. The borough alongside Islington and Camden is among the first in London to implement 20mph speed limits on all its residential streets for example and is currently examining ways to extend this to non-residential roads within its control.

3.3 Regional Guidance - the Mayor's Transport Strategy

The Mayor's Transport Strategy (MTS) is a statutory document, and developed alongside the London Plan and Economic Development Strategy as part of a strategic policy framework to support and shape the economic and social development of London over the next 20 years. It sets out the Mayor's Transport vision and describes

how Transport for London (TfL) and its partners, including the London boroughs, will deliver that vision.

The Mayor's transport vision is outlined in the document as follows:

'London's transport system should excel among those of world cities, providing access to opportunities for all its people and enterprises, achieving the highest environmental standards and leading the world in its approach to tackling urban transport challenges of the 21st century'.

To achieve this vision, the document outlines six goals which should be implemented by all boroughs across London:

- Supporting economic development and population growth
- Enhancing the quality of life of all Londoners
- Improving safety and security of all Londoners
- Improving transport opportunities
- Reducing transport contribution to climate change
- Support delivery of the London 2012 Olympic and Paralympic Games and its legacy

To support these goals each London borough was required to subsequently prepare a second Local Implementation Plan (LIP2) for the period 2011-2014. Hackney's LIP2 was approved by the Mayor of London in 2011 and is discussed further in chapter 3.

3.4 Sub-regional policy frameworks

In addition to the MTS, Transport for London (TfL) has produced sub-regional transport plans (SRTPs) for each of the 5 sub-regions of London - north, south, east, west and central. Hackney is part of the East London sub-region but given its position as an inner-London borough to the immediate north-east of central London many of the challenges and opportunities identified each of the north and central SRTPs are worthy of consideration in the preparation of this Strategy.

East London Sub-regional Challenges & Opportunities

Hackney is a core member of the east London sub-regional group which is envisaged to see more of London's future employment and housing growth than any other sub-region. Specific challenges and opportunities have been developed from the East London SRTP with guidance from the MTS, through collaboration with boroughs and key stakeholders with TfL also providing detailed analysis support. They are identified as follows:-

- Improving connectivity to and within key locations to support existing communities, growth, aspirations for change and improve the quality of the environment;
- Reducing the physical barrier to travel including the River Thames in East London and improve the resilience of the transport network;
- Supporting the efficient movement of goods and encouraging sustainable freight movement;
- Ensuring that the benefits of funded transport investment are maximised; and
- Managing highway congestion and public transport crowding and make efficient use of the transport network.

The East London SRTP is a 'live' document and will be updated as and when the need arises, by TfL and the boroughs. The document's Implementation Plan identified a number of transport improvements both funded and unfunded for the sub-region in the short, medium and long-term period. Some of the more relevant for the Hackney's Transport Strategy are summarised in table 2.1 below;

Table 1: Summary of ESRTP Implementation Plan and relevance to Hackney

Short Term (up to 2014)	Medium term (2014-2020)	Long term (2021-2031)
➢ Maximising the impact and benefit of new/ expanded infrastructure ➢ Reviewing the bus network to cater for growth in population and employment ➢ Local connectivity improvements including walking and cycling	➢ Maximising the benefits of Crossrail through enhanced connections to stations ➢ Rail improvements along the West Anglia Corridor to provide more capacity and direct services to Stratford with improvements to key stations including provision of a new station at Lea Bridge ➢ Key station improvements to improve access to growth areas and to improve interchange ➢ Providing improved bus priority infrastructure, ➢ Additional road capacity at key points to support growth in opportunity Areas and to address congestion and allow for longer term growth in population and employment, ➢ Improved road network management at the A12 and Blackwall Tunnel approaches	➢ Crossrail 2 (Chelsea Hackney Line) to provide a direct link between Hackney and central London ➢ Additional road capacity to support growth across east London and to address key congestion hotspots and provide the necessary resilience to support the continued growth in population & jobs across the whole area.

North London Sub-regional Challenges and opportunities

Given TfL's 'fuzzy' transport boundaries, transport issues and impacts outlined in the North London sub-region are also relevant for Hackney's residents, particularly in relation to orbital travel and promoting access to the Lea Valley Opportunity Area which is earmarked for much of the traditional manufacturing employment base that was once a feature of working life in Hackney. The challenges and opportunities identified for this sub-region are;

- Facilitating and responding to growth, particularly in the Upper Lee Valley;
- Relieving crowding on the public transport network;

- Managing highway congestion and making more efficient use of the road network;
- Enhancing connectivity and the attractiveness of orbital public transport; and
- Improving access to key locations and to jobs and services

Central London Sub-regional Challenges and Opportunities

The Shoreditch area of Hackney is the only part of the borough that lies within the London Plan-designated Central Activities Area. Nonetheless, some of the transport issues raised in Central London's SRTP are equally applicable to Hackney particularly in relation to improving air quality, reducing public transport crowding and promoting walking;

- Reducing public transport crowding and improving reliability
- Supporting growth areas and regeneration
- Ensuring capacity at rail stations and efficient onward distribution
- Improving the urban realm and promoting walking
- Managing different demands on streets
- Improving air quality

The Mayor's Roads Task Force

The Roads Task Force (RTF) was set up by the Mayor of London in 2012 to tackle the challenges facing London's streets and roads. The RTF's final report 'The vision and direction for London's streets and roads' was published a year later in July 2013. The RTF's vision focuses on three core aims:

(a) To enable people and vehicles to move more efficiently on London's streets and roads;

(b) To transform the environment for cycling, walking and public transport; and

(c) To improve the public realm and provide better and safer places for all the activities that take place on the city's streets, and provide an enhanced quality of life.

TfL's response to the RTF, 'Delivering the vision for London's streets and roads', was published at the same time and broadly welcomes the work of the RTF. The response outlines TfL's commitment to work in the long-term to develop the RTF recommendations.

Implications for Hackney

Although there is no direct funding associated with the RTF proposals, its preparation has provided the opportunity for the Council to lobby TfL in the context of the task force's work. Of particular interest to Hackney is the inclusion of Stoke-Newington town centre as a case study in the RTF document but also the recognition that London's gyratory systems feel increasingly out of place in a number of the Capital's environments where the emphasis is now shifting to creating attractive places for people to live, work and visit in TfL's response. The TfL document also highlights some proposed areas of investment in Hackney in the TfL Business Plan 2016-2021/22, including upgrading pedestrian and cycle facilities and further consideration of the removal Stoke-Newington gyratory system as well as public realm improvements around the Shoreditch Triangle Gyratory area.

3.5 Leaving a Transport Legacy – the Olympic and Paralympic Transport Legacy Action Plan

In March 2012, Transport for London published the Olympic Transport Legacy Action Plan which focused on how on how transport changes introduced to deliver the Games will be put to ongoing use in improving transport across London. The objectives of the Plan were as follows:

- Set out the actions required to embed a physical and behavioural transport legacy across London, and;
- Set out the actions related to transport that can support convergence, as measured by a range of socio-economic and environmental indicators, between the cluster of six Olympic host boroughs in east and southeast

London (Barking & Dagenham, the Royal Borough of Greenwich, Hackney, Newham, Tower Hamlets and Waltham Forest) and the rest of London.

Though light on how convergence could be achieved without additional resources to those already committed in TfL's Business Plan, the document recognised that transport is a key component of overall convergence, affecting people's ability to access jobs and education and influencing their mode of choice. The Transport Legacy Plan covers three key areas:

- Behavioural or physical change due to the staging of the 2012 Games
- Interventions to enable development and/ or use of the 2012 Games venues after the Games to help meet outcomes such as increased use of sustainable travel modes, access to jobs and health improvements
- Using the 2012 Games to help achieve convergence and other outcomes of the Mayor's Transport Strategy (MTS)

The Council believes that the prioritisation of more sustainable forms of travel is a key building block in achieving socio-economic and environmental convergence. The Transport Strategy is consequently primarily concerned with maximising the behavioural benefits of hosting the 2012 Games to facilitate sustainable growth within the borough and promote healthier lifestyles.

4 Review of Hackney Transport Strategy 2006

4.1 Introduction

The previous Hackney Transport Strategy (HTS) covered the period from 2006-2011 and outlined a number of targets and outcomes to be delivered by the Council and its partners in this timeframe. This section offers a review and some commentary on the more relevant of these.

4.2 Review of HTS Targets by category.

Fig 6.1 below summarises the key outcomes from the more relevant of the targets and commitments outlined by the 2006 HTS. All HTS targets have a set timeframe of 2011 unless otherwise stated.

Table 2: Summary of 2006 HTS outcomes

Category	2006 HTS Target or commitment	Outcomes and commentary
Managing Traffic growth	0% traffic growth between 2001 and 2011 on borough roads (achievement subject to growth on routes outside of the borough's control)	- Overall traffic levels on Hackney's classified roads (borough and TfL-controlled) have decreased by 8% in 2011 compared to the 1994-99 average (measured by DfT National Road Traffic Counts) - Car and taxi traffic has decreased by 13.3% over the same timeframe - The numbers of HGV's on Hackney's roads fell by 5.4% in 2011 compared to the 1994-99 average - However, use of LGV's increased by 9.4%– a trend common with other boroughs on the immediate periphery of the Congestion Charging Zone

Mode shift	Increase or maintain the proportion of personal travel made by other than the car	- There has been a rise in the number of proportion of households in Hackney without a car from 56% to 65% over the 2001-2011 period despite an 18.2% increase in the number of households in the borough - According to Census 2011, 85% of Hackney's commuters travel to work using public transport or active modes. This represented an increase of 12% on the Census 2001 figure of 73%. - Car journeys to school in 2012/13 fell by approximately 9% from a baseline year 2007/08 in schools covered by the Council's School Travel Plan Programme
Walking	To increase the numbers of journeys made on foot per person by at least 10% between 2001 and 2015	- There has been a 15.7% increase in commuters walking to work between Census 2001 (10.8%) and 2011 (12.5%) - There was an 8.7% increase in walking as a percentage of all trips between the London Travel Demand Survey years of 2006/07- 2008/2009 and 2007/08 - 2009/10 - There has been a 13% increase in the amount of school children ages walking to school between the years 2007/08-2012/13
School Travel Plans	All schools in Hackney to have a travel plan by December 2009	- As of 2012/13, 93% of all schools in the borough and 100% of LEA schools have a STP covering 29,550 pupils and 3,887 staff.

Cycling	1. To increase the modal share of cycling trips to work to 8% by 2011 2. At least an 80% increase in journeys made by bike between 2001 and 2011 3. Completion of LCN network in Hackney by 2008	- DfT Traffic count data highlights a 150% increase in cycling on selected roads within Hackney's Major Road Network over the 2002-2011 period. - TfL data suggests that there has been a 222% increase in cyclists crossing its Inner London cordon over the same period (measured across 14 sites on major and minor roads in the south of the borough) - There was a 125% increase in the numbers cycling to work between the Census years of 2001 and 2011 - All wards in Hackney have seen an increase in cycling to work ranging from a 48% increase in New River to a 718% increase in Lea Bridge - Hackney was one of the few London borough's to continue to fund local improvements to the LCN network after the discontinuation of ring-fenced funding from TfL. However, some gaps in the planned network remain to be addressed
Public Transport	1. Increased frequency and capacity on train services, particularly the north London line 2. Successful completion of East London Line	- The upgrading of the North London line with refurbishments of stations at Dalston Kingsland, Hackney Central, Homerton and Hackney Wick and the introduction of new rolling stock providing better comfort, greater reliability and increased capacity - The completion of the East London Line Extensions and four new DDA-compliant

	Extension and four new stations by 2010 3. Reduced excess bus waiting time (EWT) to a target of 1.3 minutes by 2009/10 4. Successful implementation of bus priority measures 5. Successful implementation bus stop accessibility measures in line with the Disability Discrimination Act (DDA, 1995).	London Overground stations at Dalston Junction, Haggerston, Hoxton and Shoreditch High Street in 2010. - The completion of the full orbital London Overground network offering connections from Dalston Junction to Highbury and Islington (since 2011) and to Clapham Junction (since 2012) - Excess waiting time was reduced to an average of 1.2 minutes by 2009/10 - The Council has successfully implemented a number of bus priority measures throughout the borough such as Mare Street and Amhurst Road. - 96% of the circa 380 bus stops on borough-controlled roads in the borough fully- compliant with TfL Accessible standards at the end of the 2012/13 financial year– the highest of any borough in London - As of April 2013, TfL estimates that around 70% of all bus stops in the capital are accessible – from a baseline of around 29% in 2008. The Mayor has recently pledged that this figure will be 95% by 2016.
Community Transport	Continued provision of community transport including annual grant to Hackney Community Transport for Dial a Ride and Taxicard services on the London wide standard	- The Council supports HCT through its Voluntary and Community Sector Grants programme - Dial a Ride and Taxicard services are supported by TfL and London Council's respectively

Road Safety	1. A 50% reduction of the number of people Killed and Seriously Injured (KSIs) by 2010 compared to 1994-98 for all road users and also separately for pedestrians and cyclists 2. A 40% reduction of the numbers of Powered Two Wheelers (PTW) killed and seriously injured by 2010 3. A 60% reduction in the number of children killed and seriously injured by 2010 compared to 1994-98 4. A 25% reduction of the slight casualty rate per 100 million vehicle kilometres by 2010. 5. Review and implement road safety measures at all schools by 2008.	- The target for a reduction in KSIs was successfully achieved, with KSI casualties reported on all roads in the Borough during 2010 17.6% below the target. - The 2010 figures showed that there was a 66% reduction in pedestrian casualties exceeding the 50% target - There was an 85% decrease in children KSI's in 2010 from the 1994-baseline. - In 2010, Hackney had reduced the number of slight casualties by 28% from the 1994-98 baseline average - The Council has an on-going programme of targeted road safety education and implementation measures However, - Whilst the number of PTW Rider KSI casualties in 2010 was 21% lower than the 1994-98 baseline average the 40% reduction target wasn't met. - In terms of cyclist KSI casualties, there was a 16% increase from the 1994-98 baseline average in 2010 meaning the 50% reduction target was not met. This may be in part explained by the Borough's exceptionally high increases in the numbers of residents cycling over this period but also highlights the pressing need to address instances of road danger.

The HTS made some additional commitments that relate to supporting investment in improving and maintaining transport infrastructure such as streetlights, footpaths, pedestrian crossings, roads and bridges. These improvements are carried out on an on-going basis through public realm and safety and localised improvements by the Council's Streetscene Service or other partners such as Transport for London and have not been assessed in the table above.

The review highlights that the Council has been relatively successful in achieving the majority of the high level targets set by the 2006 HTS particularly in the area of encouraging modal shift away from the private car and improving its road safety record for pedestrian, children and slight casualties. Other planned commitments to improve the public transport network related to the London Overground and the bus network also have been realised with the help of partners. However, the review also highlights that the Council must continue to prioritise the reduction of PTW and cyclist casualties particularly given the significant increases in numbers travelling by these modes in recent years.

Further information as to how the Council plans to continue to build on successful initiatives and address areas where we need to improve will be outlined throughout the Strategy. Chapter 7 summarises some of the key issues facing the borough and outlines where in the Strategy they will be addressed.

5 Local Context and transport trends

5.1 Introduction

This chapter looks at some of the key social, economic and demographic issues affecting transport in Hackney. The aim of the chapter is not to simply re-iterate the local transport context outlined in Hackney's adopted second Local Implementation Plan (LIP2) but to update some key information in the wake of the release of the 2011 Census estimates and highlight some of the key issues and recent trends relevant to the Strategy. All sources quoted below are from the Census 2011 figures unless otherwise stated.

5.2 Hackney's People

Population

Hackney is a densely populated inner London borough with one of the fastest growing and diverse populations in the UK. Recently published data from the Council's Policy team, estimated Hackney's population to be 252,119 (ONS, 2013). This figure represents an increase of over 40,000 people (or an approximate 20% rise) from the 2001 figure, the third highest percentage change in London after neighbouring Tower Hamlets and Newham. The number of households has also increased within the borough from 86,042 to 101,690 with an average size of 2.4 people per household. This borough has the third highest population density in London with an average of 129 persons per hectare compared to the London average of 52 persons per hectare.

Ward Populations and Change

While the overall growth rate for the borough between 2001 and 2011 was approximately 20%, the growth pattern across the borough varies significantly at ward level. Dalston, Hoxton, and Leabridge wards are all estimated to have experienced growth of over 40% during this period according to Census data. This growth is likely linked to new housing delivered in these wards and the Council's

strategic planning policies to direct housing growth along rail corridors. The Brownswood ward is the only ward which was estimated to have experienced a 2% drop in the population. This exception may be explained in part by the temporary decanting of social housing linked to the Woodberry Down regeneration scheme with a reversal of the trend highly likely over the coming decade as its phased housing redevelopment programme comes to fruition.

Tenure and household structure change

The number of households in Hackney has grown significantly in recent years, from 86,040 in 2001 to 101,690 in 2011. Much of this growth has been driven by increase in the private rented sector. The growth in the private rented sector can partly be accounted for by delivery of new housing units of this tenure, and partially by the fall in owner occupation and Council rented stock, with properties being bought by tenants, both of which have potential to increase the buy to let market.

Given this significant growth in the private rented sector, above others, this tenure change has been mapped below at ward level. The map shows the wards in the borough that have experienced the most significant growth in the private rented sector. They include areas which have experienced a high delivery of new housing units, such as Dalston and Leabridge.

Alongside changes in tenure there have also been shifts in household structure and type. The most significant trend has been the increase in 'other' multi person households, which most likely reflects the increase in sharers, renting rooms in properties rather than whole properties. Alongside this, there has been a drop in the proportion of one- person households, which may reflect affordability constraints – as those who may previously have lived alone in one-bedroom properties may find they need to share with others to meet costs. This is in line with increases in the proportion of couples without children in the borough. There has also been a small drop in the proportion of married couples with dependant children, which again may reflect affordability constraints.

Fig 2: Growth in the Private Rented Sector in Hackney

Figure 6.4: Growth in the Private Rented Sector

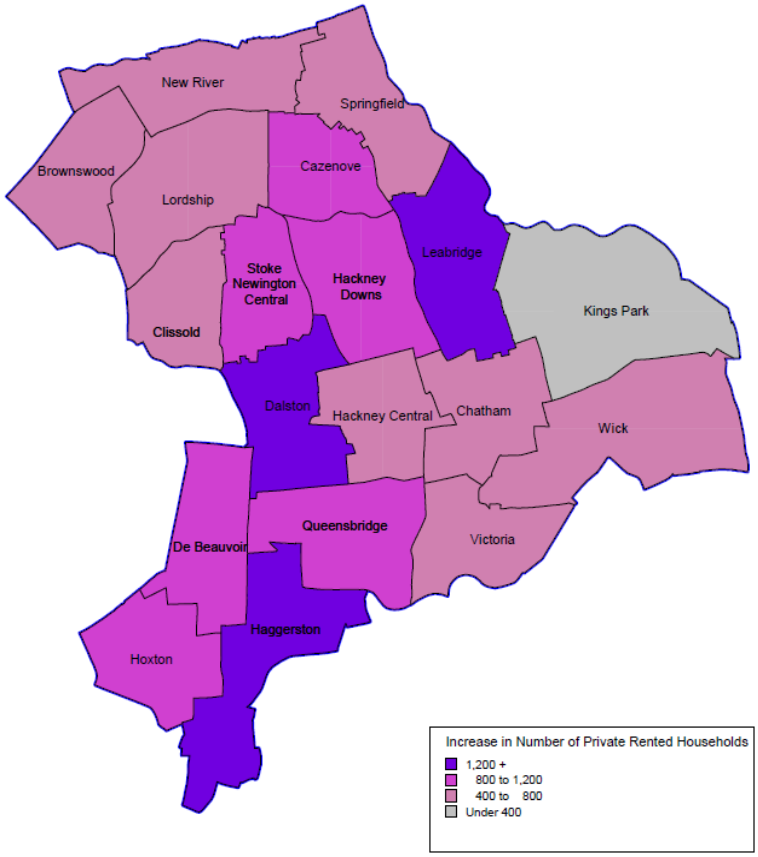
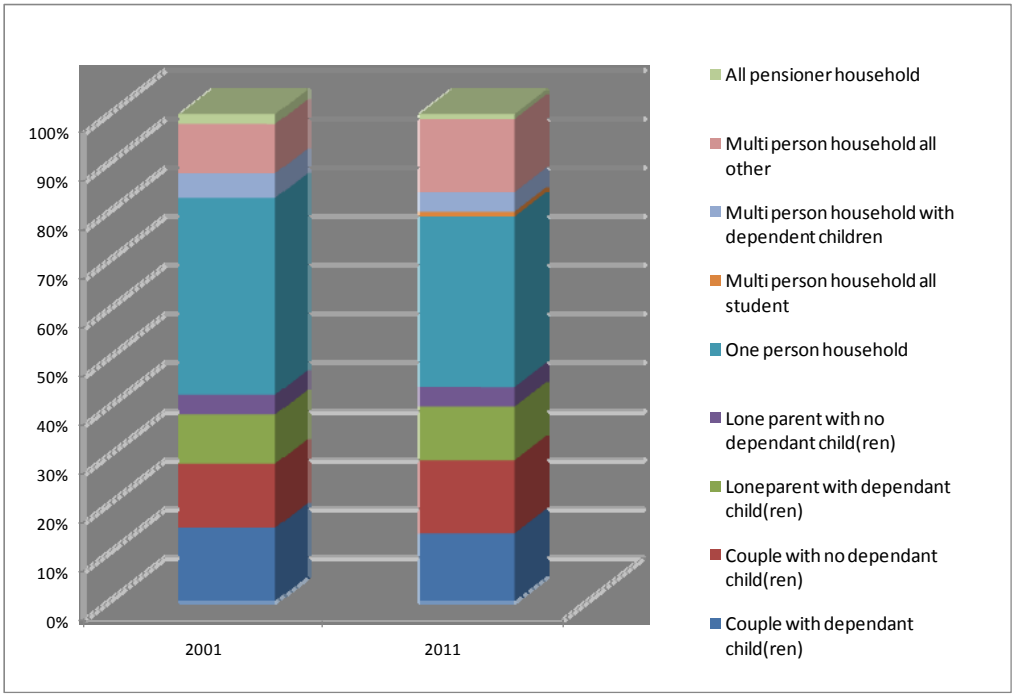


Fig 3: Changes in Hackney's Household Structure 2001-2011

Figure 7.2: Trends in Hackney's Household Structure



Source: Census 2011 & Census 2001

Population

- Hackney's population is estimated to stand at 252,119 – representing more than a 20% increase since the 2001 Census
- Hackney has the third highest population density in London after Kensington & Chelsea and Islington
- Most wards in Hackney have experienced growth in particular Dalston, Hoxton and Lea Bridge which have seen a 40% increase in population
- Brownswood is the only ward to experience a slight drop in population; however this is likely to be linked to temporary decanting as part of the Woodberry Downs regeneration scheme.

5.3 Deprivation and Health

Based on Hackney's Super Output Area (SOA) average score, the latest Index of Multiple Deprivation in 2010 placed Hackney as the second deprived local authority in England, second to Liverpool and ahead of Newham (3rd) Manchester (4th), Tower Hamlets (7th), and Islington (14th) maintaining the same ranking that Hackney had in 2007. All but one of Hackney's wards (Clissold) is among the most 10% most deprived nationally and 11 are in the top 5% most deprived wards. Fig 3.3 illustrates how deprivation levels vary across the borough.

