London Borough of Hackney

Third Local Implementation Plan (2019-2022)

March 2019

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Foreword

I am delighted to introduce Hackney's final transport Local Implementation Plan for the period up to 2022 which builds on the 2015 Hackney Transport Strategy but also looks further ahead towards 2041. As the flagship borough for sustainable transport in London, Hackney has been rightly recognised for its innovation in tackling the key urban regeneration and transport challenges facing a highly urbanised local authority.

Hackney was back in 2015 the first London borough to produce a Liveable Neighbourhoods Plan recognising the importance of creating a healthy and high quality place-based vision for local neighbourhoods within the context of an active and sustainable transport policy. Now 'Healthy Streets' and 'Liveable Neighbourhoods' form the heart of the new Mayor of London's Transport Strategy.

The holistic active-travel-centred approach to street design taken by Hackney in schemes such as Leonard Circus, which although designed well before the current Healthy Streets tool was invented, scores very well on it, seems prescient.

Despite the challenging and uncertain financial environment, Hackney continues to pioneer new approaches in line with its vision of being "an exemplar for sustainable urban living in London". It is, for instance, developing new approaches to protecting children from the negative effects of traffic in residential areas by pioneering School Streets and Play Streets to allow children to play in the streets or walk or cycle to school safely. It is also being radical in its efforts to reimagine the street by 'filtering through traffic'; creating green spaces and parklets and installing cycle parking hangars in spaces formerly devoted to car parking.

Having successfully pushed for the expansion of the ULEZ to cover the whole of the borough, it is now going further towards a clean air city by rolling out innovative EV charging technologies and introducing ULEV Streets in Shoreditch.

However, the rapid pace of change in Hackney; the economic and population growth, the shifting demographic, its booming popularity as a visitor destination and rising pressure on local transport infrastructure and services mean that we need to plan ahead carefully making the best of new technologies in order to continue to stay ahead of the game.

Cllr Feryal Demirci

Deputy Mayor and Cabinet Member for Health, Social Care, Transport and Parks

Executive Summary

(i) Background

The Mayor of London's Transport Strategy (MTS) was published in April 2017 and in response to this. the GLA Act (1999) requires London boroughs to produce a new Local Implementation Plan for Transport (LIP) saying how each borough will assist the Mayor in achieving his transport objectives so that 80% of all London journeys are by walking, cycling or public transport by 2041.

The LIP must contain three distinct sections

- A list of 'Borough Transport Objectives' which are informed by data and reflect the priorities identified in other local plans and strategies and covering the period 2019 to 2022 and a longer term perspective looking forward to 2041 reflecting the timeframe of the MTS. Hackney has been assisted in this process by the fact that, unlike many other boroughs, it has relatively recently produced its own Hackney Transport Strategy (2015-2025) which covers the period of the LIP.
- A Delivery Plan detailing how these objectives will be achieved, and in particular how TfL funding will be allocated. The delivery plan sets out schemes and initiatives to be taken forward by the council over the next three years using core LIP funding from TfL as well as but also how alternative sources of funding from a variety of funding bids; non-core TfL funding and developer contributions. In addition currently unfunded and aspirational schemes are described for the medium and long term. Details of this are given in **Chapter Three** of the LIP.
- A Performance Monitoring Plan illustrating how progress towards achieving the objectives will be measured. This includes targets for a number of mandatory performance indicators set by TfL, alongside Hackney's local indicators and targets. **Table 6** on pages 104-113 show a full table of MTS and borough performance indicators

(ii) Borough Transport Objectives

A key local source for Hackney's new LIP was the Hackney Transport Strategy (2015-2025) whose outcomes and targets have been reviewed and refreshed in the light of newly available data. The Hackney Transport Strategy contains six plans including a Liveable Neighbourhoods Plan; a Walking Plan; a Cycling Plan; a Road Safety Plan; a Public Transport Plan and a Sustainable Development SPD. Development management guidelines contained in draft Hackney Local Plan 33 have also been drawn on extensively. On a London level as well as the MTS reference has been made to the draft London Plan as well as a variety of other London Mayoral strategies.
This chapter of the LIP is structured along the lines of the nine broad outcomes put forward in the MTS along with a section on the modal shift required to meet the overarching 80% sustainable transport aim. The Hackney response to each is outlined below.

Changing the Transport Mix

This section sets a 91% sustainable transport mode share for Hackney in 2041 and includes a variety of medium term walking and cycling targets needed to achieve this as well as a couple of engineering/travel demand management approaches that might be used to achieve this - road space reallocation and road user charging.