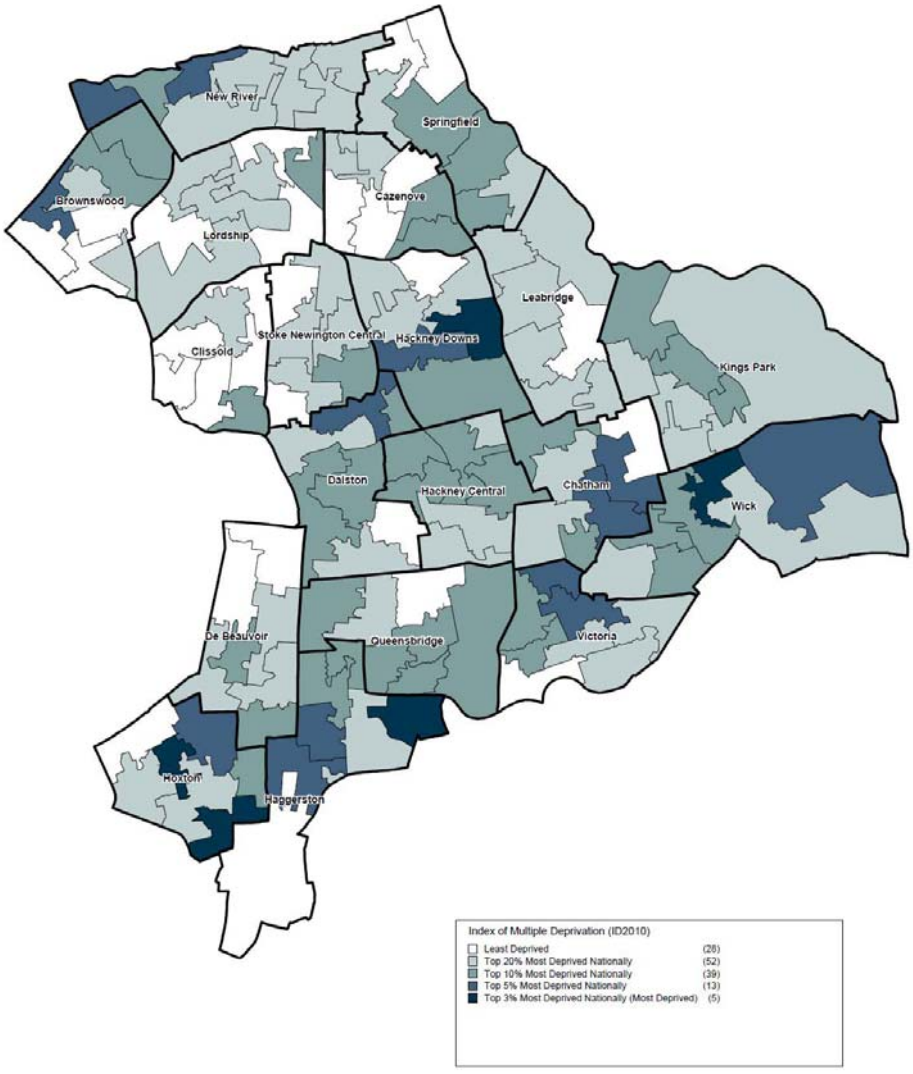
In terms of geographical variation, there are particular concentrations of deprivation within the following areas;

- In the south-western part of the borough around Shoreditch,
- To the south-east of the borough, around Hackney Wick and South Hackney
- In the areas to the north and west of Hackney Downs

- In the north-west corner of the borough, around Manor House and the border with Haringey

Since the 2007 survey, all of the most deprived wards with the exception of Haggerston and Hackney Central have seen slight improvements in their deprivation scores. However, this has had the effect of increasing inequalities across Hackney as the least deprived wards such as Clissold have had a much greater improvement over the same period (City and Hackney HWB Profile, 2011).

Fig 4: Map of Overall Deprivation in Hackney



Source: Indices of Deprivation, DCLG 2010

Poor health and obesity

In common with much of the UK, Hackney has serious issues with levels of obesity and inactivity which need to acknowledged and partly-addressed by this Strategy. Nearly half – 48.7% – of Hackney adults are classified as overweight or obese (Public Health Outcomes Framework, 2012). The prevalence of obesity in the UK has more than doubled in the last 25 years. In England, two thirds of adults and a third of children are now classed as obese or overweight. Only 58% of Hackney adults meet the Chief Medical Officer's (CMO) recommendation for physical activity while 30% are classed as inactive. Without action, nine out of ten adults and two-thirds of children could be obese by 2050 (Dept of Health, 2010).

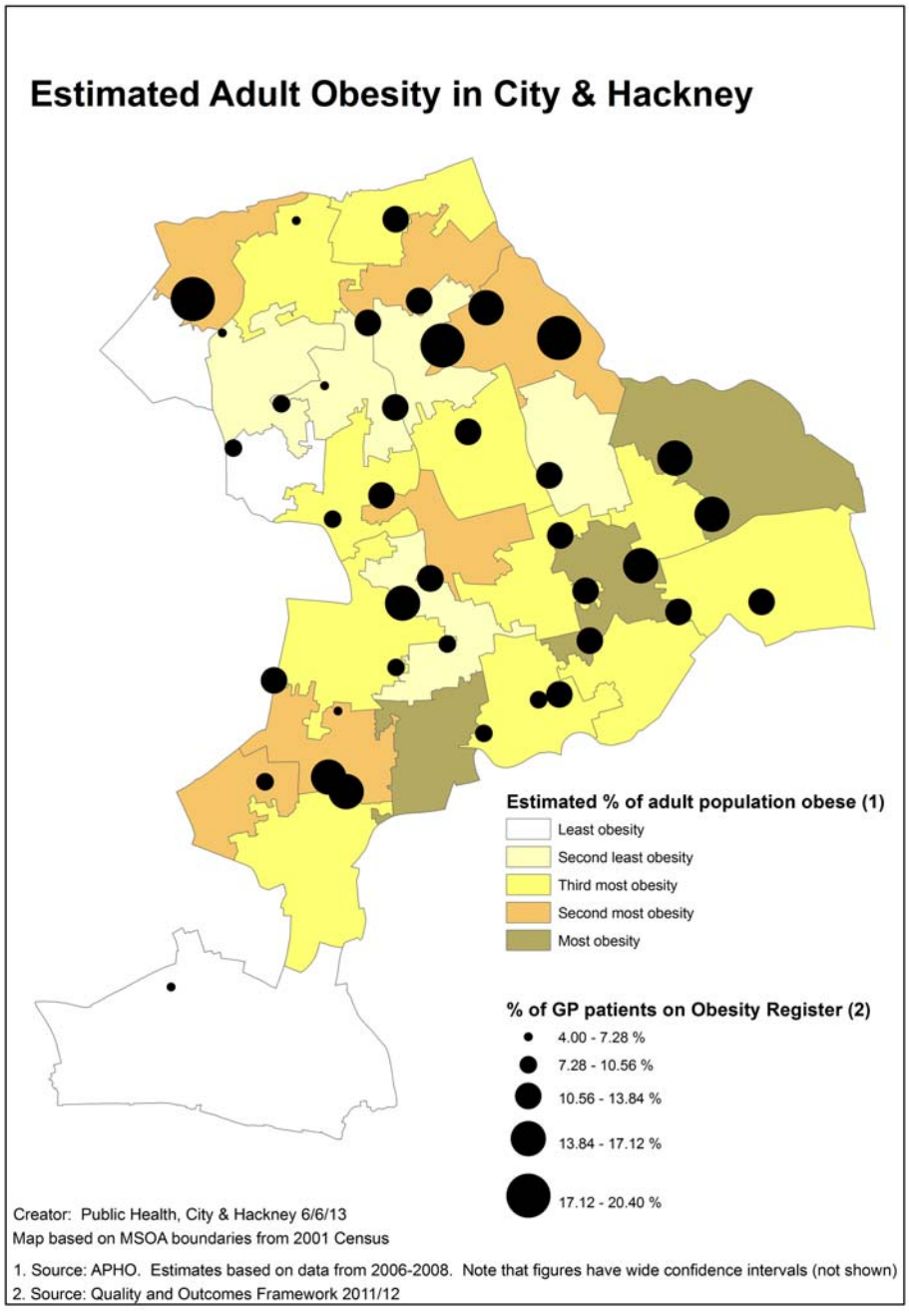
Childhood obesity in particular, is a major problem in Hackney with rates as measured by the National Child Measurement Programme amongst the highest in England. Among schools that participated in the 2012/13surveys, 13.1% of children in Reception Year (4-5 years) were found to be overweight while another 13.2% were classed as obese. Among children in year 6 (10/11 years), 16% were found to be overweight while 25.2% were classed as obese. (NCMP, 2013). In Hackney, Black children have a higher prevalence of obesity than all other ethnic categories. The incidence of childhood obesity is almost double for children from areas of high deprivation compared to children from the least deprived areas (City and Hackney NCMP Report 2011/12)

Adult obesity levels are also a problem in the borough with more than one in nine adults registered with a GP in Hackney classed as obese - the fifth highest in London. Fig 3.4 (overleaf) shows the areas in the broad locations in the borough where high levels of adult obesity are prevalent. Like childhood obesity, adult obesity prevalence rates are higher across the borough's BAME groups such as the Black and Charedi groups and also amongst the boroughs deaf and blind residents. Elderly obesity levels are also an issue among the GP-registered population in Hackney, with 33% of people aged 65-74 classed as obese, as are 28% of those aged 75-84 and 17% of those aged 85 or more. (Hackney & City JSNA, 2011).

Diabetes

Diabetes is a long term condition which impacts on every aspect of life, shortens life expectancy and is the leading cause of blindness amongst people of working age in the UK. Diabetes is often linked to obesity (particularly Type 2 diabetes) and is becoming more prevalent nationally as obesity levels rise.

Fig 5: Adult obesity rates in Hackney and GP Obesity Register



Source: LB Hackney 2013

Levels of diagnosed diabetes have been rising in Hackney in step with London averages. There are 12,403 people over the age of 16 with diagnosed diabetes in Hackney (or equivalent to 1 in 20 adults) (QOF, 2012/13). Diabetes is particularly prevalent among the South Asian and Black populations and common among all the care groups, especially among blind and housebound residents (Hackney & City JSNA, 2011). People with diabetes in NHS City and Hackney CCG were 52.4% more likely to have a myocardial infarction, 46.4% more likely to have a stroke, 62.5% more likely to have a hospital admission related to heart failure and 28.7% more likely to die than the general population in the same area (National Cardiovascular Intelligence Network, 2013).

Like obesity, prevention is possible in many cases with the Department of Health estimating that people who engage in moderately intensive exercise such as walking and cycling can reduce their risk of developing major chronic diseases – such as coronary heart disease, stroke and type 2 diabetes – by up to 50%, and the risk of premature death by about 20–30% (Dept of Health, 2003).

Asthma

Asthma is a chronic disease characterized by acute, recurrent, and reversible episodes of breathlessness and wheezing, which can significantly impact health and wellbeing and in acute scenarios can be life threatening (Ealing JSNA, 2012). Air pollution can play a part in triggering asthma in children and adults, as well as being a trigger that can make people's asthma symptoms worse. There's some evidence linking asthma symptoms with living near roads with heavy traffic and particularly with vehicles such as diesel-fuelled buses and HGVs (www.asthma.org).

Hackney is the 7th most affected area by poor air quality in London (GLA, 2013) a statistic that has direct implications for people with asthma. Hackney's rate for children's hospital admissions due to asthma was significantly worse than the London average (Child Health Profile, 2014). Hackney's asthma prevalence rate is

4.4%; there are 12,787 individuals registered with asthma (QOF, 2012/13). The following map based on GP Practice data illustrates recorded asthma cases in Hackney and surrounding boroughs. The north Hackney wards of Clissold, Lordship, Brownswood and New River as well as the ward of Hackney Central have the highest asthma prevalence rates.

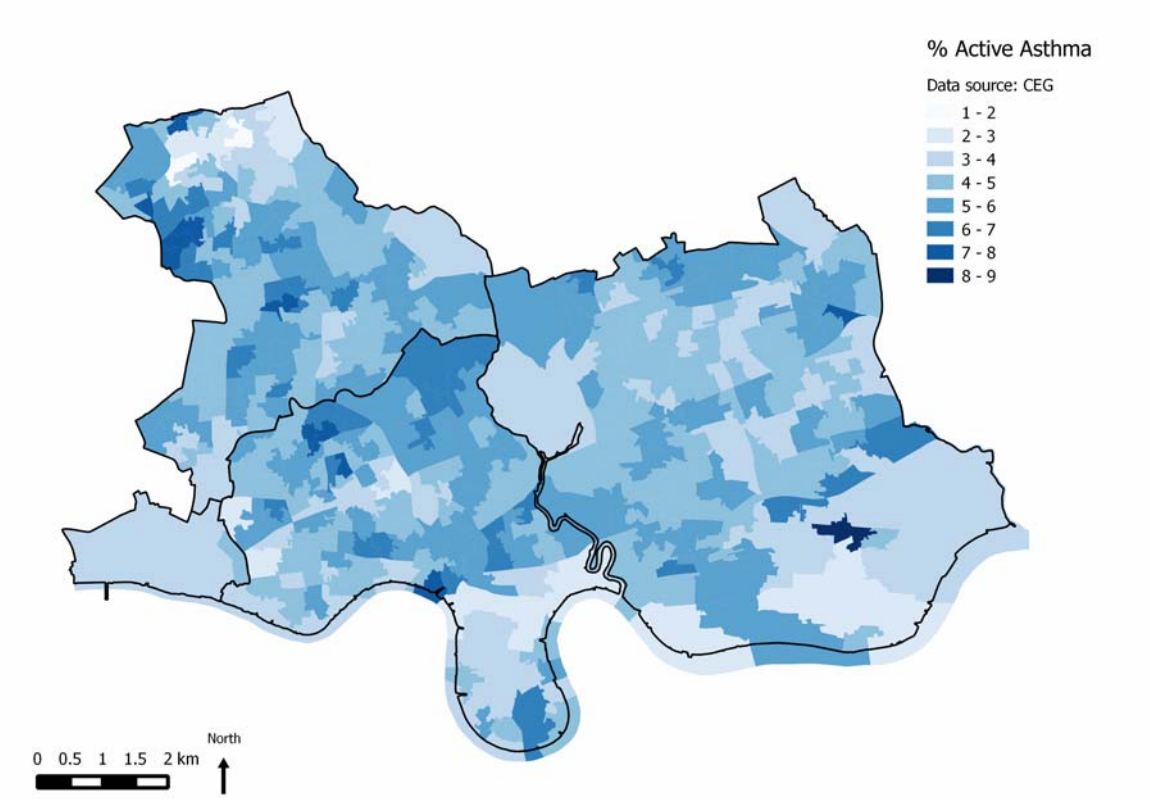
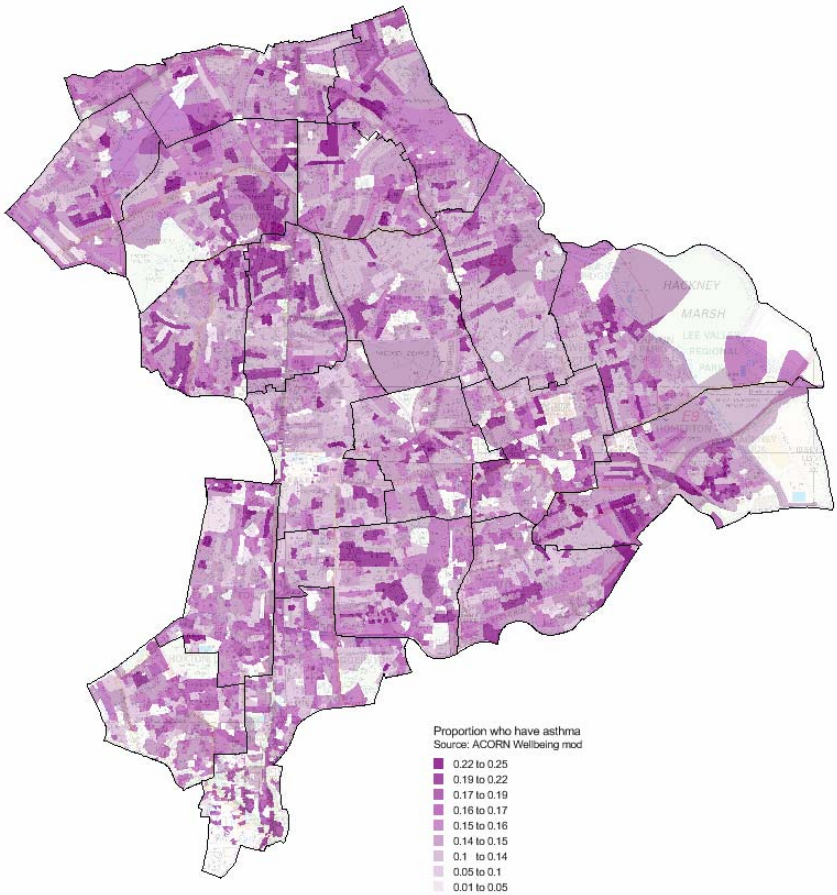


Fig 6 overleaf, illustrates the modelled estimates of prevalence of asthma within Hackney by postcode. Fig 6 estimates that asthma prevalence in Hackney may be highest in areas near the A10 near Stoke-Newington, the A12 and feeder roads such as Wick and Homerton Road and other notable clusters in areas off heavily-trafficked Lea Bridge Road, Green Lanes and Balls Pond Road (Acorn, 2013).

Fig 6: Modelled Estimates of Asthma prevalence by postcode in Hackney



Disability

Census 2011 revealed that 18,064 residents find their day-to-day activities limited a lot by long-term health problems or disability while 17,620 residents find themselves limited a little (ONS, 2013). A total 14.6% of Hackney respondents said they a long-term illness that limited their daily activities in some way, compared with 13.6% for London and 17.9% for England and Wales. The borough has 15,240 individuals –or, 6.1% of Hackney's population – claiming Disability Living Allowance or Attendance Allowance (LB Hackney Policy Team, 2013).

In Hackney, an estimated 9,700 adults of working age are living with a moderate physical disability and an estimated 2,500 people have a serious physical disability.

The majority of adults living with physical disability are in the older age group (JSNA, 2011).

While it is understood that these conditions are highly personalised, improvements to the transport system in Hackney will need to be identified to promote access to employment and essential services and allow as many people to live as independently as possible. This Strategy will outline some of the barriers to independent mobility and propose policies aimed at addressing these issues.

Deprivation and health

- Hackney remains the second most deprived local authority in the country after Liverpool
- All wards with the exception of Clissold are amongst the 10% most deprived nationally and 11 are in the top 5% most deprived wards.
- Obesity is a major problem in Hackney and is linked to deprivation, particularly amongst children and BME groups.
- Diabetes is becoming more prevalent in Hackney with 1 in 20 adults recorded as diagnosed with the condition
- Hackney has a higher number of residents claiming Incapacity Benefit or Employment Support Allowance compared to the London average.

5.4 Employment and Economy

Hackney has a diverse and vibrant economy that is largely characterised by small and medium sized business, accounting for almost nine in ten employing units. Traditionally an area known for manufacturing job losses, in recent years Hackney's economy has grown more quickly than the rest of London, with strong growth demonstrated in the service sector, financial services and the creative and media industries. The Shoreditch area in particular, being located in London's Central Activity Zone is thriving as an employment area, is home to the largest concentration

of creative industries in Europe and is Hackney's most significant office and mixed use location. Other significant employment areas in Hackney are at Hackney Central, Hackney Wick and Dalston which is designated as an Intensification Area in the London Plan.

Unemployment figures in Hackney have traditionally tended to be amongst the highest in London but more recent developments have suggested that this trend is changing. According to the 2011 Census, at 19.3% Hackney had the highest percentage of people claiming out of work benefits across London. In 2010, unemployment rates in Hackney were the 5th highest in London with a rate of 10.4% (ONS, 2010) but more recent Census data has shown this to drop to 8% - a trend that was seen across the Olympic Host Boroughs (London Skills and Employment Survey, 2012). This continued a general trend from the late 1990s' where unemployment levels dropped from 16.4% in 2000 to 10.2% in 2009 before rising slightly due to the most recent recession (Hackney Borough Profile, Nov 2010).

The unemployment figure of 8% is in line with the average unemployment rate across England and may reflect the so-called 'Olympic bounce' in employment levels as a result of hosting the Games. However, male employment rates are still lower at 70.7% than the London and national average of 75% and 76% respectively. As of February 2012, Hackney also had the highest amount of key out-of-work benefits claimants at 19.3% which was higher than the London and national average of 12.6%.

Jobs density (the number of jobs divided by the working-age population) in Hackney has also tended to be lower than the London average. The latest Census figures show that the number of jobs per working age resident in the borough is comparatively low at 0.7 meaning that a significant proportion of residents (60% in Census 2001- needs update) need to travel out of the borough to access work primarily in Central London and neighbouring boroughs. This figure is much lower than our neighbouring boroughs such as Tower Hamlets and Islington (both 1.3) and Camden which has 1.7 jobs per resident of working age population.

This borough wide figure of 0.7 is subject to significant variations across the borough. In 2010, figures from NOMIS showed that the Hackney South and Shoreditch constituency at 0.97 had over two and half times the job density of Hackney North and Stoke Newington constituency which had 0.37. Future variations may occur as a result of planned residential and employment growth in the boroughs town centres and districts for example, an emerging Fashion Quarter at Hackney Central and Tech City in the south of the borough. Meanwhile in the north of the borough, the recently adopted Dalston Area Action Plan identifies a capacity for 1,080 additional jobs in the period up to 2031. Planned growth outside of the borough at both the Upper and Lower Lea Valley Opportunity Areas may also impact on job densities and travel patterns in Hackney

Further, more detailed information on the economic and regeneration factors that will impact on Hackney's future development and transport needs are found in Appendices A and B at the end of this document.

Employment and Economy

- Hackney's economy is diverse and vibrant, primarily comprising of a large number of service based SME rather than a small number of major employers
- Shoreditch based in London's CAZ, is home to the largest concentration of creative industries in Europe.
- The borough has traditionally a high unemployment rate though this has been generally falling since the late 1990s.
- Hackney's low jobs density means that two thirds of its working population needs to travel outside the borough for work.
- Future commuting patterns are likely to be influenced by substantial employment growth at Dalston and the CAZ, the Upper Lea Valley and the on-going regeneration of Stratford.

6. Travel Patterns and Trends in Hackney

6.1 Introduction

The previous chapter looked at the socio-economic profile of Hackney and identified key issues relating to population, health and economic indicators. This chapter is concerned with the factors and trends that have influenced transport and travel behaviour in Hackney. This section also looks at some of sub-regional transport trends and examines their likely impact on Hackney.

6.2 Car Ownership Levels

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. The fall across the Inner London boroughs has been even more prevalent with a 6.6% drop in car ownership levels to just over 43%.

The trend is particularly acute in Hackney. Along with Islington, Hackney has seen the greatest drop in the amount of household car ownership levels (8.6%) of the inner London boroughs. A report by the RAC Foundation in December 2012 has shown that Hackney has the least amount of cars per 1,000 head of population of all 348 local authority areas in England and Wales (RAC, 2012). The Census data also showed a drop in the absolute number of cars in the borough by approximately 3,300 despite the 20% increase in population.

This trend is likely to be as a result of a combination of a number of factors including; planning policies directing high density growth and trip generating activities to public transport corridors; a rise in the amount of car free and car-capped developments and Controlled Parking Areas across inner London and a strong emphasis by the Council on promoting walking and cycling as alternatives to motorized travel for short trips. Other influences may also be contributing to this shift may include; the rising cost of fuel; the increased availability of alternatives to car ownership including

car clubs and car sharing organisations; generally better and safer conditions for walking and cycling; and the rise of home working and more flexible arrangements.

The proportion of households without a car rose from 56 per cent in 2001 to 65 per cent by 2011 – a rise of 9 percentage points. The absolute number of non-car households rose 36.3 per cent from 48,219 to 65,721. This, of course, needs to be seen in the context of an 18.2 per cent rise in the overall number of households in the borough.

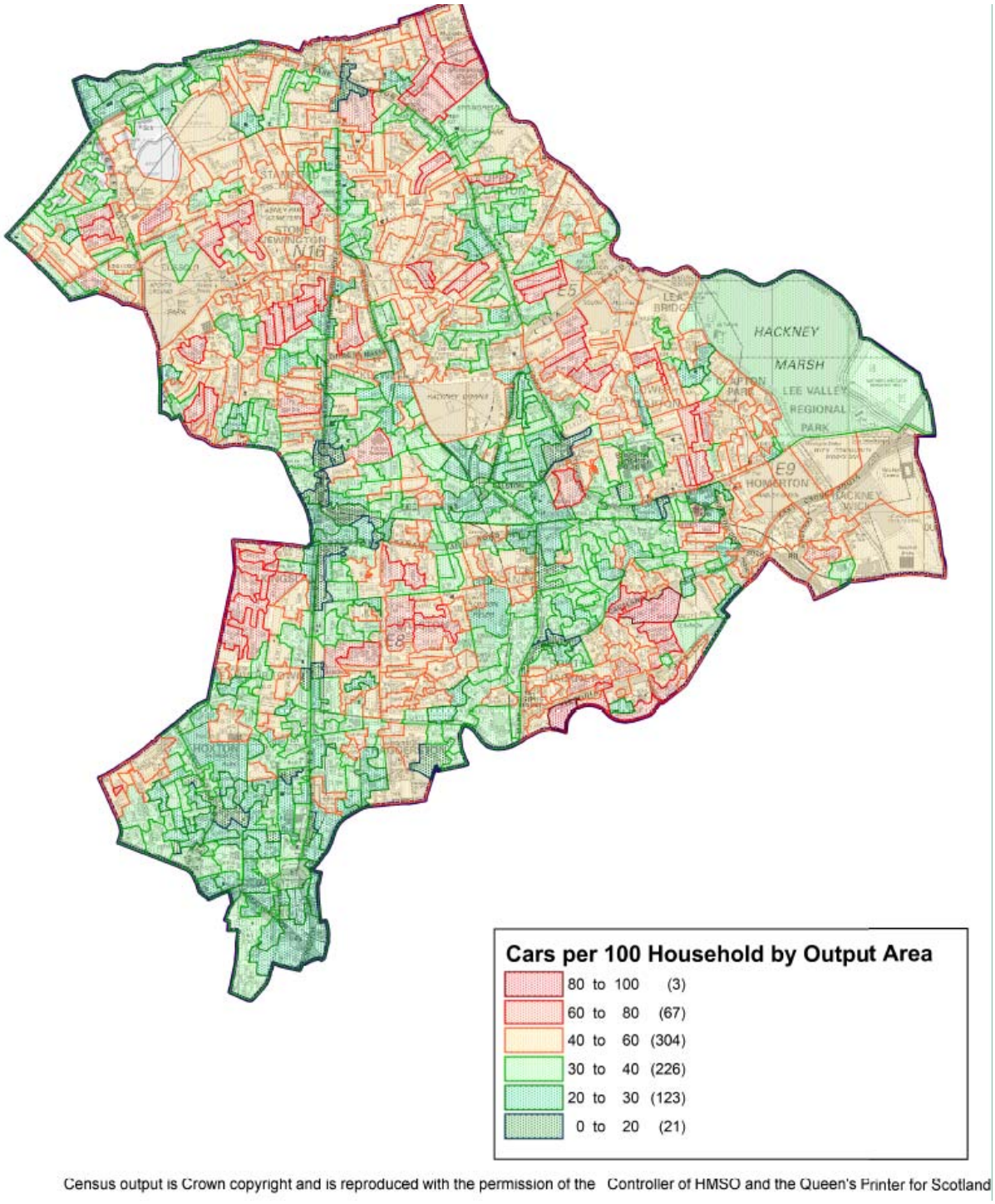
All wards in the borough recorded increases in the number of zero car households, but the fastest increase in zero-car households was in Dalston where the proportion rose from 56 to 69 per cent – a rise of 13 percentage points. This was followed by Haggerston where zero-car households rose 12 per cent to account for 72 per cent of households. Hackney Central, Lea Bridge, Hoxton and Stoke Newington Central also saw a rise in zero-car ownership family greater than the borough average. Wards which lagged behind the trend in the growth of zero car households included Wick where such households increased by only 3 per cent and New River where the figure grew by just 5 per cent over the 10-year period.

The inner London wards of Hoxton and Haggerston led the way with well over 70 per cent of households in these areas having no car by 2011. Clissold (with 58 per cent of households without a car) was by 2011 the only ward to have less than 60 per cent of zero-car households. Leabridge, Kings Park and Lordship all had 60 per cent of households without a car.

In 2001, Stoke Newington Central had the third lowest number of zero car households of all Hackney wards, but by 2011 it had overtaken six wards to become the ward with the 11th highest number of such households. Leabridge had the fewest zero-car households in 2011, but overtook 3 wards by 2011 to rank 16th. Wick ward (which fell eight places from 7th to 16th) and Lordship ward (which fell four places from 14th to 18th) were the most prominent among the wards which fell behind the trend.

The below map reveals car ownership levels (number of cars per 100 households) for individual Lower Super Output Areas:

Fig 7: Cars per hundred Hackney households by Output Area



6.3 Parking management

Parking supply, especially on-street road side space, is limited, and to manage supply and demand Hackney must allocate on-street road side space and charge for its use. Different types of parking, whether public or private and on- or off-street have to be managed collectively to achieve a balance of supply and demand

Parking zones (PZs) now cover approximately two thirds of Hackney with the areas to the north and east of the borough being the areas that currently have no controls. There is also a smaller pocket of uncontrolled parking in the south of the borough around Victoria Park Village and Homerton.

Areas outside CPZs do not generally have parking bays or permits but do have yellow lines and waiting and loading restrictions to maintain traffic flow and road safety.

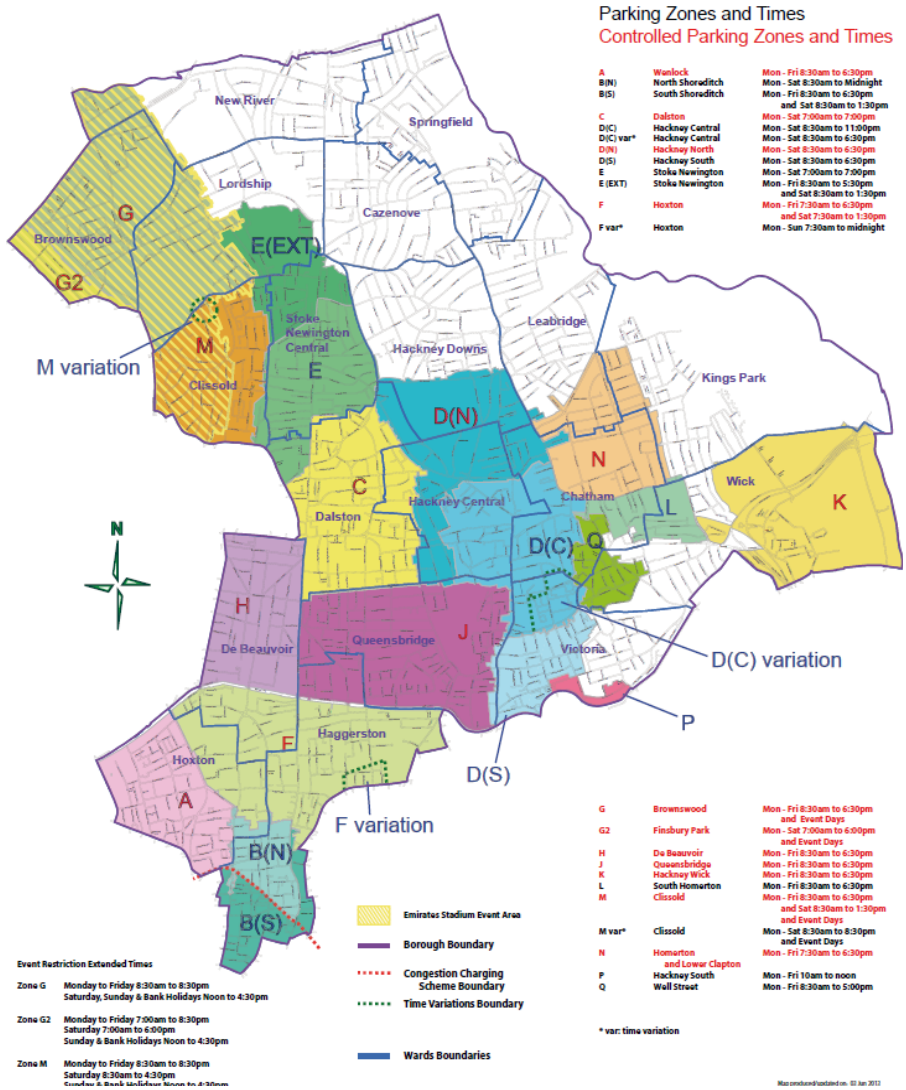
There are approximately 30,000 bays within the Borough according to Hackney's Parkmap system. Bay allocations are designed to balance needs of motorists (as per the Hierarchy of Parking Need found in Hackney's Parking and Enforcement Plan) and other road users, and decisions are made in the context of parking stress and overall traffic management. Maps of the parking bays available in every Hackney PZ are available at www.hackney.gov.uk/parking .

The bays allocated in a CParking Zone reflect the characteristics of the local area. Residential areas predominantly have residential bays, whereas other areas feature a mixture of different bay types, including flexible bays that can be used by a variety of motorists.

The Council has introduced new parking controls at all junctions on the Borough's road network. These make the junctions safer for all road users, but have the greatest benefit for pedestrians, cyclists and other vulnerable road users. They also keep junctions on bus routes free from obstruction and delay.

The need for new Parking Zones comes from new developments, increased population growth in specific areas, and displaced parking from existing Hackney PZs, commuter parking and other boroughs and residents' complaints about parking pressure. Improvements to the transport infrastructure can also increase these pressures: for example, recent improvements to the West Anglia Line may encourage commuters to drive and park close to the stations and commute from them to their place of work. Increasingly it is also being recognised that parking control and management can have considerable beneficial impacts on traffic congestion, air quality and climate change.

Fig 8: Parking Zones within Hackney as of July 2013.



Source; LB Hackney 2013

6.4 Travel to work in Hackney by Mode

Fig 11 (below) highlights figures derived from Census 2011 have estimated Hackney to have the following mode share of travel to work for 187,423 people of working age living in the borough. The figures are based on the 62.8% of Hackney residents of working age who are in employment and travel to work (i.e. excluding those who work from home).

Table 3: Travel to work by Hackney's residents by mode 1991-2011

Mode	1991	2001	2011
Tube/Overground	15.9	19.9	20.9
Train	5.7	7.2	7.7
Bus	27.9	28.5	28.2
Taxi	0.0	0.8	0.5
Car Driver	25.9	22.2	11.9
Car Passenger	2.7	1.6	0.8
Motorcycle	1.2	1.7	1.2
Bicycle	4.2	6.8	15.4
Walk	12.2	10.8	12.5
Other	4.2	0.5	0.8
All Commuters	**100.0**	**100.0**	**100.0**
Car Driver/Passenger	28.7	23.8	12.8
Bicycle	4.2	6.8	15.4
Public Transport Train/Tube/Bus	49.5	55.6	56.8

Notes on above table:

1991 Data Note:

The denominator of Hackney Commuters used in the 1991 figures is derived differently from the other two years as the census methodology has changed and directly comparable data is not available. The data was based on a 10% sample and separate data on taxi use on the journey to work was also not seperately identified in this year.

Method (see 1991 Data Fix for details -

1. Used Census Table L08 (21-36) to find number of Economically Active persons in the Borough = 85,032
2. Subtract Economically Active but unemployed 16-74 (L08:135-150) = 19,135
3. Hackney residents in Employment = 65,897
4. Used Census Table L82 to find proportion of those who work at home L82:11/L82:1 = 0.046672582
5. Combined these two pieces of data to find the number of commuters = 62,821
6. Used Census Table L82:2-L82:10 + L82:12 to find Hackney's 10% sample of commuters from table. Nb 'Working outside district of usual residence' and 'Work at Home' were excluded from this total (L82:13 and L82:11). Total = 5,372
7. Scaled up the Hackney sample by 62,821/5,372 to get actual numbers of commuters by different modes.
8. From these the mode share percentages were calculated

Walking

Given the borough's relatively high figure of 40% walking mode share for all trips over a 7 day period, the figure of 12.5% commuting share may be considered to be surprisingly low until the borough's relatively high unemployment rate and low jobs density are taken into account.

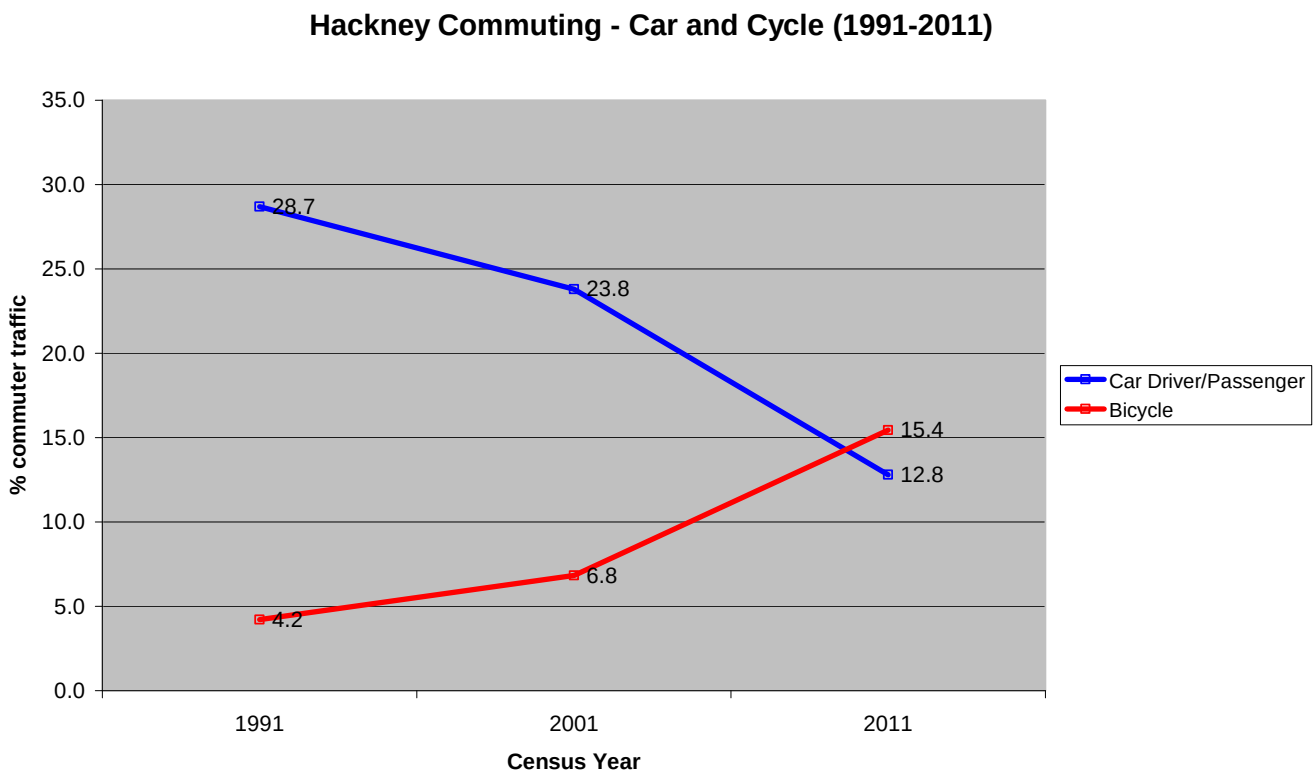
Walking commuter trips within Hackney are generally highest in the south of the borough near Central London at Shoreditch and Hoxton but are also substantially higher than the average in the Stamford Hill and Clapton areas perhaps reflecting the relatively self-sufficient transport needs of the local Charedi community. All of Hackney's town centres have reasonably high levels of walking commuter trips reflecting the borough's recent trend towards consolidating employment uses within walking distance of new residential areas and the proximity of the Central Activities Zone.

Cycling

At 15.4%, Hackney's cycling commuter share is the highest in London and the 4th highest in England and Wales after Cambridge, the Isles of Scilly and Oxford. Within Hackney, cycling commuter levels are high in most areas of the borough but particularly in output areas near Stoke-Newington, Dalston, Homerton, Hackney Wick and immediately south of Hackney Central near London Fields where more than one in five residents use the bicycle as their main mode of transport.

Lower commuter levels of 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 employment 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. These issues are explained further in the Cycling Plan.

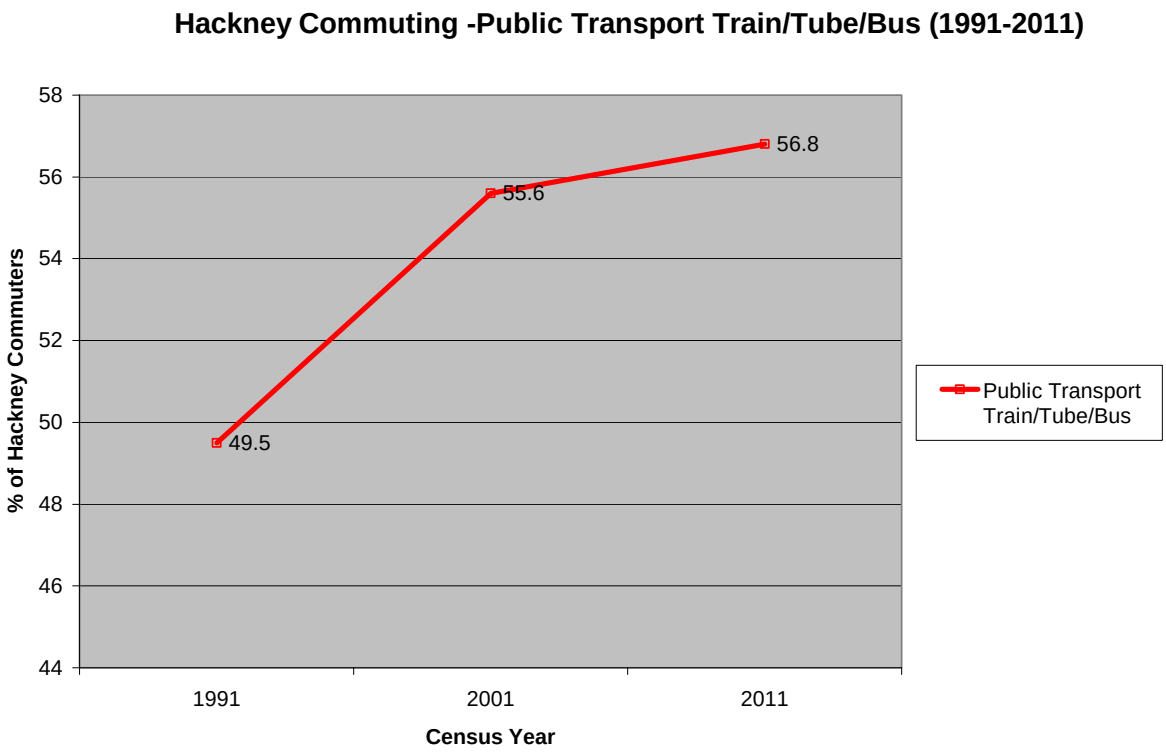
Fig 9:6.4 Changes in commuting by car and bicycle 1991-2011



Public Transport commuting levels

Approximately 57% of residents in Hackney commute by public transport. Public transport commuter levels are relatively evenly distributed throughout the borough and broadly correspond to PTAL levels (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) though slightly lower than what may be expected in the Stamford Hill area which has excellent levels of public transport accessibility. Conversely, output areas near Victoria Park have high train (18%) and bus usage (15%) despite having relatively low PTAL ratings suggesting that residents here have a high propensity to walk or cycle to access public transport.

Fig 10: Changes in commuting by public transport 1991-2011

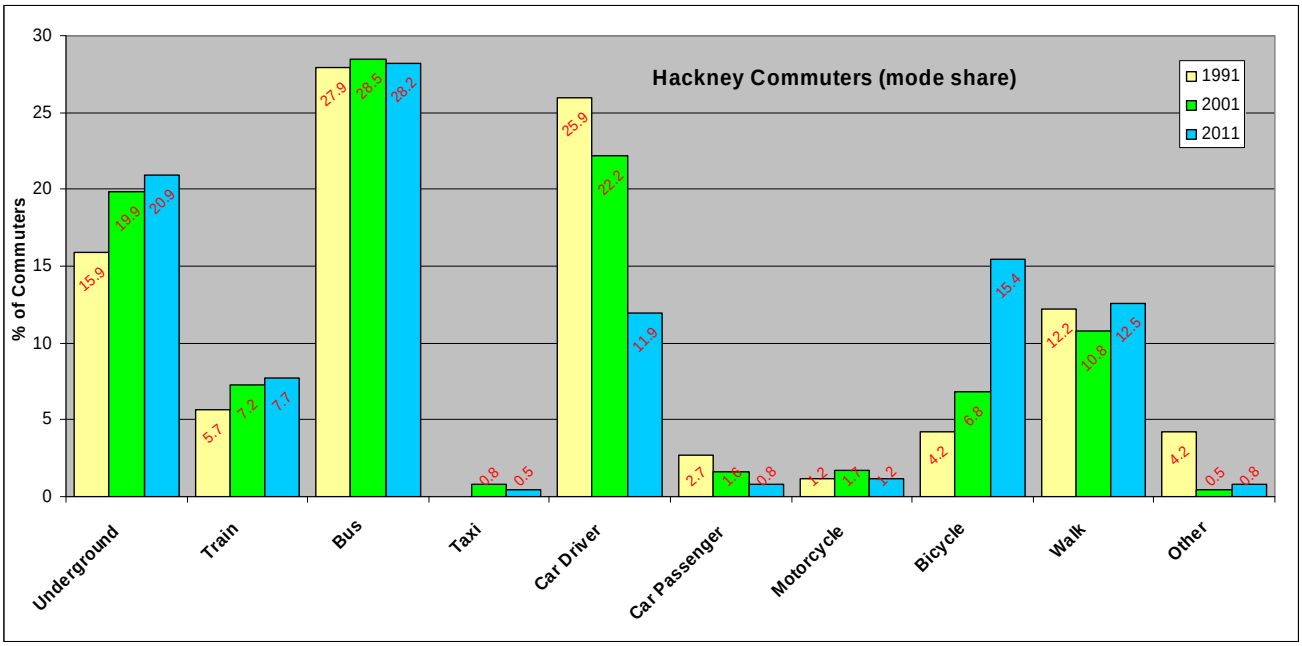


Roughly half of the public transport users throughout Hackney commute primarily by bus possibly reflecting the borough's relatively comprehensive network, relatively short distance to employment areas and historic lack of access to the Tube. Again like cycling, pockets of low use are primarily in the vicinity of post-war housing areas where unemployment levels tend to be higher and where bus service frequencies are low.

20.9% of resident commuters in Hackney use either the Tube or London Overground connections as their main mode of transport. Unsurprisingly, these levels tend to fluctuate dramatically between output areas that are adjacent to London Underground stations at Manor House and Finsbury Park which have levels greater than 35% to some areas in the eastern part of the borough that are less than 10%. Other areas that have relatively high levels of use (15-20%) tend to be in output areas in close proximity to stations on the North and East London Overground stations. However, there are a number of pockets of areas that have relatively high

Tube and Overground use despite being located a reasonable distance from stations indicating a high propensity to walk, cycle or use bus services to get to their stations. 7.7% of Hackney's commuters use the train as their primary mode of travel to work. These low levels reflect the rather limited nature of routes within the borough with many terminating at Liverpool Street station which can also be assessed by other quicker forms of public transport. Within the borough, higher levels of commuter rail use are in the north east of the borough in the general Upper Clapton area. Train use in the output areas near the borough's other stations at Hackney Downs, London Fields and Rectory Rd, Stamford Hill and Stole Newington tends to be higher.

Fig 11: Census 1991-2001-2011 Travel to Work data - comparison by mode



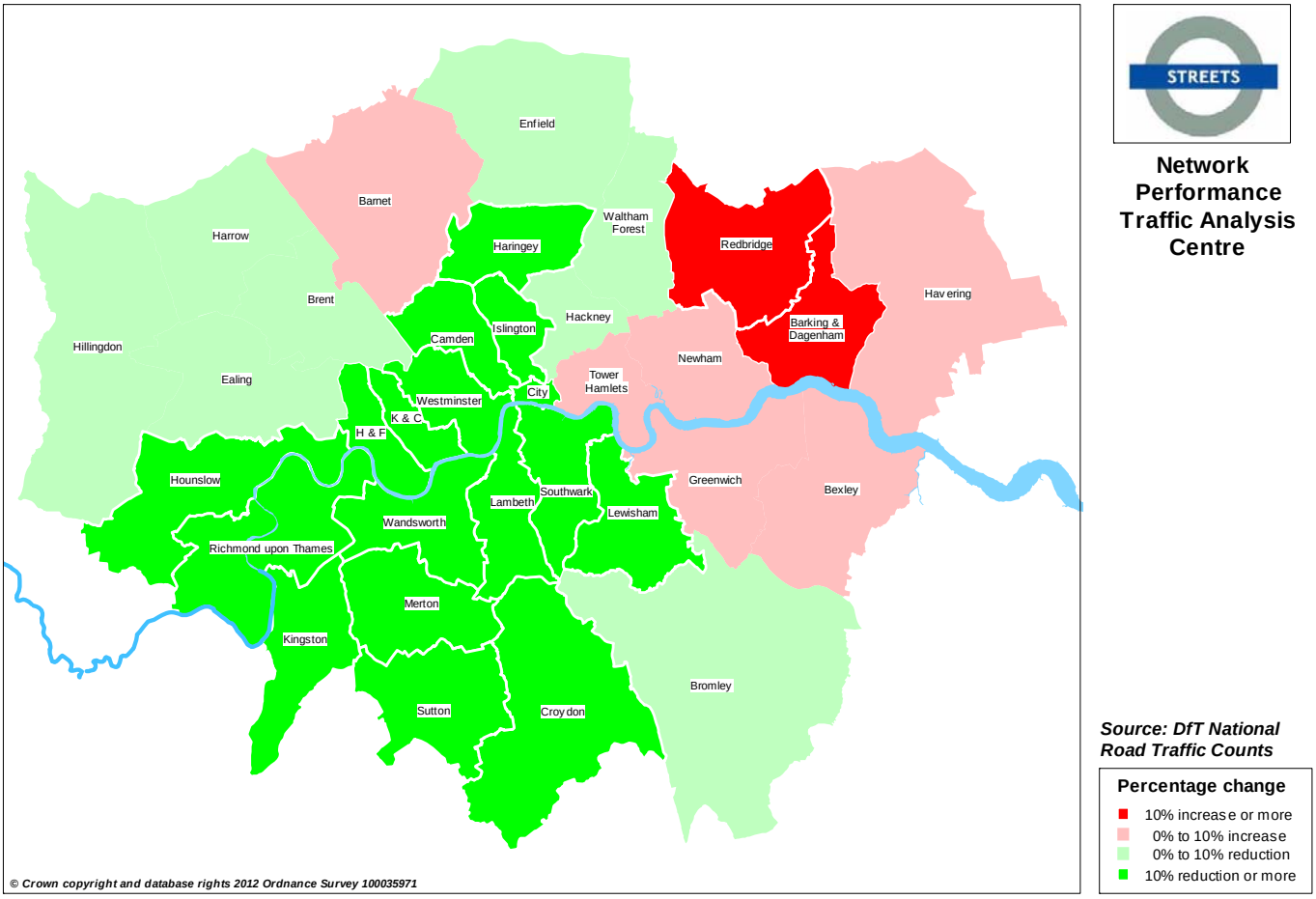
6.5 6.5 Changes in Traffic levels in Hackney and surrounding boroughs

All motor traffic

Statistics released from TfL's Network Performance Traffic Analysis Centre details changes in vehicle kilometres on classified roads in London boroughs and are reproduced below. The figures show a picture of traffic levels generally falling across the majority of Greater London with exceptions being the outer boroughs of the East London sub-region and LB Barnet (see Fig 153.10 below).

Fig 12:6.7 Changes in traffic levels across London 1994-99 to 2011

Figure 6 – All motor vehicle traffic; Map of percentage change from 1994-99 to year 2011



Within Hackney, overall traffic levels in the borough have decreased by 8% in 2011 when compared to the 1994-99 average. However, this fall is not as significant as the Inner London average of 12.3% over the same period – a trend which is likely to be linked to the opening of the A12 Hackney to M11 Link Road in 1999. As a whole, the eastern sub-region has seen an overall increase in traffic levels with the neighbouring boroughs of Tower Hamlets (+6.8%) and Newham (+5.3%) seeing substantial increases.

Table 3 – All motor vehicle traffic on London's major roads by Borough

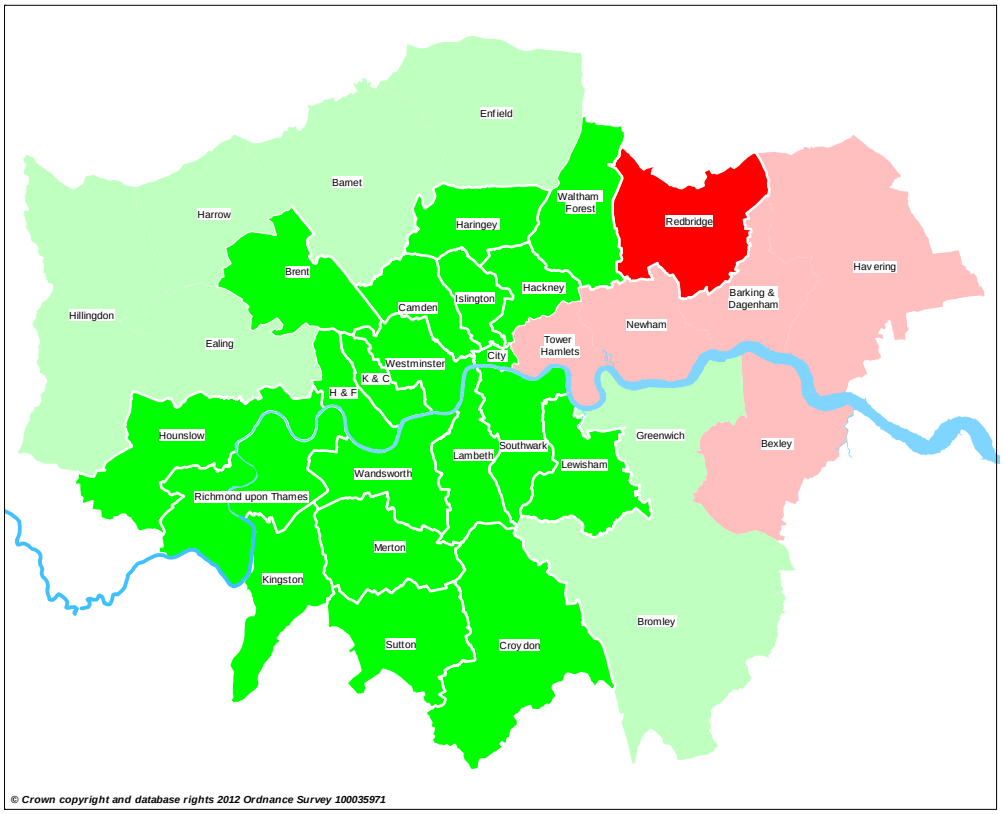
	Number of million vehicle kilometres							Percentage change in 2011 over	
Local Authority Name	**2006**	**2007**	**2008**	**2009**	**2010**	**2011**	**94-99 average**	**2010**	**94-99 average**
City of London	135	131	119	111	109	106	149	-2.9	-28.7
Westminster	720	680	637	609	605	588	764	-2.9	-23.1
Total Central London	855	811	756	720	714	694	913	-2.9	-24.0
% of Greater London	4.2	4.1	3.9	3.7	3.7	3.7	4.5		
Camden	319	317	301	308	295	283	355	-4.1	-20.3
Hackney	336	335	327	317	316	298	324	-5.8	-8.0
Hammersmith and Fulham	445	439	417	423	417	392	437	-5.8	-10.2
Haringey	328	326	305	293	291	286	345	-1.7	-17.2
Islington	275	272	266	258	254	247	308	-2.8	-19.9
Kensington and Chelsea	388	362	352	352	356	352	403	-1.1	-12.6
Lambeth	479	472	461	440	427	415	566	-2.8	-26.7
Lewisham	381	375	369	360	357	352	410	-1.3	-14.1
Newham	708	716	705	734	711	671	637	-5.6	5.3
Southwark	460	441	418	413	405	393	498	-2.9	-21.2
Tower Hamlets	609	615	593	598	617	573	536	-7.3	6.8
Wandsworth	566	588	571	548	563	522	636	-7.4	-18.0
Total Inner London	5,294	5,258	5,085	5,044	5,009	4,784	5,456	-4.5	-12.3
% of Greater London	25.9	26.3	26.1	25.9	25.8	25.4	27.0		

Car and taxi traffic

An analysis of the figures of car and taxi traffic presents a similar picture. The figures show that traffic on Hackney's roads in 2011 had decreased by 13.3% compared to the 1994-99 average. Again, this fall was less than the Inner London average decrease of 16.3% and significantly below that of LB Lambeth which saw a 34.1% decrease in traffic levels over the same period. Our neighbouring boroughs of Tower Hamlets and Newham experienced increases in car traffic levels of 6.8% and 5.3% respectively (see Table 4 below).

Fig 13: 6.8 Changes in car and taxi traffic levels across London 1994-99 to 2011

Figure 9 – Car and Taxi traffic; Map of percentage change from 1994-99 to year 2011



STREETS

Network Performance Traffic Analysis Centre

Source: DfT National Road Traffic Counts

Percentage change

- 10% increase or more
- 0% to 10% increase
- 0% to 10% reduction
- 10% reduction or more

Table 4 – Car and Taxi traffic on London's major roads by Borough

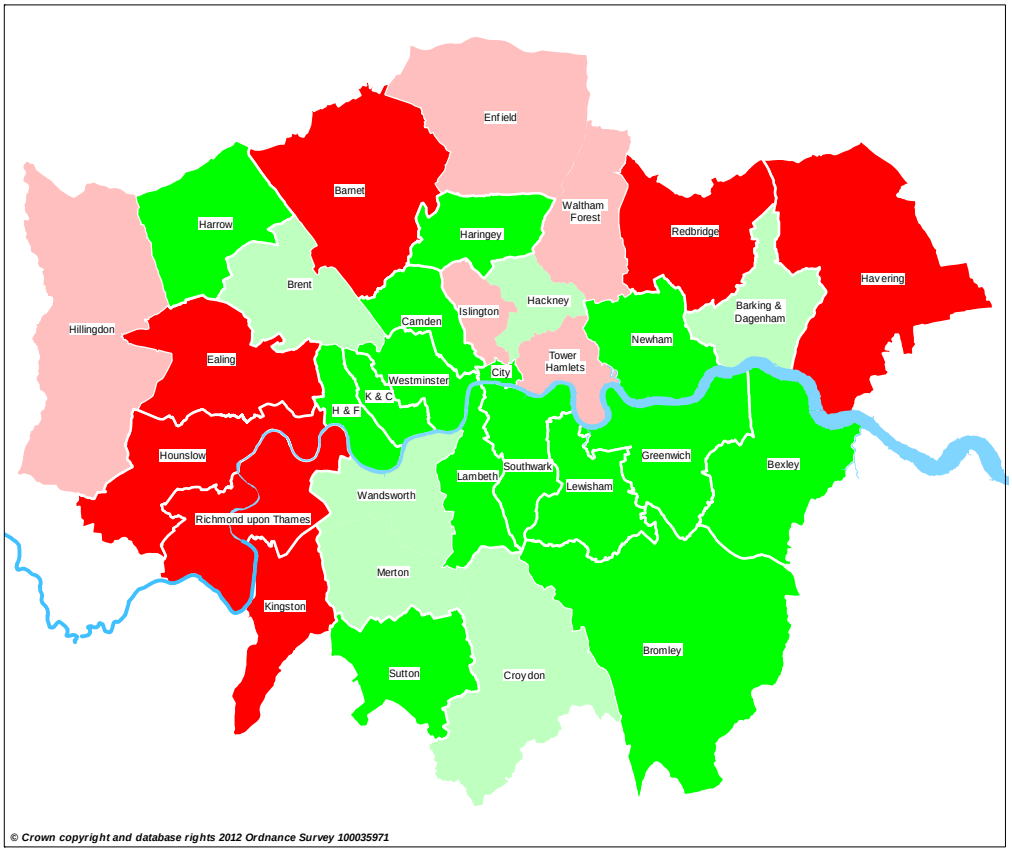
	Number of million vehicle kilometres							Percentage change in 2011 over	
Local Authority Name	2006	2007	2008	2009	2010	2011	94-99 average	2010	94-99 average
City of London	89	85	79	74	73	71	112	-3.2	-36.6
Westminster	496	465	446	435	432	421	589	-2.6	-28.6
Total Central London	585	550	525	509	505	492	701	-2.7	-29.9
% of Greater London	3.7	3.6	3.5	3.3	3.3	3.3	3.6		
Camden	225	222	212	219	210	204	277	-2.8	-26.4
Hackney	242	240	236	232	231	219	253	-5.1	-13.3
Hammersmith and Fulham	332	325	315	320	316	299	354	-5.6	-15.6
Haringey	252	250	234	225	225	223	279	-1.2	-20.3
Islington	193	188	182	177	174	170	234	-2.3	-27.4
Kensington and Chelsea	292	267	258	260	266	266	319	-0.2	-16.8
Lambeth	342	335	325	312	303	295	447	-2.8	-34.1
Lewisham	291	284	281	277	275	275	330	0.1	-16.7
Newham	547	556	557	594	579	541	499	-6.6	8.5
Southwark	324	308	292	291	285	276	386	-2.9	-28.4
Tower Hamlets	437	442	428	445	472	428	407	-9.3	5.2
Wandsworth	420	439	429	415	437	402	514	-8.0	-21.9
Total Inner London	3,898	3,855	3,750	3,766	3,773	3,597	4,300	-4.7	-16.3
% of Greater London	24.5	25.1	24.7	24.6	24.5	24.3	26.2		

Changes to HGV levels

Hackney has seen an overall reduction of 5.4% in the number of HGVs on its roads between and 2011 compared to the 1994-1999 average. This is a significantly lower reduction than the inner London average reduction of 14.9% and much less than Haringey (-32%) Kensington and Chelsea (-26.4%) Lambeth (-24.7%), and Southwark (-19.2) reflecting the impact of the London Councils Lorry Control scheme and influence of the A12 and the Seven Sisters Road HGV routes in the borough. Neighbouring boroughs including Tower Hamlets (8%) and Islington (+0.5%) and Waltham Forest have seen increases of in HGV traffic which is likely to be a result of these routes running through the borough and possibly the increase in construction activity around the Olympic Park over this period.

Fig 14: 6.9 Changes in HGV traffic levels across London 1994-99 to 2011

Figure 15 – Heavy Goods Vehicle traffic; Map of percentage change from 1994-99 to year 2011



STREETS

Network Performance Traffic Analysis Centre

Source: DfT National Road Traffic Counts

Percentage change

- 10% increase or more
- 0% to 10% increase
- 0% to 10% reduction
- 10% reduction or more

Table 6 – Heavy Goods Vehicle traffic on London's major roads by Borough

	Number of million vehicle kilometres							Percentage change in 2011 over	
Local Authority Name	**2006**	**2007**	**2008**	**2009**	**2010**	**2011**	**94-99 average**	**2010**	**94-99 average**
City of London	4	5	5	4	5	5	6	4.6	-18.3
Westminster	19	19	20	19	19	19	25	0.6	-21.4
Total Central London	24	24	25	23	24	24	31	1.4	-20.8
% of Greater London	2.6	2.8	2.8	2.7	2.8	2.8	3.5		
Camden	9	9	9	9	9	9	11	0.0	-13.9
Hackney	13	13	14	13	17	13	14	-23.9	-5.4
Hammersmith and Fulham	14	13	12	12	12	13	17	1.9	-26.1
Haringey	11	9	10	10	9	9	13	-3.4	-32.0
Islington	9	9	10	10	10	10	10	-1.7	0.5
Kensington and Chelsea	10	11	11	11	11	11	15	1.6	-26.5
Lambeth	14	14	14	14	14	14	18	-2.9	-24.7
Lewisham	14	12	13	13	12	12	15	-5.9	-24.2
Newham	35	34	36	33	33	33	39	1.8	-15.8
Southwark	15	14	14	14	14	14	17	-5.5	-19.2
Tower Hamlets	30	28	29	29	29	29	27	-0.2	8.0
Wandsworth	19	19	19	17	18	17	19	-4.7	-9.1
Total Inner London	195	184	191	185	189	183	215	-3.4	-14.9
% of Greater London	21.9	20.8	21.3	21.7	21.7	20.8	24.6		

Light Goods Vehicles (LGVs)

Light Good Vehicles (LGVs) refer to commercial vans not exceeding 3.5 tonnes gross vehicle weight and include all car-based vans and ambulances, pickups and milk floats. Growth in the use of LGVs represents the most significant of the type of traffic that has increased most significantly on the road network in London over the period between the 1994-99 baseline and 2011. In Hackney LGVs have increased by 9.4% between 2011 and the 1994-99 average which is significantly higher than the Inner London average of 1%. The growth of LGV traffic in neighbouring Tower Hamlets (13.4%) also highlights a need to consider the implications of LGV use on our roads.

However there has been a considerable drop in LGV traffic on Hackney's roads since the 2008 peak of 50 million vehicle kilometres possibly as a result of the economic recession. Moreover, a 2012 Guardian Datablog showed variations within Hackney for the years between 2001-2010 within Hackney, with decreases up to 30% of LGV use in areas near the London Congestion Charging Zone, Dalston and Stoke –Newington but increases of up to 30% in eastern areas of the borough around Hackney Wick and Homerton.

Fig 6.10 Fig 15: – Light Goods Vehicle Traffic; map of % change from 1994-99 to 2011

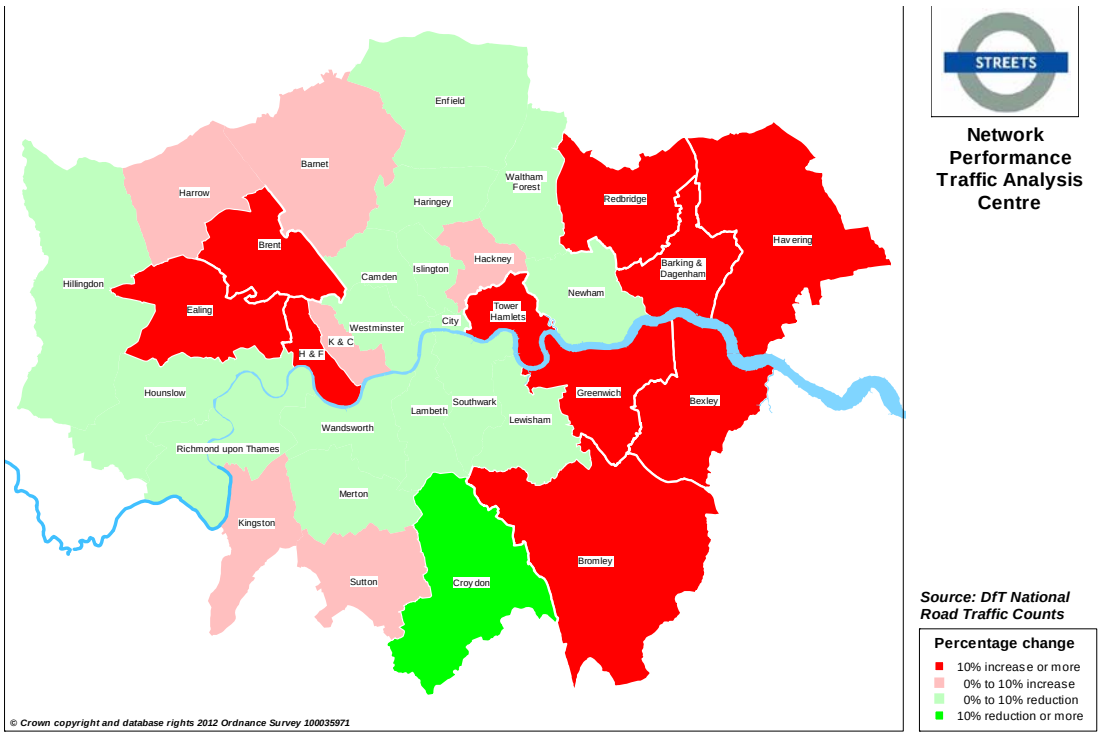
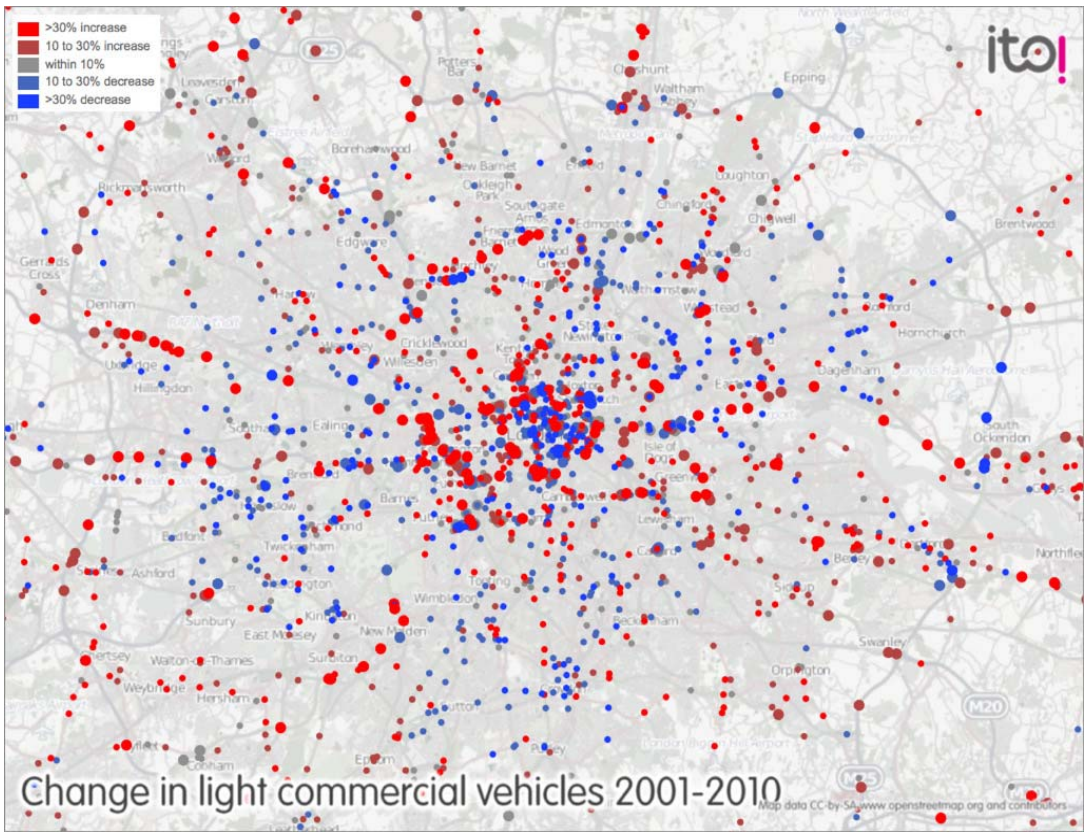


Table 7 – Light Goods Vehicle traffic on London's major roads by Borough

	Number of million vehicle kilometres							Percentage change in 2011 over	
Local Authority Name	2006	2007	2008	2009	2010	2011	94-99 average	2010	94-99 average
City of London	22	23	19	17	16	15	17	-3.9	-8.5
Westminster	111	113	94	82	80	77	83	-3.9	-6.5
Total Central London	133	136	113	99	96	93	99	-3.9	-6.8
% of Greater London	4.9	4.9	4.5	4.1	4.2	4.0	4.6		
Camden	49	52	47	47	43	39	40	-9.3	-1.0
Hackney	53	55	50	45	43	41	38	-4.0	9.4
Hammersmith and Fulham	63	66	57	57	56	53	42	-5.8	24.3
Haringey	46	47	42	39	37	36	39	-4.3	-8.4
Islington	42	44	43	42	40	38	41	-5.1	-6.6
Kensington and Chelsea	52	52	50	49	49	47	43	-4.8	8.3
Lambeth	72	73	71	66	63	61	64	-4.2	-5.0
Lewisham	51	54	51	48	46	43	45	-6.7	-2.8
Newham	100	100	87	83	76	76	78	-0.3	-2.6
Southwark	74	73	68	65	62	60	62	-3.1	-2.0
Tower Hamlets	99	103	97	87	83	84	74	1.1	13.4
Wandsworth	82	87	80	75	69	65	72	-5.6	-9.3
Total Inner London	783	807	743	703	670	644	637	-3.9	1.0
% of Greater London	28.9	29.0	29.5	29.3	29.0	28.0	29.3		

Fig 16: 6.11 Change in LGV use across London



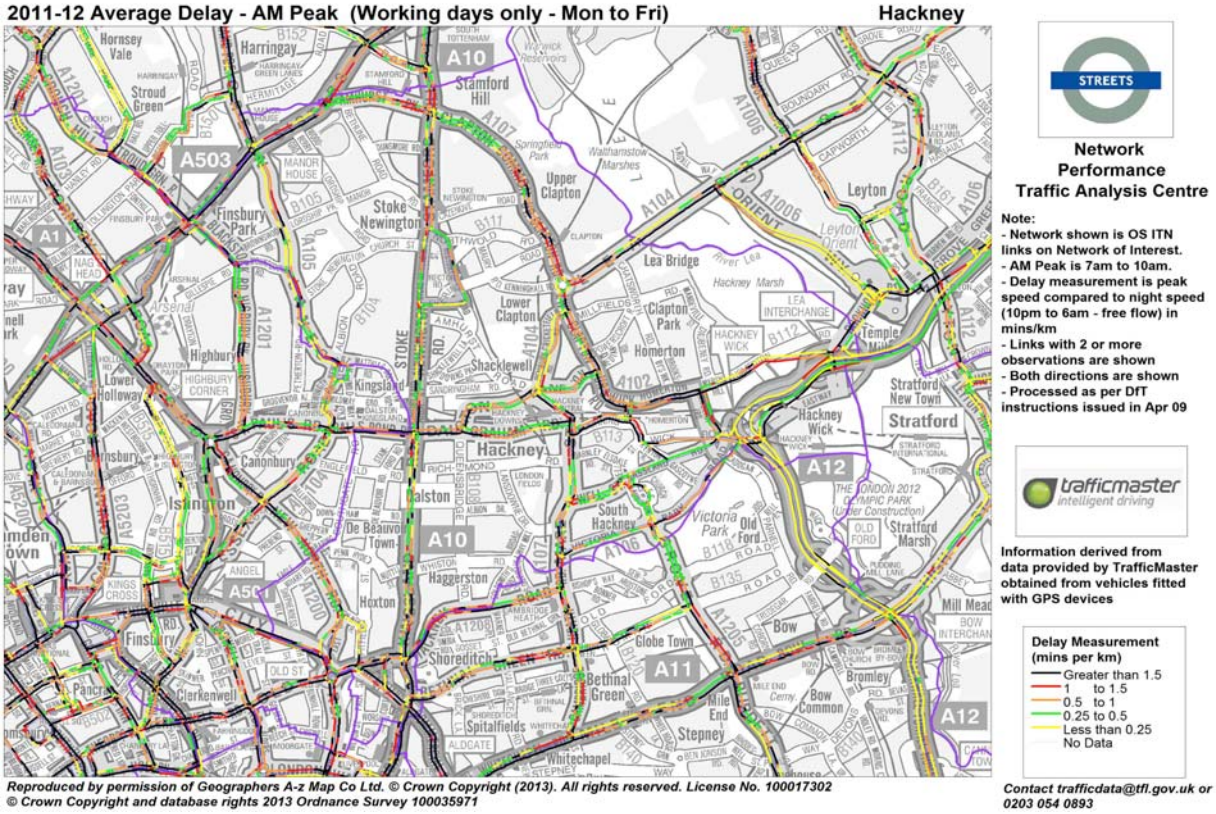
Source: The Guardian Datablog published 30th April 2012

6.6 Traffic congestion and delays

The average traffic delay maps (overleaf) produced by TfL highlight the extent of delays across the road network within Hackney which across the borough but are particularly severe on the Transport for London road network (TLRN), in the town centre areas and on the main routes leaving the borough to the north and east of the borough. The maps highlight the following;

- the road network in Hackney experiences the greatest traffic congestion and delays in the PM peak period (16:00-19:00 hours).
- the Inter Peak period (10:00- 16:00 hours) has significant levels of traffic congestion and delays particularly in town centre areas.
- the AM peak has the lower levels of traffic congestion and delays than both the Inter Peak and PM periods but there are still significant delays in all our town centres.

Fig 6.12 aFig 17:) Average Delay – Mon- Friday AM Peak



The maps show that during the weekday there is continuous all day traffic congestion and delays in Shoreditch, Dalston, Hackney Central and the routes entering/leaving the borough to the east including Lea Bridge Road and Homerton Road and also along Seven Sisters Road in the north.

Fig 6.12 (b) Fig 18: Average delay Inter-peak

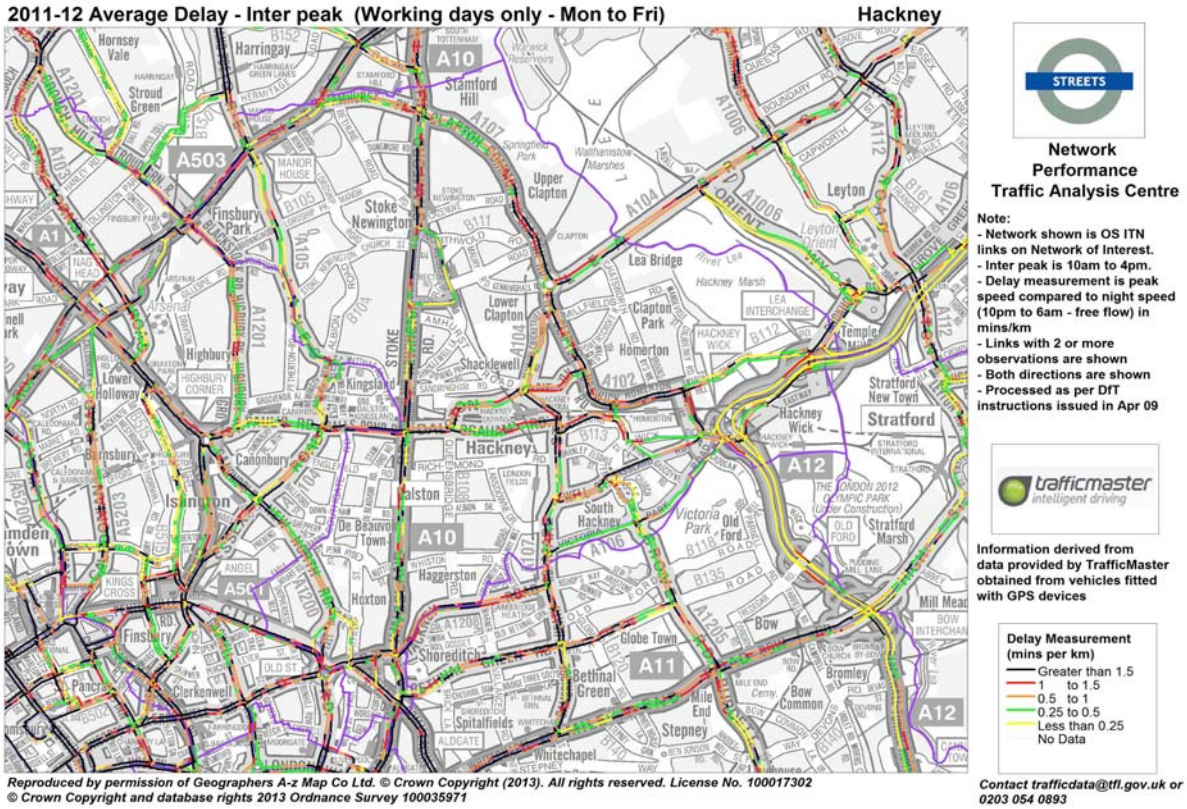
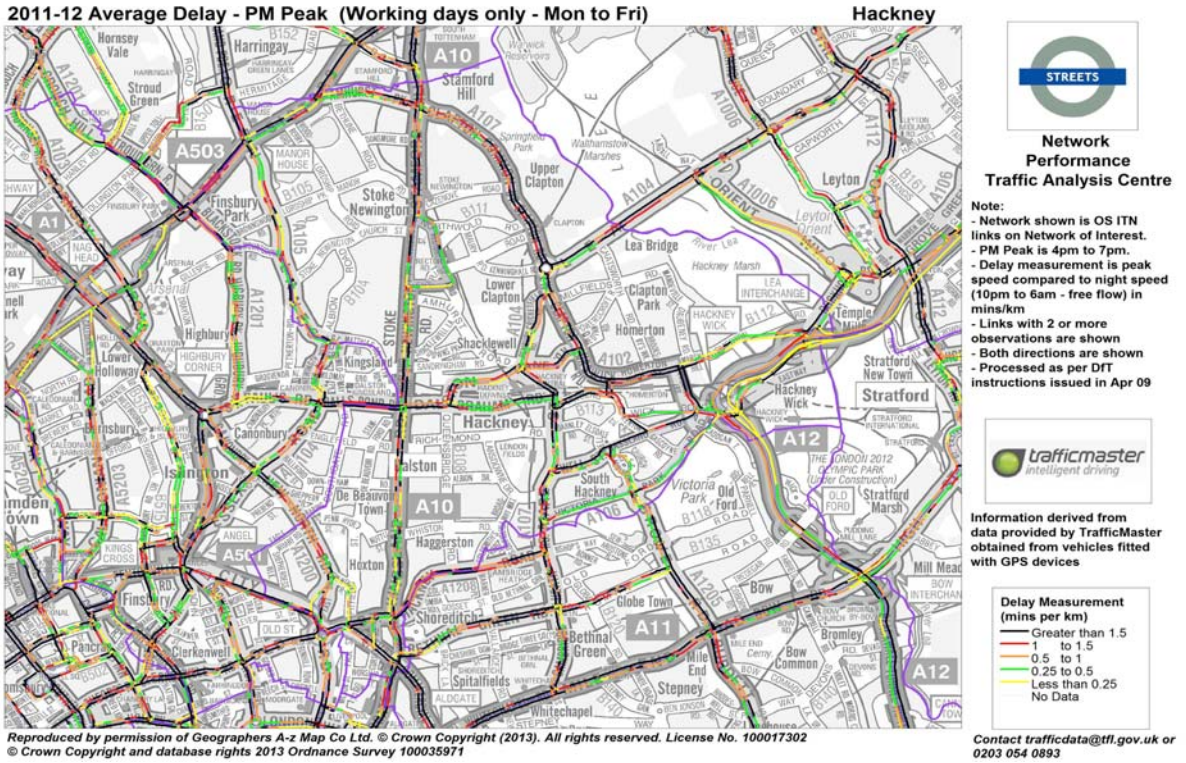


Fig 19: 6.12 (c) Average delay PM peak.



Transport Trends in Hackney

- 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
- The absolute number of vehicles in Hackney fell from 45,100 to 41,800 over the same period
- Approximately, 85% of Hackney's commuters travel to work by public transport or active travel - an increase of 12% since the 2001 Census
- 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
- Car, Taxi and HGV traffic levels have been falling in Hackney, however LGV use has increased 9.4% over the same period.
- Given the predicted congestion on Hackney's roads originating outside the borough, the Council will need to continue to work with TfL and neighbouring boroughs to address the root causes of traffic growth

7. Drivers of Change

7.1 Introduction

Hackney is changing. It is already one of the fastest growing boroughs in London and its location and connectivity to Central London and beyond means that it is additionally impacted by growth in other areas of the Capital. These changes offer both challenges to the borough (in terms of additional pressure on its transport network) and opportunities (in terms of ability to reduce the need to travel long distances).

This chapter looks at the some of the most significant, major regeneration opportunities, planned transport developments and demographic changes that will impact Hackney over the next decade. More information on the following can be found in the appendices of this document and in the individual daughter documents of the Transport Strategy.

7.2 Sub-regional and wider influences

Population growth in and around Hackney

Addressing the challenges brought about by population growth in-and- around Hackney is a key consideration for the Transport Strategy. As noted in the Policy Context chapter of this document, Hackney is located within the East London sub-region for the Mayor's sub-regional transport planning purposes but due to its location shares boundaries and common transport challenges with both the north and central London sub-regions.

Fig 7.1 (overleaf) shows projected growth in a selected number of boroughs that are located in and around Hackney for the Census years 2011-3031. The figures have been adapted from the GLA Round Population Projections 2012 and have been rounded to the nearest whole number for simplicity sake.

Table 4Fig :7.1 Population growth in Hackney and selected boroughs

Borough	2011 ('000s)	2021 ('000s)	2031 ('000s)	Increase 2031-2011
Hackney	247	279	301	54,000
Tower Hamlets	256	310	340	84,000
Islington	206	238	256	50,000
Newham	311	370	408	98,000
Haringey	255	284	304	49,000
Camden	220	245	260	40,000
Waltham Forest	260	299	328	68,000
Westminster	220	239	251	31,000
Lambeth	305	340	362	58,000
Southwark	289	326	350	61,000
Enfield	314	357	390	76,000
Redbridge	281	328	378	97,000
Greater London	8.20 mill	9.22 mill	9.95 mill	1.75 mill

Source: GLA 2012 Round Population Projections (trend-based)

Major Employment Growth and Regeneration Areas

Employment projections prepared by the GLA for the London Plan estimated the the total number of jobs in London could increase from 4.68 million in 2007 to 5.45 million by 2031 – growth of 16.6% or an cent or an additional 776,000 jobs over the period as a whole. The London Plan estimates that employment trends by sector will be as follows;

- Manufacturing is projected to continue to decline, from 224,000 jobs in 2007 to 89,000 by 2031,
- Business and financial services could grow from 1.56 million in 2007 to 1.98 million in 2031, representing 38 per cent of the new jobs (excluding sectors with falling employment such as manufacturing)
- Jobs in 'other services' (leisure and personal services) are projected to grow by 360,000 (about a third of projected new jobs),
- Hotels and restaurants are set to grow by 235,000 (about a fifth of new jobs).
- Other sectors include health and education, which could see around 54,000 more jobs and retail (36,000 new jobs).

Hackney is projected to accommodate 111,000 jobs by 2031 representing an additional 19,000 jobs (a 20.8% increase) on the 2007 figure. This figure means that Hackney is expected see the 8th highest percentage employment growth behind other neighbouring London boroughs such as Tower Hamlets (46.4 %), Newham (29.8%), City of London (28.1%) and Islington (25.2%) (see table 7.2 below).

Table Table 5 7.2 : Employment projections 2007-2031 by borough

Adjusted triangulated forecasts	2007	2011	2016	2021	2026	2031	growth 2007-2031
Barking	51	51	52	52	54	56	10.0%
Barnet	134	136	140	139	145	150	12.1%
Bexley	75	74	74	73	76	79	5.2%
Brent	110	112	116	115	119	124	12.0%
Bromley	131	129	129	128	132	137	4.9%
Camden	290	307	326	340	350	361	24.5%
City	339	373	401	423	428	435	28.1%
Croydon	150	146	145	144	149	155	3.5%
Ealing	139	137	138	143	148	154	10.8%
Enfield	110	109	111	113	118	121	10.1%
Greenwich	80	80	80	81	85	87	8.6%
Hackney	92	95	98	104	107	111	20.8%
Hammersmith	132	139	149	166	173	178	35.7%
Haringey	85	87	89	92	95	98	15.5%
Harrow	82	82	83	82	86	88	7.6%
Havering	85	83	82	83	87	89	5.4%
Hillingdon	203	201	202	202	210	217	7.0%
Hounslow	134	130	129	129	133	138	3.4%
Islington	193	205	220	233	238	241	25.2%
Kensington	129	131	138	148	151	153	18.8%
Kingston	87	85	83	83	86	89	2.9%
Lambeth	136	138	141	143	148	154	12.8%
Lewisham	76	77	77	77	80	83	9.0%
Merton	81	83	83	84	86	87	7.5%
Newham	83	88	94	100	103	107	29.8%
Redbridge	76	74	73	75	79	81	6.3%
Richmond	92	90	88	87	91	95	2.7%
Southwark	217	241	246	255	264	275	26.5%
Sutton	73	72	72	71	74	77	5.7%
Tower Hamlets	206	227	251	279	290	301	46.4%
Waltham Forest	68	68	67	68	70	73	6.3%
Wandsworth	127	126	127	127	131	136	7.0%
Westminster	610	624	646	674	696	720	17.9%
Total	4,676	4,797	4,953	5,114	5,280	5,452	16.6%

Source: GLA- The London Plan 2011 p20

7.3 Spatial distribution of employment growth

Some of London's most significant employment growth and regeneration areas are located within reasonable distance of Hackney in the north, east and central sub-regions. Much of this growth will occur in London Plan-designated Opportunity Areas (OA) and Area's of Intensification (IA) and will have obvious implications for the demand for travel and travel patterns across London generally and Hackney in particular. Some of the most relevant to Hackney are listed below by sub-region.

Central London

The central sub-region alone accounts for almost half of London's existing employment. The London Plan forecasts an additional 750,000 jobs in the Capital by 2031, with more than half of these expected to be based in the sub-region (TfL, 2013). Significant areas include:

Opportunity Areas

- Kings Cross (25,000 homes / 1,900 jobs)
- Vauxhall, Battersea and Nine Elms (16,000 homes/ 25,000 jobs)
- Elephant and Castle (4,000 homes/ 5,000 jobs)
- London Bridge and Bankside (1900 homes/ 25000 jobs)
- Euston and Park Royal City (4000 homes/9500 jobs)

Intensification Areas

- Holborn (2,000 jobs/200 homes)
- Farringdon/ Smithfield (2000 jobs/ 850 homes)

North London

The north London sub-region includes two boroughs that border Hackney (Haringey and Waltham Forest) and some important growth areas at Tottenham Hale and Meridian Water.

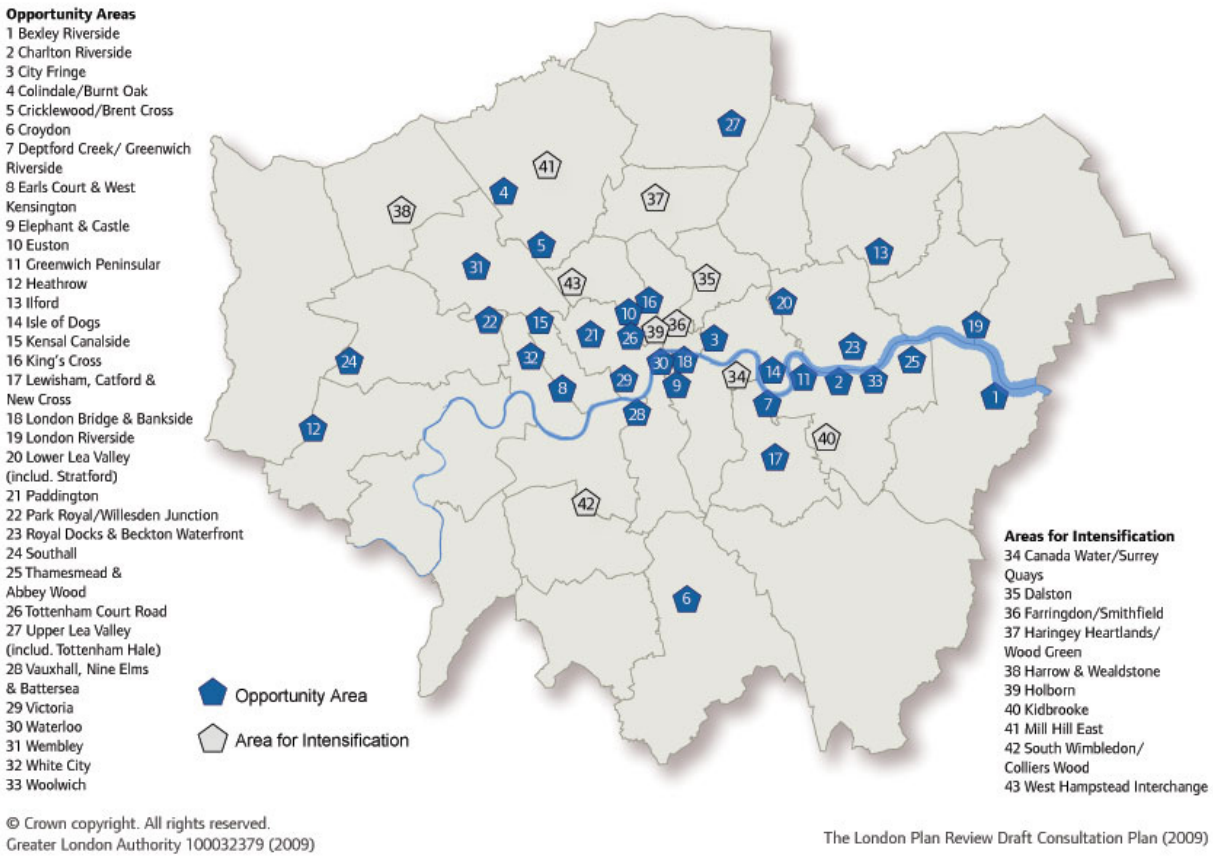
Opportunity Areas

- Upper Lea Valley (15,000 jobs/15,700 homes)

Intensification Areas

- Haringey Heartlands/Wood Green (2,000 jobs/1,000 homes)

Fig 20:7.3 Broad locations of London's Opportunity Areas and intensification Areas



Source: Greater London Authority, London Plan Review (LA 2009)

East London

The East and south-east London sub-region area is forecast to accommodate almost half of the population growth in London, and nearly a quarter of employment growth. In the east sub-region there are 12 Opportunity Areas (including the City Fringe and Lower Lea Valley & Olympics Area which are partly based in Hackney) and two areas of intensification (one of which is Dalston) which tend to cover large

geographical areas. As a result, the sub-region is expected to see a 25% increase in the total trips by 2031. Some of the more significant areas for Hackney include;

Opportunity Areas;

- City Fringe (40,000 jobs/ 7,000 homes)
- Olympics Legacy Opportunity Area (50,000 jobs/32,000 Homes)
- Isle of Dogs (110,000 jobs/ 10,000 homes)
- Lewisham, Catford & New Cross (6,000 jobs/8,000 homes)
- London Riverside (14,000 jobs/25,000 homes)
- Royal Docks & Beckton Waterfront (6,000 jobs/11,000 homes)
- Deptford Creek/Greenwich Riverside (4,000 jobs/5,000 new homes)
- Greenwich Peninsula (7,000 jobs/ 13,500 homes)

Note: all projections have been taken from TfL Planning's 'East and south east London Sub-regional Transport Plan update report 2012/13'.

7.43 Drivers of Change within Hackney - a summary

Hackney is a dynamic borough located within the confluence of the nationally-significant Thames Gateway and the London-Stansted-Cambridge-Peterborough regeneration corridors. Drivers of change and opportunities include but are not limited to;

<u>Population growth and demographic trends</u>

- Population growth – additional 70,000 people by 2041 in Hackney
- Demographic change- younger people initially followed by ageing population
- Tenure change- likely to be a continued increase in private renting and shared households

Hackney's Regeneration Opportunities

Hackney's regeneration areas offer significant potential to concentrate housing and employment opportunities on brownfield land located in or near areas served by existing or planned public transport provision. The most significant of these are;

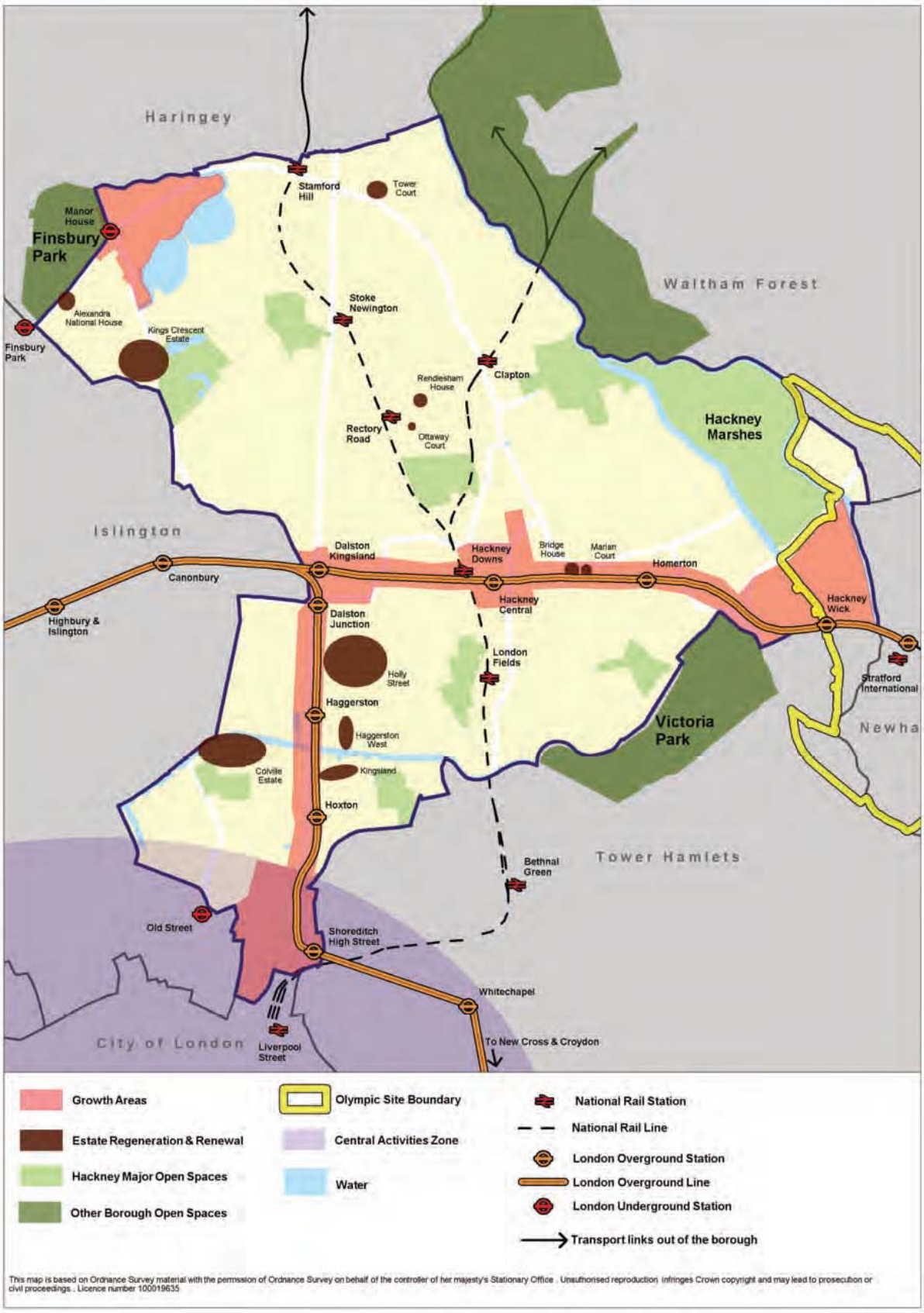
- Dalston Intensification Area (1,000 jobs/ 1,700 homes)
- Woodberry Down New Community (4,664 gross new homes)
- Hackney Wick
- Finsbury Park (planned regeneration with LB Islington and LB Haringey)
- Haggerston & Kingsland West Estate
- Colville Estate
- King's Crescent Estate

Employment growth;

Increased employment opportunities in the following areas can play a role in addressing the Hackney's low jobs density and the consequent need to travel to work;

- iCITY (part of the Olympic Legacy OA)
- TechCity (part of the City Fringe OA)
- South Shoreditch (part of the City Fringe OA)
- Hackney Fashion Hub in Morning Lane
- Hackney's town centres

Fig 7.3 21: Areas of Change within Hackney



Source LBH; Core Strategy 2010

Proposed Transport Improvements

The following list outlines some of the key upgrades to the sustainable transport network that are needed to support growth in and around the borough. More information on these schemes can be found in the Public Transport, Walking and Cycling plans.

- Northern Line upgrade
- Piccadilly Line
- Five car trains on the Overground
- GOBLIN Line electrification
- Crossrail 1
- Crossrail 2 (uncommitted)
- West Anglia Line four tracking
- Devolution to the mayor and TfL
- Reopening of Lea Bridge station
- Hackney Central/Downs Interchange project
- Two way bus operation on Eastway
- Pedestrianisation of the Narrow Way
- Hackney Wick station improvements
- Mayor of London's Cycling Vision proposals (Central London Grid and Quietways)
- Cycle Hire Scheme expansion
- Wick Road two way operation
- Stoke Newington gyratory proposals

Further details on the above proposals and drivers of change can be found in Appendix A of this document.

7.54 Impact of growth on Hackney's Transport Network

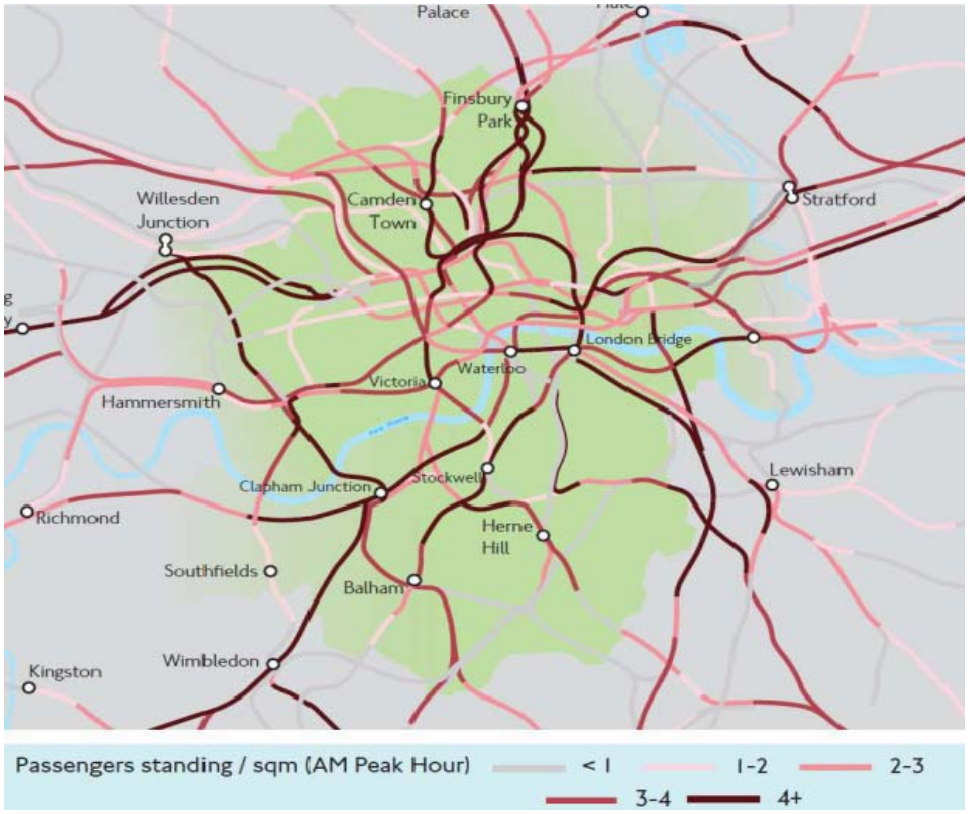
The growth in population, housing and employment both from within Hackney and from the wider sub-regions of London will have obvious implications on the demand for travel and congestion on the borough's transport network.

As outlined earlier in the Report, approximately 57% of Hackney's commuters use public transport to access work – a rise from 50% in 1991. Any added congestion on the public transport network will therefore disproportionately impact on this group.

Rail and Overground Congestion

21% of resident commuters in Hackney use either the Tube or London Overground to access their place of employment. Fig 7.3 highlights the extent of expected overcrowding on London's rail and Underground network by 2031 which is expected to occur despite committed investment from TfL and Network Rail.

Fig 22: Fig 7.3 Projected Rail and Underground crowding network 2031 (without Crossrail 2)



Source:; TfL, Central London SRTP 2012.

The map depicts severe over-crowding on many railway lines and Tube connections to key hubs and termini such as King's Cross, Liverpool Street, London Bridge and Stratford. The following is of particular relevance to Hackney;

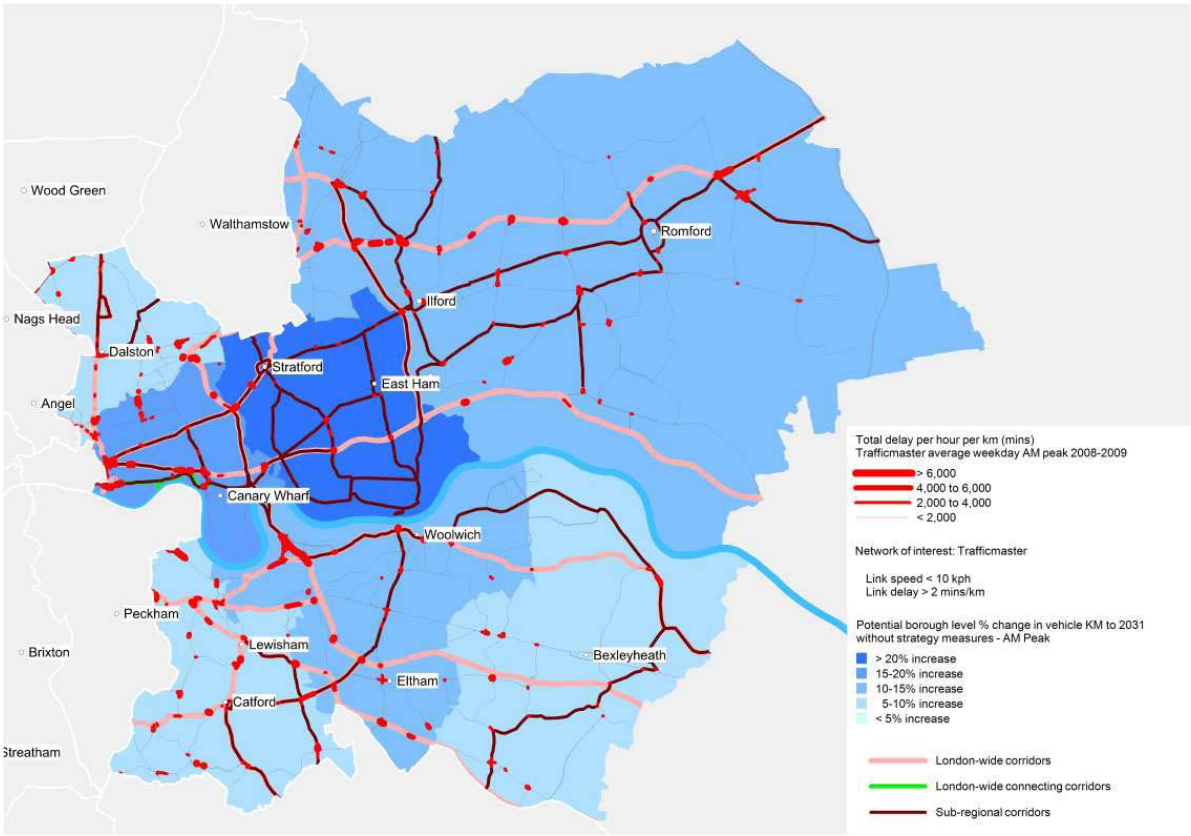
- Severe overcrowding is expected on all rail and tube lines running south of Finsbury Park.
- Overcrowding expected on the North London line between Homerton and Highbury and Islington (particularly between Dalston Kingsland and Highbury & Islington)
- Overcrowding on most of the Northern line but particularly between London Bridge and Euston
- Central Line overcrowding between Bank and Stratford

The map does not take into account the impact that Crossrail 2 would have in helping to address future over-crowding as the project has yet to be committed by the Mayor. Even if Crossrail 2 was implemented, demand on some of the rail and Underground services within Hackney over the next twenty years would be likely to outstrip capacity (for example, on the North London Overground Line).

Impacts on the Hackney's highway network

TfL's own sub-regional plan for the East and South East sub-region predicts that congestion, measured in terms of vehicle delay per km, is projected to increase by around 18% with the A12, A13 and A2 and areas within Tower Hamlets and Newham likely to experience particular pressure. Within Hackney, the worst affected areas are expected to occur in the south east part of the borough near the A12, the A10 (north of Dalston), Seven Sisters Road and the Lea Bridge Road/Pembury Road/Dalston Lane corridor (see Fig 7.4). Congestion on these roads would likely to impact upon bus journey times – a significant consideration in a borough with such a high level of bus usage.

Fig 23:7.4 Predicted Congestion in the East London sub-region



Source: TfL East London Sub-region plan 2010.

Addressing these issues will require a significant uplift in public transport capacity provision over-and-above the proposals outlined above and a series of policy initiatives promoting a shift to greater walking and cycling levels to reduce pressure on the existing transport network. The predictions also highlight a pressing need for Hackney to address congestion coming from within the borough through traffic restraint measures and judicious land use policies but also to work with TfL (particularly the Mayor's Roads Task Force) and neighbouring boroughs to mitigate these impacts through effective modal shift measures including bus priority and consideration of traffic restraint measures such road pricing and extension of the Congestion Zone.

8 Challenges and Responses

8.1 Introduction

There have been many changes to the transport network in Hackney in recent years which have supported a significant shift to sustainable travel modes. As discussed earlier, the most recent Census and recent Travel in London data confirms that Hackney has the highest levels of commuter cycling in the capital, one of lowest levels of car use and one of the highest bus patronage rates in London. Significant interventions at a regional level such as the introduction of the Congestion Charge and the recent extension of the London Overground network and have helped reduced car volumes on the borough's road network.

However, despite recent progress, there are still many transport challenges that need to be addressed. The boroughs low jobs density for example, means that there is a high demand for travel amongst our residents putting pressure on the local transport network. Motorised traffic levels which primarily consists of car and LGV

journeys that neither start nor finish in Hackney is a major contributor to congestion on our roads; poorer air quality, pollution and road safety issues. The borough also has an urgent need to address the impacts of climate change and to tackle high obesity levels associated with inactive life styles.

Many of these challenges will become more acute as population and employment continue to grow, both in Hackney and across Greater London. The borough must therefore maximise emerging opportunities offered by proposed improvements to the public transport network as well as opportunities to influence travel behaviour at a local level through continuing to invest in sustainable transport infrastructure and smarter travel initiatives. The previous chapters sought to identify some of the key issues affecting transport in Hackney. This chapter attempts to summarise these issues, briefly outline the Council's response to these challenges and set the scene for the Strategy's goals and objectives.

89.2 Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis.

A strengths, weaknesses, opportunities and threat (SWOT) analysis was undertaken in order to evaluate existing transport characteristics and trends that are relevant to Hackney. The SWOT analysis can be explained as follows;

- **S**trengths: refer to locational, topograhical, political and socio-economical (amongst others)characteristics of the borough that give it an advantage over other areas
- **W**eaknesses: are characteristics that place the borough at a disadvantage relative to others
- **O**pportunities: elements that the borough could exploit to its advantage
- **T**hreats: refers to elements in the environment that could cause trouble for the Council in achieving the overall aims and goals of the Stratensport

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. Table 8.1 (overleaf) summarises the key issues to emerge from these consultations.

The Council has also undertaken a Political, Economic, Social and Technological and Environmental (PESTE) analysis to highlight some of the macro-economic factors that may influence the Transport Strategy. The PESTE analysis can be found in Appendix C of this Report.

Table 6: 8.1 Transport in Hackney SWOT analysis

Strengths	Weaknesses
• 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	• High levels of deprivation, poor health, inactivity 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 EQIA groups • Accessibility problems for disabled and elderly in our public realm and public transport system • Disjointed CPZ coverage and s • Instances of street clutter, A boards and pavement parking obstructing pedestrian movement • Legacy of one-way streets/systems in East of borough • Heavy traffic and uncontrolled parking in parts of the borough as a barrier to children's play, access to parks and walking and cycling and community severance • Severance in transport system caused by presence of Lea Valley Regional Park (LVRP) • bus congestion at peak times • High levels of Cycle theft • Increasing cyclist casualties

Opportunities	Threats
• Opportunities afforded by new development to positively impact on jobs growth within Hackney to reduce the need to travel such as the Dalston, Fashion Quarter and Shoreditch ▪ Dynamic economy Tech City and Olympic Park ▪ Capitalise on 2012 transport behavioural Legacy ▪ Opportunities to improve resident's health and well-being and make a more pleasant public environment ▪ Opportunity to positively influence air quality and local impacts of climate change through increasing tree canopy/ green infrastructure ▪ Car free places can promote play, a sense of community, and be used for secondary uses (e.g. food growing, public cafe spaces etc.) ▪ 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 ▪ Improve walking & cycling connectivity through Lea Valley Regional Park VRP ▪ ▪ Canal and river networks	• Ssevere 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

8.3 9.3 Key Challenges and Responses

Table 9.2 below provides some more detailed explanation of the more relevant challenges and threats identified through the SWOT analysis that the Council has considered throughout the formation of the Transport Strategy. Wherever possible, the table has set out how the Council can respond to theses challenges through strategies to convert weaknesses or threats into strengths or opportunities and indicates where in Strategy these issues are considered. These challenges and threats include those factors are both internal and external to the borough and also those that can be influenced to varying degrees by the Council.

It is important to note that other Council strategies such as the Council's emerging Local Plan, Public Realm SPD, and Air Quality Strategy etc will have highly significant roles to play in meeting these challenges. Wherever appropriate, the table has sought to include some of the more relevant of these.

Table 7: 8.2 Key Challenges and Responses

Challenge	Threat	Level of concern/risk	Response	Relevant TS plan
Internal population & employment growth within the borough	New development such as Woodberry Down, iCity, Dalston could put additional pressure on public transport and road network.	**MEDIUM** Hackney has responsibility for new development in the borough and can controls the level of car parking provision, in addition to encouraging sustainable modes of travel through travel plans.	o Car free development. o Parking standards for new development. o Travel plans. o New cycle infrastructure and routes. o Improved public realm to encourage walking. o New public transport infrastructure. o Parking controls.	• Sustainable transport SPD • Cycling • Walking and public realm • Public transport • Road safety Hackney's emerging Local Development Framework Parking Enforcement Plan
External population and employment growth in surrounding areas of London and the South East.	Significant growth in population and employment in the surrounding boroughs and further afield in the north and east sub-regions plus additional growth in South East England, particularly the Stansted-Cambridge-London corridor. To access	**HIGH** This has been classified as a HIGH risk because Hackney has no influence on how sustainable the new development that occurs is likely to be. Hackney is limited in how it can restrain trips starting and finishing outside of the borough, but still	o Parking controls. o Traffic restraint measures such as road closures and filtered permeability cells. o Local emission zones. o Zero emission networks. o New cycle infrastructure and	• Liveable neighbourhoods • Cycling • Walking and public realm • Public transport

	work opportunities many of these new London residents will need to pass through Hackney thereby putting additional pressure and strain on our transport networks, particularly on our roads.	passing through the borough.	routes. o Improved bus provision and bus priority. o Demand management initiatives. o Regional work to promote rail improvements e.g. WAL/CRII	
Managing demand for road space from different users	Competing demands for road space by different users such as cyclists, pedestrians and buses create conflict and negatively impact on a particular user.	**MEDIUM/ HIGH** Hackney controls most of the roads in the borough, however many of the busiest are controlled by TfL who may have different priorities or drivers.	o Reducing overall levels of vehicles on our roads is priority. o Reallocating road space to pedestrians, cyclists and bus users. o Filtered permeability cells. o Quietways. o Public realm, cycle and bus priority schemes, schemes that benefit all three modes. o Road user hierarchy.	• Liveable neighbourhoods • Walking Plan • Cycling Plan • Sustainable transport SPD • Road safety Public Realm SPD
Increasing traffic congestion and delays on the road network	TfL predicts that traffic volumes in the East and South East sub-region are likely to increase by 18% by	**MEDIUM/ HIGH** Hackney is able to influence and manage the roads under our control and our own	o Demand management tools. o Parking controls. o Traffic restraint	• All TS plans

	2031. This will inevitably result in additional congestion and delays to users.	residents travelling by car. However we have limited powers to manage additional traffic originating outside of the borough.	techniques. o Mode shift to public transport, walking and cycling. o Behaviour change tools.	
Increased numbers of commercial and LGVs on our roads	LGVs are the type of traffic that has increased most on Hackney's roads. LGVs tend to originate outside of the borough and are more polluting than cars as well as spending more time driving around.	**MEDIUM** Hackney is able to influence and manage the roads under our control and LGVs delivering to businesses and residents within the borough. However we have limited powers to manage additional traffic originating and ending outside the borough.	o Zero emissions zones. o Business engagement. o Traffic restraint tools. o Demand management. o Travel plans. o Freight plans	• Liveable neighbourhoods • Sustainable transport SPD
Demand for public transport and increasing overcrowding	Despite considerable improvements to public transport provision over the past decade, as well as new infrastructure currently being built such as Crossrail, overcrowding is expected to significantly worsen in London, particularly to the east of London.	**HIGH** Hackney has some of the highest levels of public transport usage in the country and being an inner London borough, this means that many services are already congested before they reach the borough. Hackney does not control public transport services in the borough which are mainly controlled by the	o Mode shift from public transport to walking and cycling. o Behaviour change tools. o Additional public transport provision/services. o New public transport infrastructure, ie. Crossrail 2. o Improved bus priority.	• Public transport • Walking Plan • Cycling Plan • Sustainable transport SPD Local Plan policies that reduce residents need to travel

		Mayor and TfL, meaning we have limited influence.	o Station accessibility improvements. o Lengthening platforms/concourse capacity.	
Reduced funding for bus services	TfL's revenue funding is to be significantly reduced in the coming years. This means it is highly likely that bus services will be impacted through reduced funding likely resulting in lower service provision.	**MEDIUM/ HIGH** Hackney has the highest bus usage in London and any reduction in service provision will disproportionately impact the borough. The London Mayor and TfL control bus services so we have limited influence.	o Mode shift from public transport to walking and cycling. o Behaviour change campaigns. o Improved bus priority leading to more efficient services. o Cycle loan scheme. o Cycle training. o Smarter travel estates.	• Public transport • Walking and public realm • Cycling • Sustainable transport SPD
Consequences of sedentary lifestyle	Hackney already has high levels of obesity and poor health. Continuing societal increase in transport-related obesogenic environments and lifestyles has serious impact on health, quality of life and NHS costs.	**MEDIUM/ HIGH** Hackney has some of the worst childhood obesity rates in the country and high rates of diabetes amongst certain ethnic groups. Now that public health has been brought into the Council, greater opportunities for joint holistic working.	o Travel plans. o New cycle infrastructure and routes. o Improved public realm to encourage walking. o Mode shift from public transport to walking and cycling. o Behaviour change campaigns. o School travel plans.	• Liveable neighbourhoods • Walking Plan • Cycling Plan

			o Air quality improvements. o Cycle loan scheme. o Cycle training. o Smarter travel estates. o Play streets.	
Climate change	Climate change is already happening and implications for an urban area like Hackney that sits on a fluvial floodplain will be severe.	**MEDIUM/ HIGH** Despite having large areas of green space, much of Hackney is very urban and the consequences of the urban heat island effect will be severe on vulnerable residents. Increased flooding is also a growing risk especially in the more deprived eastern parts of the borough. However now the Council is due to take on flood management responsibilities, there is more opportunity to influence outcomes.	o Travel plans. o Mode shift from private cars to public transport, walking and cycling. o Greening streets and tree planting. o Retrofitting public realm with sustainable urban drainage systems and bio-retention ponds. o Parking standards. o Car-free development. o Sustainable lighting.	• Liveable neighbourhoods • Sustainable transport SPD Local Plan (Core Strategy, Development Management Policies DPD and AAPs. Public Realm SPD
Air pollution	The whole of Hackney is an air quality management zone with areas of high NOX and PM10. These pollutants shorten life expectancy, damage lungs,	**HIGH** Most of the source of poor air quality is from traffic on the TfL-controlled road network over which we have limited influence and control.	o Demand management tools. o Parking controls. o Traffic restraint techniques. o Mode shift to public	• Liveable neighbourhoods • Walking and public realm • Cycling • Sustainable

	contribute to heart disease and cause asthma in children. Residents in deprived areas are known to be disproportionately impacted by poor air quality.	However there are also a number of roads in the borough with poor air quality that are used as rat runs by external traffic and we can do something about these.	transport, walking and cycling. o Behaviour change tools. o Tree planting. o Greening streets. o Zero emission zones. o Green Action Zones.	transport SPD Air Quality Strategy
Reducing deprivation and income inequality	Hackney still has high levels of deprivation and income inequality that has widened over the past few years. There is a need to ensure that new growth and jobs are accessible to local residents to reduce this inequality and reduce deprivation.	**MEDIUM** Hackney has historically had lower job densities and higher unemployment than other inner London boroughs. With the rapid economic growth that is occurring in the borough, we want to ensure that new jobs are taken by local residents. We also want to ensure that residents are able to easily access jobs outside of the borough as well.	o Smarter Travel Estates. o New cycle infrastructure and routes. o Improved public realm to encourage walking. o Mode shift from public transport to walking and cycling. o Behaviour change campaigns. o Cycle loan schemes. o Cycle training.	• Liveable neighbourhoods • Public transport • Cycling • Walking Plan • Sustainable transport SPD
Affordability of public transport	Public transport costs are now reaching levels where it is becoming unaffordable for low-income residents, meaning they cannot afford to access jobs.	**MEDIUM** Hackney has some of the highest levels of public transport usage (particularly buses) in the country and therefore our residents will be	o Smarter Travel Estates. o New cycle infrastructure and routes. o Improved public realm	• Liveable neighbourhoods • Public transport • Cycling • Walking Plan.

	Higher income residents will be encouraged to travel by private car	disproportionately impacted by increases in fares.	to encourage walking. o Mode shift from public transport to walking and cycling. o Behaviour change campaigns. o Cycle loan schemes. o Cycle training.	
Road accidents and casualties – particularly cyclists and pedestrians	There have been substantial reductions in road traffic accidents and casualties over the past decade. However the number of accidents involving vulnerable residents such as elderly persons and cyclists is still too high.	**MEDIUM/ HIGH** Elderly residents and children are disproportionately the victims of road traffic accidents and the outcomes are more likely to be fatal. The significant increase in cycling in the borough has also meant that there has been an increase in cyclist casualties. There is a particular issue with accidents involving HGVs and cyclists in London that needs to be urgently tackled.	o Behaviour change/education campaigns. o Cycling training. o Driver training. o Speed reduction. o Blanket 20mph speed limits. o Driver/traffic enforcement. o Tackling illegal and uninsured drivers. o Traffic restraint.	• Liveable neighbourhoods • Road Safety Plan • Cycling Plan • Walking Plan
Crime and safety – cycle theft	Crime on the transport network has dropped dramatically over the past decade, but there are still concerns over anti-social behaviour on buses and at	**MEDIUM/ HIGH** Concern over behaviour and crime on buses is still an issue on certain routes (e.g. 253/254) and can deter people from using public	o Improved bus service provision. o Better CCTV coverage of stations and buses. o West Anglia Line brought into TfL.	• Cycling • Public transport • Walking Plan

	stations. Hackney is now the cycle theft capital of London after recently overtaking Westminster.	transport. Lack of staff and barriers on stations on the West Anglia line is also a concern and can contribute to anti-social behaviour and crime. Cycle theft is now at epidemic proportions in London and unfortunately because of our high rates of cycling, Hackney is no. 1 in London for this type of crime. There is a real risk that the levels of bicycle theft will deter new cyclists or make existing cyclists give up.	o Additional cycle parking provision. o New secure cycle hangars in residential areas. o Secure lockers, garages, sheds and shelters on estates. o Increased monitoring and enforcement. o Targeted police enforcement.	
New River Crossing	The Mayor of London has proposals to build a new Thames Crossing to the east of Tower Bridge. This proposal does have many economic and regeneration benefits, but we have strong concerns that it could encourage additional traffic volumes on the east London road network and in particular attract more vehicles onto	**MEDIUM/ HIGH** Hackney has limited influence over the new Thames Crossing because it is outside of our borough and we do not control the roads such as the A12	o Demand management tools. o Parking controls. o Traffic restraint techniques. o Filtered permeability cells.	• Liveable neighbourhoods TfL's East & South East London Sub-regional Plan

	the A12 via Hackney.			
Severance caused by River Lea Valley and A12	The presence of the A12 and the River Lea Navigation continue to act as geographical barriers to travel to and from the east of the borough. This causes severance particularly for pedestrians and cyclists.	**LOW** The Lea Navigation and Lee Regional Park is a wonderful asset for the borough but does make travel eastwards more difficult. Fortunately the development of the Olympic Park has resulted in a number of new bridges over the River Lea and improvements to the crossings over the A12. We would like to see more accessible crossings over the River Lea north of the Olympic Park and continued work to reduce the severance caused by the A12.	o New Eastway Bridge. o New bridges from Hackney Wick into the Olympic Park. o Possible new green links over the A12. o Upgraded footbridges at Spring Hill, Horseshoe Bridge and Lea Bridge Road. o New Quietway Route along Lea Navigation towpath towards Coppermill Lane.	• Liveable neighbourhoods • Cycling • Public transport Lea Valley Regional Park Plan TfL's East & South East London Sub-regional Plan

9. Strategy Goals and Guiding Principles

9.1 Introduction

The previous chapters discussed the borough's transport trends, health and environmental concerns, projected levels of population and employment growth. This chapter sets out outlines the Transport Strategy's Vision and over-arching goals to enable Hackney to respond to these challenges. Some of the key considerations in the Council's strategic high level approach to delivering transport infrastructure in the borough are also discussed.

9.2 Strategy Vision and Goals

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

"By 2024, Hackney 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 tacking its urban transport challenges of the 21st Century."

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.

I. 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.

II. 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.

III. To have substantially reduced road danger for all our residents but particularly more vulnerable groups such as the elderly and children and especially more vulnerable road users such as cyclists and pedestrians.

To have continued the reduction in car ownership and made it unnecessary for residents to need to own a private vehicle.

IV. To have continued the reduction in car ownership and created an environment where owning a private car is not the norm.

V. To have continued to reduce the need to travel by car for any journey purpose, whether it be shopping, leisure or work.

VI. To have restrained the levels of external traffic entering and exiting the borough and using it as rat-run to get elsewhere.

VII. 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.

VIII. To have integrated the Olympic Park into the fabric of the borough and maintained the successful legacy of the Games.

IX. 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.

X. Enhanced residents' access to jobs, training and essential services without increasing congestion on public transport or roads.

XI. Enhanced accessibility and mobility options for vulnerable groups allowing them to live independently.

XII. To have significantly improved air quality and lowered carbon emissions from our transport system.

XIII. To be better prepared for the implications of climate change on the public realm and transport network.

XIV. To have reduced crime and improved safety on our transport network, in particular to have lower levels of cycle theft.

9.3 Transport Strategy guiding principles

1. To invest and spend wisely ensuring we achieve greatest benefits and value for money for all projects and work undertaken.

2. To work in a holistic and multi-disciplinary way considering external issues and partners inter-related to transport such as public health.

3. To be ambitious, bold, flexible, forward thinking and innovative.

4. To continuously adapt and learn.

5. To collaboratively work in partnership with stakeholders, neighbouring boroughs, TfL, the Police and emergency services.

6. To engage and involve residents and businesses in all aspects of our work.

7. To maximise benefits of any proposals and schemes for residents and businesses.

8. To consider the needs of disabled, pedestrians and vulnerable road users first.

9. Better management and maintenance of our existing assets

10. Smarter use of technology and the sharing of data across the public sector partnership to continually improve services.

9.43 Hackney's movement hierarchy

The vast majority of roads and highways in Hackney (and London generally) are primarily 'streets' - historically urban communities in their own right that fulfil a far wider range of place-making functions where people live, work, study, visit and gather than simply to facilitate movement. As a general principle, the Council will apply the following movement hierarchy as adapted by the original Manual for Streets document (and the Council's original HTS 2006) when considering the needs of sometimes competing demands for priority on our streets.

Fig 24: Hackney's Road User Hierarchy

Consider First	Pedestrians and those with mobility difficulties;
	Cyclists
	Public Transport users
	Coaches and taxis/private hire vehicles
	Powered Two-Wheelers
	Rail freight
	Commercial and business vehicles inc road haulage
	Car borne shoppers and visitors

Consider last	Car borne commuters and visitors

The policies and proposals outlined throughout the Transport Strategy are consistent with this hierarchy.

9.54 Reallocation of Road Space

Many schemes to encourage more pedestrian, cycling and public transport use in Hackney will necessitate a continuation of the Council's policy to reallocate road space away from private motor traffic to non-motorised users. Reallocation of road space plays a fundamental role in facilitating traffic volume and traffic speed reduction. This reallocation process will apply to a wide range of transport infrastructure provision for example; the widening of footways, the provision of cycle parking on the carriageway, or through the implementation of bus priority measures.

In addition to benefiting pedestrians and cyclists reallocation of road space in many cases will have wider positive impacts for other road users, local businesses and road safety objectives. Narrower lanes that are appropriate in particularly in built up areas of the borough such as Dalston and Hackney Central for example, will result in carriageways that are easier for pedestrians to cross and encourage lower traffic speeds without causing a significant loss of traffic capacity.

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 a number of transport objectives subject to careful consideration of road safety. The use of bus lanes for example, allow cyclists clear space from traffic and parked cars. 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) such as typified by a recent Major Scheme project scheme carried out at Dalston town centre.

9.54 Other design principles and priority areas

The Council will employ a variety of design principles and engineering techniques depending on context and local circumstances in order to prioritise sustainable transport over private motorised travel. These will include (but are not limited to) the following;

- Prioritising pedestrian and cycle permeability over motor traffic on local roads and residential areas
- Progressing the removal of gyratories and one-way traffic systems
- Re-designing dangerous junctions that inhibit safe pedestrian and cyclist movement
- Use of lower speed limits to improve road safety and increase pedestrian and cyclist activity
- Use of speed reduction techniques including tight junction radii, side entry treatments and speed tables
- Use of parking controls to implement public realm schemes and improve pedestrian visibility at crossings
- On-going removal of street clutter including guardrail, unnecessary road signage and advertising boards
- Use of transition zones for slowing vehicles when entering pedestrian priority areas from a faster moving road

More details and examples of the above can be found throughout the Strategy.

10 Summary of Policies and Proposals

10.1 Introduction

The following pages represent a broad summary of all summarise the draft policies and proposals of all the daughter documents of Hackney's Transport Strategy 2014-2024. The policies and proposals will provide the basis for progression towards the Strategy's vVision, and goals and objectives. Further information on each proposal can be found in the respective pPlans.

Table 7: **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 designs
	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 through a multi-faceted approach and reduce NOX and PM10
	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	Support the expansion of controlled parking zones for environmental reasons subject to consultation
	LN14	Manage parking in a way that increases air quality and environmental benefits
	LN15	Coordinate the implementation of public realm and sustainable transport improvements with the introduction of CPZs where practicable
	LN16	The Council will review Review existing arrangements for free motorcycle parking for commuters in the South Shoreditch area over the lifetime of this Plan.
	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

Table 8: **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	Ensure that key cycle routes in the borough are cleared and gritted during 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 spacesCyclists will continue to be allowed in vehicle restricted or pedestrianised areas within Hackney
	C13	There will be a presumption in favour of shared paths or spaces in parks and green spaces - segregation considered only 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 accordinglyCycling to be allowed in all Hackney's parks & open spaces as long as the cyclists doesn't cause danger or give reasonable grounds for annoyance to other persons
	C15	Work with partners to promote considerate cycling in locations where cyclists and pedestrians share the space and where appropriate undertake enforcement actionWork with partners to promote considerate cycling in locations where cyclists and pedestrians share the space and if 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 walking and cycling permeability on estate roads
	C18	Implement 20 mph speed limits on all borough controlled roads by 2016 and continue to lobby TfL to implement 20mph on their 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 safe 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 TfL and work with them to resolve the cyclist accident problems along the A10 corridor through the borough
	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 and work with 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
	C32	Ensure the Council's own vehicle fleet has secured FORS Gold standard as soon as practically possibleby 2016
	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
	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 Safe Space for cyclists in addition to the principles of road danger reduction
	C37	Work with Tower Hamlets & 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 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 TfL & neighbouring boroughs to implement the Central London Cycle Grid proposals in the Haggerston, Shoreditch and Hoxton areas of the borough
	C40	Work with 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 cyclehub 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 or working 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

Table 9: **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	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
	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

Table 10: **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 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 press 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, Mayor and TfL 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	Work with 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

Table 11:

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 focusing on T and Staggered junctions
	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 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
	RS8	Provide information on fitting of cycle child seat/ trailers to parents via school newsletters
	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 children by holding training sessions at football clubs, sports venues and other venues where they meet to cycle/ park cycles, and also -for 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	Ensure training sessions are tailored to raise awareness of the need for road users to give each other adequate road space
	RS15	Monitor pedestrian casualties at all formal crossing points in the Borough, and at zebra crossings in particular to determine the success of the upgrade programme over the three years to 2016
	RS16	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
	RS17	Review parking demand and waiting restrictions at sites where a high number of collisions involving pedestrians have been assigned the causation factors 'crossing masked by parked vehicle' and 'parked or stationary vehicle' to determine whether additional or extended parking restrictions are required or whether increased levels of enforcement are needed to discourage unsafe parking behaviour
	RS18	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
	RS19	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
	RS20	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
	RS21	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
	RS22	Ensure that the specific needs of motorcyclists are included in Road Safety Audits undertaken

	RS23	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
	RS24	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
	RS25	Continue to promote the Children's Traffic Club for 3-4 year olds
	RS26	Offer free car seat checks in public places to improve in-car safety in the borough and expand the in car safety programme
	RS27	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
	RS28	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
	RS29	Assess the effectiveness of previous engineering schemes through reference to Transport for London's Traffic Accident Diary System, to inform future selection of the most effective measures for inclusion in Road Safety Engineering Programmes
	RS30	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
	RS31	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
	RS32	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
	RS33	Work with the Police to investigate causation at all fatalities and life-changing collisions involving cyclists and pedestrians
	RS34	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
	RS35	Work together with TfL and Partners to promote cycle, pedestrian and P2W safety campaigns to drivers
	RS36	Share data with the Police to assist with targeted enforcement
	RS37	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
	RS38	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
	RS39	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
	RS40	Continue to offer the HGV driver training programmes free of charge to businesses within, or driving through, the borough
	RS41	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
	RS42	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
	RS43	Continue to work towards LCC's Safer Lorries Pledge
	RS44	Work with the Police and other key stakeholders to tackle poor and risky road user behaviours such as drink-drive, speeding or careless driving behaviour through targeted enforcement
	RS45	Continue to hold 'Exchanging Places' and Pit Stop events in Partnership with the Police, Fire Service and the London Cycling Campaign

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-drive, 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

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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Appendix A

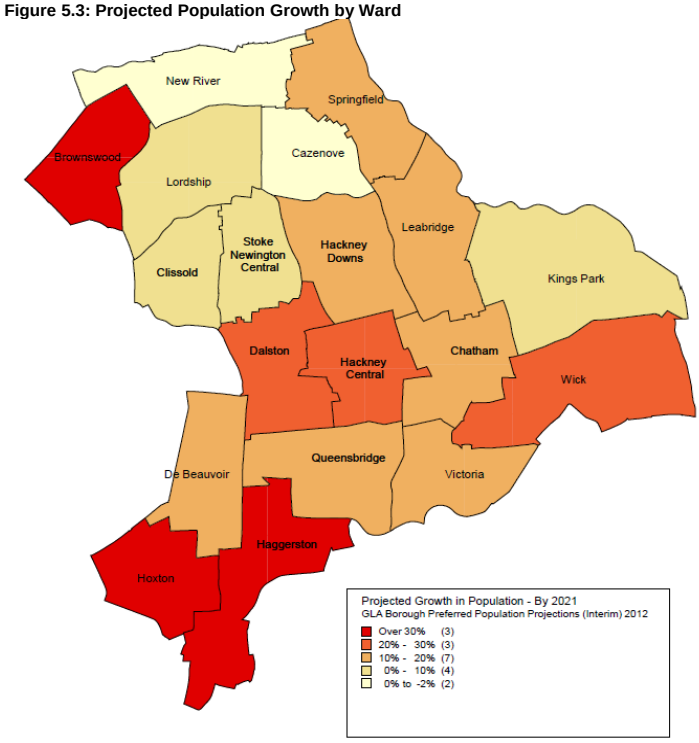
DRIVERS OF CHANGE AND OPPORTUNITIES

Population growth and demographic change in Hackney

Hackney has experienced 20% growth in its population the past decade with much of this growth in the 25 to 34 age group making the borough relatively young compared to London with fewer people aged over 45.

The GLA has projected that based on current trends Hackney's population will increase by around 70,000 people between 2011 and 2041. This growth is also predicted to vary significantly by ward, with Haggerston, Hoxton and Brownswood expected to experience the most growth in the medium term.

Figure 5.3: Projected Population Growth by Ward



Source: GLA BPO Interim Population Projections, 2012 Round

Overall, growth is projected in all age groups. However, it is the working age population (16-64 year olds) who are projected to grow most significantly. This segment of the population can account for the majority of the population growth over the period. The young population (0-15s) is also predicted to grow over the next ten year period, flattening after 2021. Growth is also predicted in the 65+ age group, and this is particularly marked from 2021 onwards. Prior to 2011 this age group fell slightly. The shift to growth in this age group after 2011 can be accounted for by falling mortality rates, increasing life expectancy, and the 'baby boom' population reaching retirement age.

Alongside changes in tenure there have also been shifts in household structure and type. The most significant trend has been the increase in 'other' multi person households, which most likely reflects the increase in sharers, renting rooms in properties rather than whole properties. Alongside this, there has been a drop in the proportion of one- person households, which may reflect affordability constraints – as those who may previously have lived alone in one-bedroom properties may find they need to share with others to meet costs. This is in line with increases in the proportion of couples without children in the borough. There has also been a small drop in the proportion of married couples with dependant children, which again may reflect affordability constraints.

The table below illustrates in more detail the shift in tenure experienced by each sector. The growth in the private rented sector can partly be accounted for by delivery of new housing units of this tenure, and partially by the fall in owner occupation and Council rented stock, with properties being bought by tenants, both of which have potential to increase the buy to let market.

Figure 6.3: Tenure Trends in Hackney and London

	Hackney 2011	Hackney 2001	London 2011	London 2001
Owner occupied	26%	32%	50%	57%
Private rented	29%	16%	24%	15%
RSL rented	20%	20%	11%	9%
Council rented	24%	31%	14%	17%
Living rent free	1%	2%	1%	2%

Source: Census 2011 & Census 2001. Note: Percentages may not sum due to rounding.

Figure 6.4: Growth in the Private Rented Sector

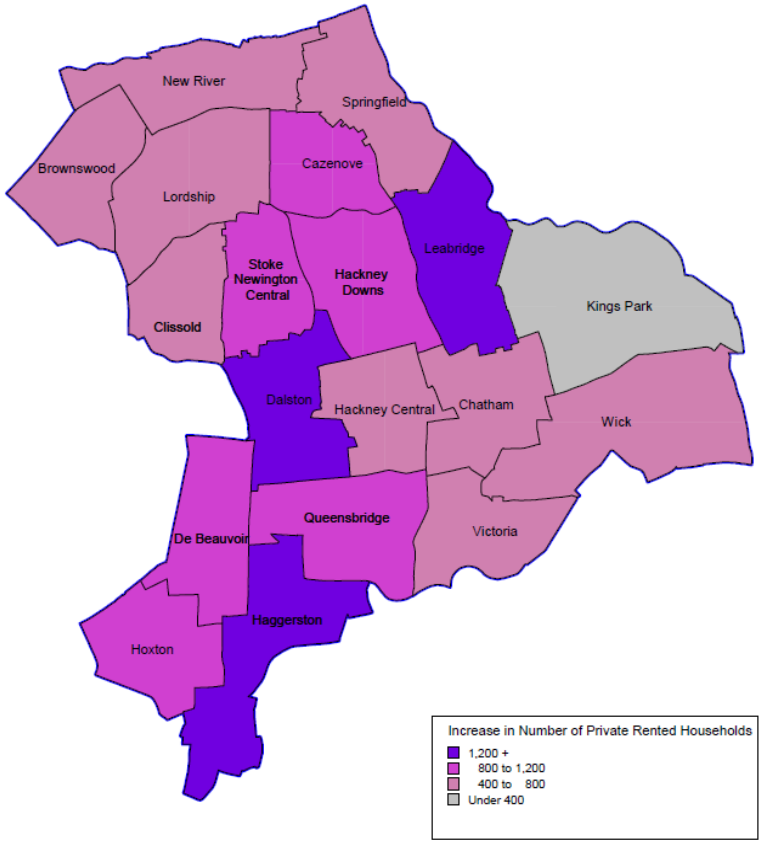
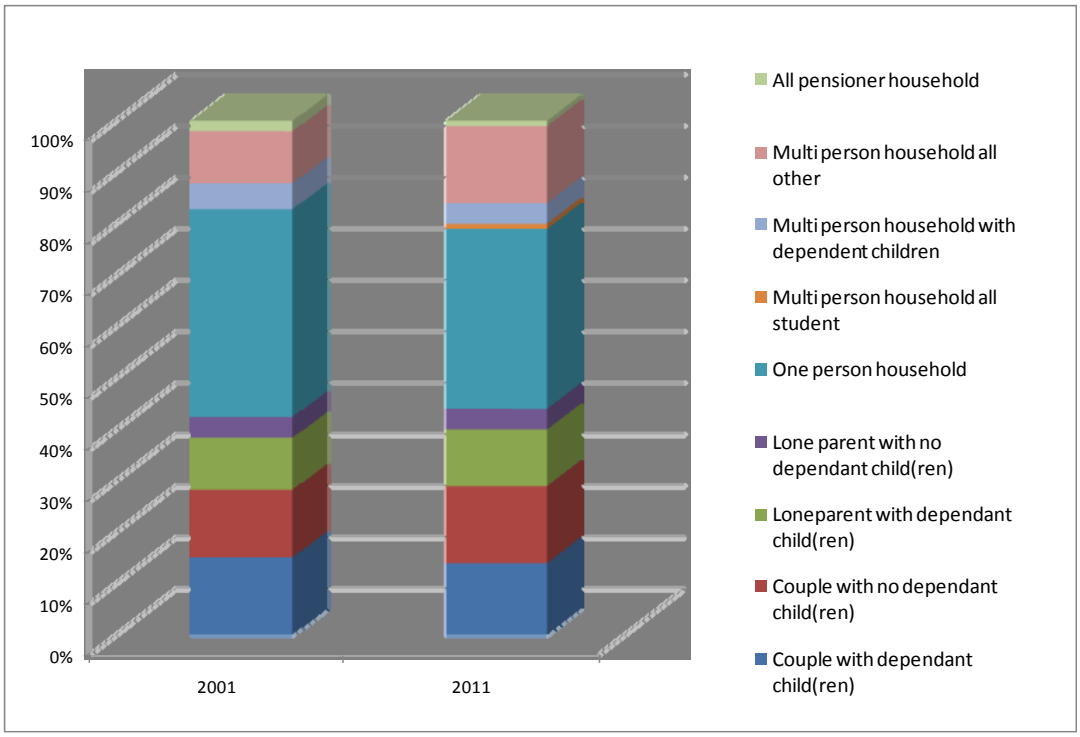


Figure 7.2: Trends in Hackney's Household Structure



Source: Census 2011 & Census 2001

Key Regeneration areas and opportunities

Dalston and Hackney Central

The areas where most of the Borough's significant economic and residential growth will happen are at Dalston and Hackney Central. Dalston has been identified by the London Plan and the Council's Local Plan as an Intensification Area that will contribute an estimated 1,770 new homes, 6,000 sq.m of new employment space and 3,000 sq.m of convenience shopping. Hackney Central is similarly earmarked for approximately 1,200 new homes and improved retail, as well as civic and cultural growth. The Council will also seek to ensure that delivery and service requirements of new development here are done as safely and efficiently as possible.

City Fringe South Shoreditch

The Council is seeking to support the established cultural, office, leisure and creative character of this area with mixed use development that comprises approximately 530 new homes and approximately 175,000 sq.m of new employment space. Transport considerations for development in this area will primarily be concerned with providing contributions to the walking and cycling environment as outlined in the Walking and Public Realm Plan and Cycling Plan.

Hackney Wick

Hackney Wick's regeneration priorities revolve around its strategic position within the Lower Lea Valley Opportunity Area and in maximising Olympic Legacy benefits. An Area Action Plan has been adopted by the Council which proposes employment-led mixed use growth with the creation of approximately 87,000 sq m of additional employment space and 620 new homes. Transport considerations at Hackney Wick are predominantly concerned with upgrades to the Wick station, promoting better walking and cycling connections to the Olympic Park, iCITY development and Stratford Town Centre and reducing issues of severance caused by the A12

Improved Railway Corridors

Approximately 630 new homes and further intensification of mixed use development are expected to be provided in areas that have easy access to stations along the London Overground network such as Shoreditch High Street, Hoxton and Haggerston. Within these areas, the Council will look to support public realm improvements and support residential and mixed use development design and layout that prioritises quicker and safer walking and cycling routes to stations

Key Development Opportunities

iCITY – Hackney Wick/Olympic area

iCITY is a new digital quarter that will support the growth of the flourishing digital and creative industries in East London. Based at the former Press and Broadcast

Centres on the Queen Elizabeth Olympic Park, it will bring together creative and digital industries, providing thousands of new jobs and apprenticeships for local people, whilst also creating a new community destination for Hackney.

iCITY plan to bring together creative and digital companies, alongside education providers, to create thousands of new jobs, training schemes and educational opportunities for local people.
The proposals include:

- Over 6,500 new jobs – 4,500 at iCITY and a further 2,000 in the local area
- Landscaped areas, cafes, restaurants, shops, and other local amenities
- A community square with a programme of activities and a large screen broadcasting key events
- A new campus for Loughborough University
- A state-of-the-art data centre provided by Infinity SDC
- One of the largest business incubators in London
- New office space for companies in the creative and digital industries
- A base for BT's new channel, BT Sport, broadcasting live Premier League football, Aviva Premiership Rugby and other major sports
- Film and broadcast studios
- A 750 seat convention centre

iCITY will create over 6,500 jobs – 4,600 at iCITY and a further 2,000 in the local area.

Most people are expected to access it via public transport network with improved bus services proposed and Hackney Wick station being an 8 minute walk away. Stratford and Stratford International are within walking distance, with comprehensive underground, overground and DLR services. There will be pedestrian and cycle routes in the Queen Elizabeth Olympic Park and 500 covered cycle parking spaces at iCITY. Although the vast majority of people will use public transport to access iCITY, they are proposing to provide around 600 car parking spaces in the neighbouring multi-storey car park.

The development is expected to receive planning permission from the London Legacy Development Corporation by the end of 2013 with construction beginning in mid-2014 at the earliest, with the tenants moving in to iCITY in 2015.

TechCity – Old Street/Shoreditch

TechCity refers to a cluster of technology businesses and start-ups based in and around the Old Street and Shoreditch area. In 2012, Google opened a campus just off the Old Street roundabout and the area is home to the highest number of start-ups in the country. Both central Government and the Mayor of London have identified the Old Street area as a strategic location for technology-related jobs and they have committed to funding improvements to the existing roundabout area.

There are also a number of high-rise commercial and mixed use developments spreading north from the City of London into Shoreditch. This represents both a challenge and opportunity for Hackney and the pace of change is likely to accelerate once the Bishopsgate development proceeds and Crossrail commences operations from Liverpool Street.

Hackney Fashion Hub

Chatham Works Limited and Manhattan Loft Corporation are bringing forward plans in late 2013 for an innovative retail-led fashion development on Morning lane and Chatham Place. The development will include new retail space fashion outlets, a café, a restaurant and design studios bespoke retail/gallery space where up-and-coming local designers can showcase and sell their products. The development Is expected to create hundreds of new jobs in the local area, space for local designers and fashion start-ups and will attract more people to spend their money in this part of Hackney.

Estate Renewal schemes

Woodberry Downs New Community

Woodberry Downs is one of the largest regeneration programmes in Europe with an estimated 4,664 gross new homes expected to be built over a 20 year period. The renewal programme is expected to lead to the construction of new schools, a health centre and community facilities. Transport considerations here include; the improvement of walking and cycling routes as part of the Woodberry Wetlands project, the narrowing of the carriageway along Seven Sisters Road, public realm improvements in and around Manor House, and the mitigation of school traffic and other smarter travel initiatives.

King's Crescent regeneration

Plans for the 765 home regeneration of the Kings Crescent Estate were approved by our planning sub-committee on 12 September 2012. Refurbishing existing homes has started, and land has been cleared to build new ones.

The five year masterplan involves a mix of new and refurbished homes:

- 275 homes for social renting being refurbished
- 79 new homes for social renting
- 117 new homes for shared ownership
- 294 new homes for private sale
- new shops
- new community centre
- café.

The Council has recently been successful in attracting GLA funding to create a mini-park alongside Queen's Drive on the edge of the estate.

Colville Estate

There are currently over 400 homes at Colville, as well as 10 shops and community facilities. The Council's proposal is to develop the site with approximately 900 homes of between one and four bedrooms, half of which is to be social rented.

Colville is within walking distance of the new Haggerston and Hoxton London Overground stations and is bounded to the north by Regents Canal and borders Shoreditch Park and the Britannia Leisure Centre to the south.

The Council received funding from the Homes and Communities Agency (HCA) to build these homes.

Haggerston West and Kingsland estates

Work by London & Quadrant Housing Trust is well under way on the Haggerston West and Kingsland estates to replace over 400 homes with 761 new flats and houses as well as a community centre, nursery, shops, and play facilities.

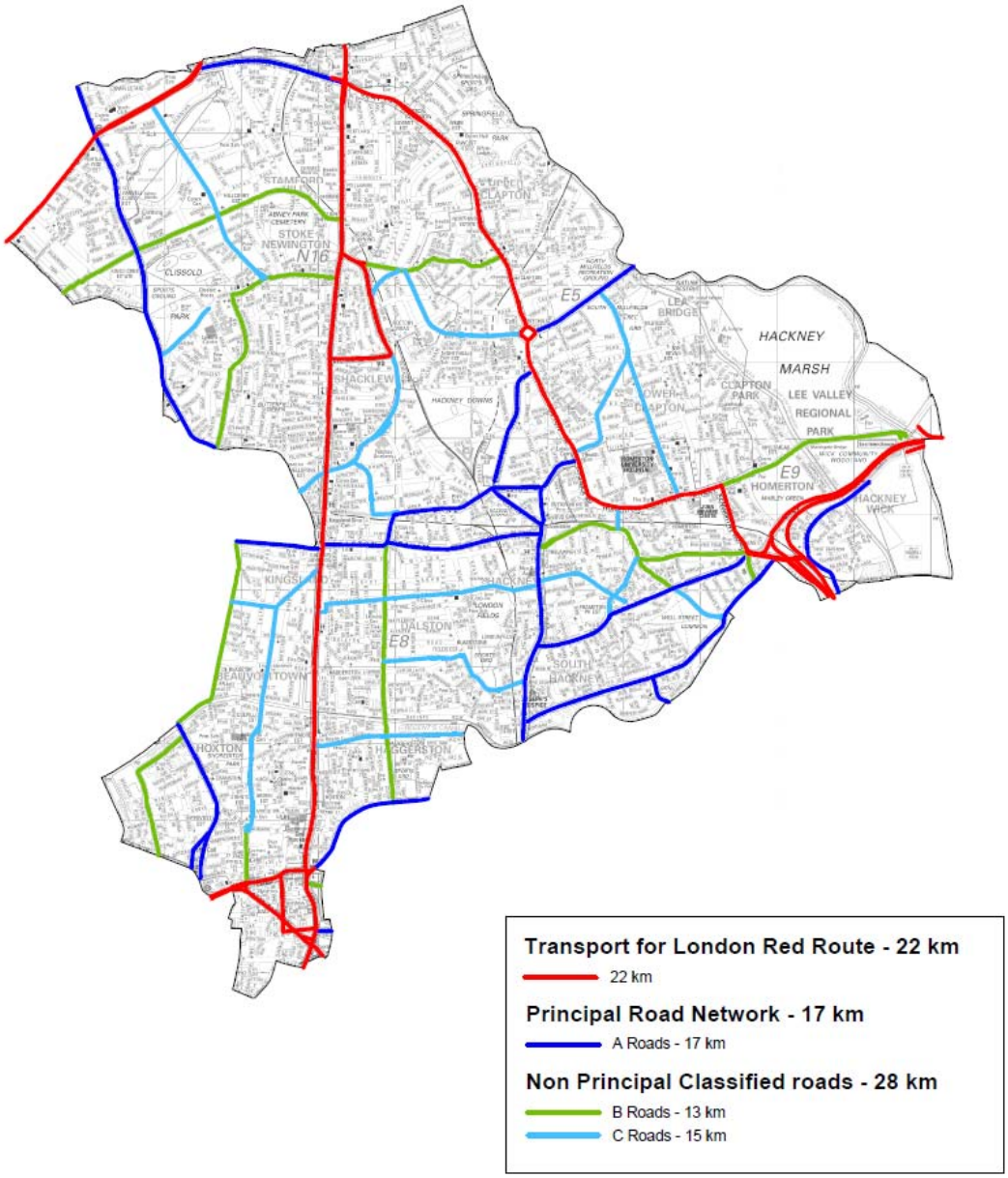
A stock condition survey had identified that the condition of the properties was such that the refurbishment could not be economically applied and that an alternative route to facilitate the comprehensive redevelopment and renewal of the Estates should be found by the way of stock transfer.

Appendix B

Environmental Pressures

Hackney's Road network and air pollution

Hackney Council only controls and manages part of the road network within the borough with many of the busiest routes being managed by TfL as part of the TLRN red route network. This means the Council has limited influence on what happens on these routes which tend to carry the highest flows of traffic, generating the highest levels of air pollution and resulting in the highest accident rates.



<u>Non Public Highway</u>

Housing Estate Roads

Length – 34 km

Private Roads

Length – 6 km

<u>Non Public Highway Total</u>

Length – 40 km

Transport for London Road Network (TLRN)

Length – 22 km

London Borough of Hackney Maintained Public Highway

Principal Road Network (A Roads)

Length - 18 km

Area – 205,000 m^2

Non Principal Classified Roads (B and C Roads)

Length – 28 km

Area – 241,000 m^2

Borough Roads (Unclassified)

Length – 193 km

Area – 952,000 m^2

LBH Public Highway Total

Length – 239 km

Area – 1,398,000 m^2

Public Highway

Total length of FW – 412 km

Total area of FW – 937,000 m^2

Air Quality

Current air quality monitoring and modelling for Hackney identifies that nitrogen dioxide is elevated above the National air quality objective:

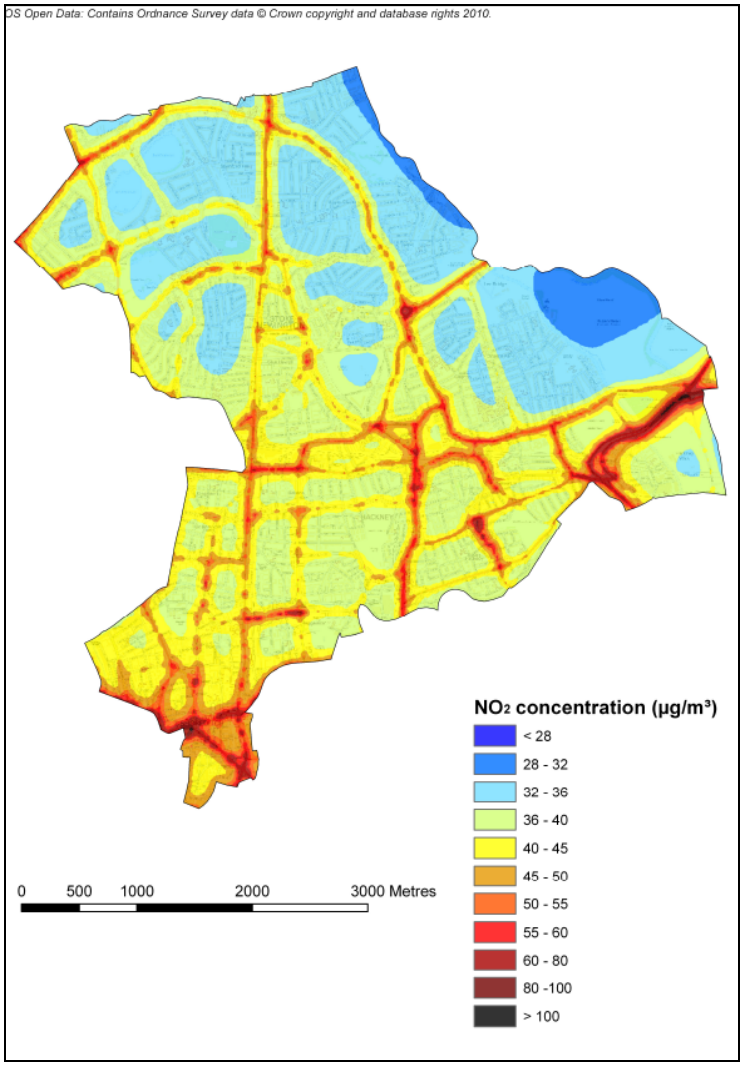
- Annual mean air quality objective across the borough (40µg/m3)
- One hourly mean air quality objective in parts of the south and east of the borough (not to exceed 200µg/m3 on more than 18 occasions during each year)

- In localised areas nitrogen dioxide is found at levels almost twice those of the annual mean air quality objective of 40µg/m3. As can be seen from Figure 1 pollution levels are highest in the most densely built-up areas, in the south of the borough, and along the borough's busiest main roads. Away from busy main roads, air quality objectives tend to be met.

Air quality monitoring and modelling results for particulate matter indicate that National air quality objectives are currently being met. However, particulate matter may exceed the National air quality objective during years with high background levels. High background levels of particulate matter may result from unusually long periods of hot dry weather.

In most parts of the borough, where air quality is predicted to exceed National air quality objectives, a relatively small further reduction of nitrogen oxides, of between 6% and 19%, should result in National Objectives for nitrogen dioxide being met. At these locations we predict that reducing nitrogen oxides from major roads by between 10% and 29%, or non-road source by between 22% and 99%, will result in the National Air Quality Objectives for nitrogen dioxide being met. In the southern and eastern parts of the borough, along some main roads and at key junctions more significant reductions in nitrogen oxides, of between 22% and 55%, will be required to meet the National Air Quality Objectives. This equates to between 34% and 71% of emissions from major roads or between 105% and 411% of non-road sources.

Figure 1: Predicted annual mean nitrogen dioxide levels in Hackney for 2011



The modelling work suggests that while certain sources of air pollution, such as residential and commercial boilers, contribute significantly to overall nitrogen dioxide emissions in the borough, typically pollution arising from roads is the predominant source of nitrogen dioxide where National Air Quality Objectives are exceeded. In the most polluted parts of the borough it will be near impossible to meet National Air Quality Objectives for nitrogen dioxide by 2015 and very challenging to meet National Objectives in the medium to longer term without significant intervention or action.

Figure 2: Modelled annual mean nitrogen dioxide levels in Hackney for 2015

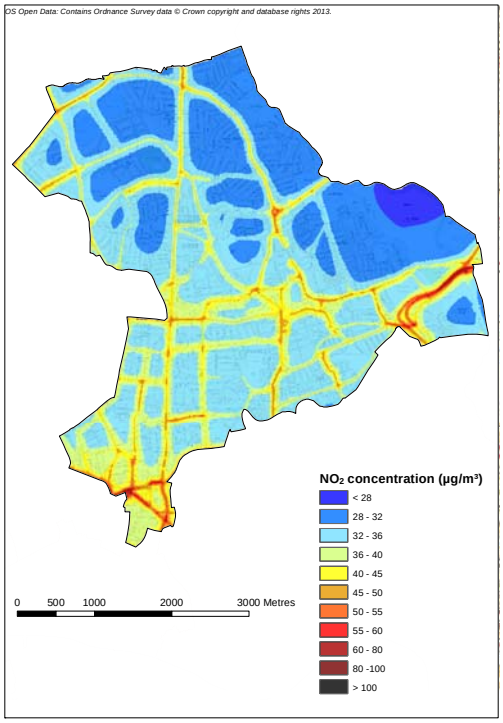
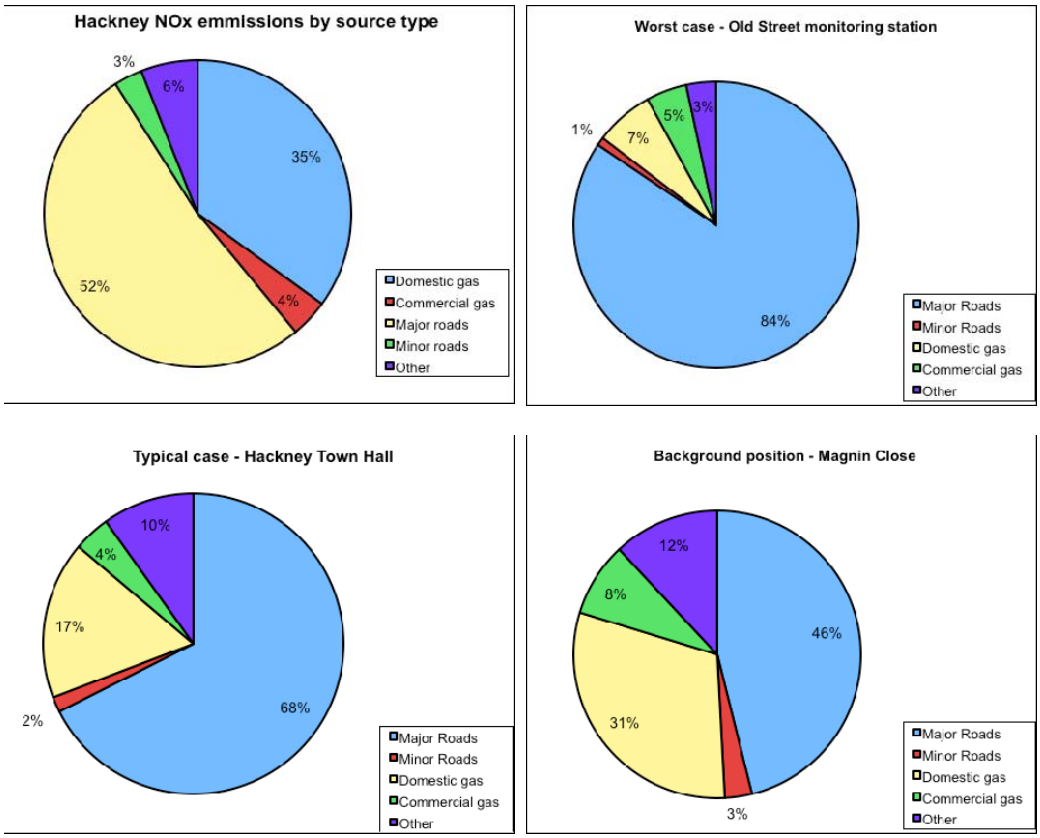


Figure 3: Expected Modelled sources of oxides of nitrogen for Hackney and at three typical locations in 2015



Research by the Institute of Occupational Medicine in June 2010 suggested that air pollution causes more than 4,200 premature deaths in London every year and can lead to respiratory illnesses, such as allergies, asthma, chronic obstructive pulmonary disease, and lung cancer.

According to Dr. Susan Aldridge on Allergy Cosmos, childhood asthma is particularly bad in East London, with as many as 18% of children being affected.
Children living in pollution hotspots, such as Tower Hamlets, also have poorer lung capacity than the national average.
http://www.jennyforlondon.org/wp-content/uploads/school_pollution_briefing.pdf

The lung capacity of schoolchildren in some London boroughs is being reduced through living by and going to schools near main roads, according to initial findings of ongoing Low Emission Zone research.

http://www.airqualitynews.com/2012/07/20/lungs-of-london-schoolchildren-damaged-by-poor-air-quality/

Particulate matter
Modelling of particulate matter pollution indicates that National Air Quality Objectives should be met across Hackney and that a significant portion of pollution is generated outside of the borough. This amounts to between 71% and 97% of PM10 and PM2.5. As a result the Council is typically unable to significantly reduce particulate matter pollution further through its own actions.

A greater proportion of particulate matter pollution is produced locally on the busiest and most congested roads in the borough and particularly at key junctions. At these locations between about 18% and 33% of particulate matter pollution is expected to be produced by local traffic with between about 9% and 22% coming from non-exhaust sources such as break ware and the re-suspension of dust. At these locations it should be possible to reduce particulate matter pollution through targeted local actions.

Reducing levels of particulate matter pollution at key road junctions could reduce the likelihood of National Air Quality Objectives failing during adverse whether conditions and also help to minimise health impacts associated with particulate matter pollution.

Proposals to address air pollution

The Greater London Authority and Transport for London are currently rolling out an extensive programme of measures to cut air pollution and are working hard to coordinate the actions of individual local authorities to ensure greater levels of success and wider benefits. The measures are mainly concentrated in Central London, where the greatest improvement in air quality is needed, but also cover large parts of Greater London. Examples include:

- Creating Europe's largest fleet of hybrid buses and retiring older polluting buses
- Development and expansion of the Barclays Bike Hire Scheme
- Idling publicity, no idling taxi rank campaigns and the taxi replacement programme.
- Trials of new technologies such as green walls and dust suppressants
- Proposed introduction of an ultra low emissions zone in Central London
- Making homes, public buildings and schools more energy efficient
- Setting up a network of cleaner air champions within the community
- Introducing a £20 million Mayor's Air Quality Fund to support London boroughs

Initiatives currently being implemented by Hackney, other local authorities and organisations across London include:

- Business liaison initiatives
- Idling vehicle and schools projects
- Cycling pilot schemes and campaigns
- Car sharing and other traffic reduction initiatives

- Trials of alternative technologies
- Installing electric vehicle charging points
- Development of last mile deliveries
- New tree planting and green infrastructure

CLIMATE CHANGE

The London Borough of Hackney is a signatory of the Nottingham Declaration and is committed to reducing the borough's impact on climate change. As carbon dioxide (CO_2) is the biggest contributor to man-made greenhouse gas emissions the Council has adopted a borough wide CO_2 reduction target of 80% by 2050 against a 2005 baseline and is addressing climate change issues through this initial borough-wide Climate Change Strategy.

Climate change will mean that London and Hackney will experience progressively warmer, wetter winters, and hotter, drier summers. On top of these changes to our average climate will be an increase in the frequency and intensity of extreme weather events, such as heatwaves, tidal surges, storms and heavy rainfall.

The UK Climate Impacts Programme shows that:
- The UK temperature is predicted to rise by 1 – 2 °C by 2040 depending on season even if emissions of CO_2 were completely stopped today

- The mean temperature in London has risen from 10 °C to 11.5 °C between 1914 and 2004

- The thermal growing season for plants has increased by up to 30 days since 1900 and this trend is likely to continue.
- Heavier winter snow and rainfall is expected to become more frequent and summer rainfall will decrease

- The number of days that buildings require heating will decrease, and the need for cooling during summer months will increase

Risks from climate change will come from many sources and the effects can be quite complex. Approximately 10% of Hackney (in the east of the borough around the River Lee) is within a flood zone. In this area, flooding may occur due to excessive rainfall and rises in the water table, and areas around the canals and river networks may be affected.

Most of this area is in and around the river networks which are uninhabited and hence not a direct threat to people. However, flooding can also pose a risk to human health through water-borne diseases and contamination particularly in low-lying areas, making mitigation of flood risk a key consideration.

Global warming increases the risk of extreme weather conditions and it is predicted that the UK will experience hotter drier summers and warmer wetter winters. A predicted increase in the frequency and intensity of storms is likely to lead to damage to infrastructure and the built environment and pose a greater threat to personal injury for example from flying debris and falling trees. Risks also include increased risk of water shortages in hot weather, but also infrastructure failure such as through roads melting and railways buckling. Other risks to human health could arise from increased levels of UV radiation from warmer summers creating additional cases of skin cancer, and ozone pollution causing difficulties for those with respiratory problems.

The scale of London already places pressure on natural resources due to the population size working and living in the area. Water is the most obvious example of this strain on our natural resources. Changing weather patterns are likely to increase water stress, especially during hot periods. Our natural environment could also be affected as some of our native plant species will not be able to cope with the changing climate.

2020s

By the 2020s under a low emissions scenario[i] the central prediction is that summer mean temperatures will rise by 1.6°C with mean daily maximums rising by 2.2°C. Winter mean temperatures are forecast to increase by 1.3°C.

Annual mean precipitation is predicted to rise by 1% with winter mean precipitation up 6% and summer mean precipitation down 7%.

Under a high emissions scenario the central prediction is that summer mean temperature will rise by 1.5°C with mean daily maximums rising by 2°C. Winter mean temperatures are forecast to increase by 1.4°C

Overall annual mean precipitation will remain unchanged but rainfall will increase 7% in winter and decrease 4% in summer.

2050s

By the 2050s under a low emissions scenario the central prediction is that summer mean temperatures will rise by 2.5°C with mean daily maximums rising by 3.5°C. Winter mean temperatures are forecast to increase by 2°C.

Overall, annual mean precipitation will remain unchanged but with winter mean precipitation rising 12% and summer mean precipitation down 14%

Under a high emissions scenario the central prediction is that summer mean temperature will rise by 3.1°C with mean daily maximums rising by 4.3°C. Winter mean temperatures are forecast to increase by 2.5°C

Overall annual mean precipitation will remain unchanged but rainfall will increase 16% in winter and decrease 19% in summer.

2080s

By the 2050s under a low emissions scenario the central prediction is that summers mean temperatures will rise by 3°C with mean daily maximums rising by 4.1°C. Winter mean temperatures are forecast to increase by 2.6°C.

Annual mean precipitation is predicted to rise by 1% with winter mean precipitation up 16% and summer mean precipitation down 15%

Under a high emissions scenario the central prediction is that summer mean temperature will rise by 4.9°C with mean daily maximums rising by 6.7°C. Winter mean temperatures are forecast to increase by 3.7°C

Overall annual mean precipitation will remain unchanged but rainfall will increase 26% in winter and decrease 29% in summer.

Main climate change threats

Heat Stress Threat

This is currently considered to be a high probability today as we have experienced two heatwaves in the past decade. The probability of these occurring is increasing as average summers get hotter and heatwaves increase in intensity and frequency. In addition, London's microclimate amplifies summer night-time temperatures, meaning that people cannot cool off and recover for the heat of the next day. The consequences of high temperatures are high, as a large proportion of London's population are vulnerable to high temperatures and high temperatures increase water and energy demand in the capital, increasing the risk of blackouts and water shortages. London is particularly vulnerable to high temperatures as it has a large and increasing elderly population, and a high number of people living in poor quality and over-crowded homes. A significant proportion of London's development and infrastructure is not designed for hot weather.

Flooding Threats

London is vulnerable to flooding from the North Sea (tidal flooding), the freshwater Thames and the tributaries to the Thames (fluvial flooding) and from heavy rainfall (surface water flooding). Flood risk in London is managed by a system of flood defences (walls, gates and the Thames Barrier) and drainage networks. Currently, there is a low likelihood of tidal flooding, a medium probability of river flooding and a high probability of surface water flooding. The risk is increasing as sea levels rise, tidal surges increase in height and winter rainfall increases in volume and intensity. Increasing impermeability of the urban landscape (loss of front gardens, for example) and limited drainage capacity also increase the likelihood of flooding.

Appendix C

PESTE Analysis

Political, Economic, Social, Technological and Environmental (PESTE) analysis

Political

- Political stability at the Council
- Resulting change in transport priorities if change in political control
- Hackney Mayor with new or changed priorities
- London Mayor with new or changed priorities
- However sustainable transport priorities are likely to be supported by all three main political parties

Social

- Affordability of public transport for lower and middle income
- Longer distance train becoming unaffordable
- Rising house prices and benefit changes forcing low/middle income residents out of the borough
- Demographic change in the borough
- Younger population
- Cycling culture
- Growth in collaborative and sharing economy
- Continued decline in car ownership
- Quality of life
- Obesity and consequences of inactivity
- Community cohesion
- Crime and safety

Environmental & legal

- Air quality pollution – EU fines, Environment Act responsibilities
- Climate change mitigation – carbon reduction commitments under Nottingham Declaration
- Flooding – Flood management Act responsibilities
- Public health responsibilities – Heat Stress
- Carbon reduction – Nottingham Declaration

Economic

- Continuing period of economic restraint with reduced revenue funding
- Expect capital funding for major transport projects to increase
- Economic outlook is for gradual improvement however still a significant risk of the economy worsening
- Housing and commercial development in London increasing again
- Likely to be increased availability of funding from planning contributions and the Community Infrastructure Levy
- Fuel prices expected to continue to increase (peak oil)
- Increasing public transport fares
- Expansion of night time economy
- Expansion of business areas
- Hackney Central fashion hub
- Densification and intensification of town centres

Technological

- Continued adoption and use of smart phones and apps for navigation and transport uses
- Increasing uptake of flexible working and working from home
- Increasing uptake of videoconferencing
- Online shopping resulting in increasing number of deliveries and commercial vehicles in residential areas
- Changing face of high street – conventional shops being replaced with collect & go shops and niche shops
- Open source and data sharing
- Tech City and iCity corridor