1. London's streets will be healthy and more Londoners will travel actively
Outlines how Hackney will create Liveable Neighbourhoods and increase levels of physical activity through encouraging walking, cycling and public transport. It will shape all of its proposals for the street environment and public realm using the Healthy Streets criteria[1]. Key initiatives discussed include improving air quality; 'filtering'; on-street cycle parking; car-free streets; timed road closures to help children to travel to schools safely and to play on local streets. To do this it will be necessary to reduce levels of motor traffic and on-street car parking in order to address some the problems created by car traffic such as traffic accidents, congestion and poor air quality.

2. London's streets will be safe and secure
Describes how Hackney is working to reduce road danger and traffic collisions through adopting a Vision Zero approach. Building on Hackney's existing road safety targets, it charts a path to completely eliminating deaths and injuries from road collisions by 2041. Protecting vulnerable road users (pedestrians, cyclists and riders of mopeds and motorbikes) is one of its key priorities. It also addresses reducing crime and the fear of crime on Hackney's streets and its transport network and the link between these issues and promoting sustainable transport choices.

3. London's streets will be used more efficiently and have less traffic on them
Expands on how Hackney will tackle traffic congestion in the borough through reducing the volume of motor traffic on its streets by reducing unnecessary trips and ensuring that those journeys that do take place use space efficient forms of transport such as buses, bicycles and car sharing vehicles as far as possible. Measures proposed include the strong management of parking and tackling rat running traffic passing through residential areas as well as reducing the level of private ownership of cars by individuals. Part of this work stream involves looking at reducing, retiming and consolidating freight deliveries.

4. London's streets will be clean and green
Hackney is focused on tackling the urgent issue of poor air quality on its streets (caused by emissions of NOx, CO2 and particulates and 50% of which comes from transport) which is now believed to kill more people than car crashes. The use of electric vehicles is being encouraged through the installation of charging points on the streets including rapid charging points and facilities which allow EVs to be charged from lamp columns. The shift to low emission vehicles is also being accelerated by making the drivers of polluting vehicles pay a fee for the harm they cause. The borough has been successful in its lobbying to extend the Ultra Low Emission Zone (ULEZ) to cover the whole of Inner London including all of Hackney. The borough and has now introduced even stricter emission controls in Shoreditch and the City Fringe area. Greening and the planting of trees is also a key part of creating Healthy Streets and Liveable Neighbourhoods and Hackney is committing to increasing its tree canopy coverage; introduce sustainable drainage to prevent floods and improve links between parks and open spaces.

5. The public transport network will meet the needs of a growing London
Hackney will continue to push to improve its public transport services to support its

[1] Healthy Streets audits involve a thorough quantitative assessment of ten key metrics of street design and the resultant use of the street including clean air; easy to cross; shade and shelter; used by pedestrians from all walks of life; places to stop; not too noisy; people choose to walk and cycle; people feel safe; things to see and do and people feel relaxed.

growing population. It will continue to work to support the development of Crossrail 2 including a new transport hub at Dalston and an eastern branch to the project to serve Hackney Central and Hackney Wick.

6. Public transport will be safe, affordable and accessible to all
This describes the borough's commitment to make the transport system accessible to all whether this is in the physical sense of accessibility, of having access to train stations that do not require passengers to climb stairs or the economic sense of the word: affordability. Having largely completed its bus stop accessibility programme, Hackney now aims to have make all of its train stations Step Free beginning with Hackney Downs and Dalston Kingsland. The borough also commits to improving the transport services available to the mobility impaired through Dial-a-Ride and other Community Transport Services.

7. **Journeys by public transport will be pleasant, fast and reliable**
In this section the desire to increase local public transport usage is described with particular emphasis on improving and protecting the bus network through improving bus speeds including extending the use of bus priority where appropriate. The borough will also continue to support capacity upgrades for the London Overground. The borough will also work to extend the effective area served by its local stations by installing and improving cycle parking hubs.

8. Active, efficient and sustainable travel will be the best option in new developments
Hackney's is focused on the need to ensure that new housing, commercial and industrial development does not add to problems on the congested road network and that the design of new developments works to enable this. At the core of this is that no new (non-disabled) car parking will be provided on new residential developments. Minimising the impacts of freight deliveries to new developments is another key aim of the plan including deliveries during the construction phase.

9. Transport investment will unlock the delivery of new homes and jobs
This section looks at the links between new development and transport infrastructure in a broader strategic sense that new high trip-generating development needs to be located in areas of high public transport accessibility. Growth areas outlined in Hackney's Local Plan (such as Dalston, Hackney Central and the City Fringe) are linked to the borough's transport aspirations. A key consideration is how Crossrail 2 will enable densification and sustainable transport-oriented development in station catchment areas.

1.Introduction and preparing a LIP

Introduction
The **Local Implementation Plan** (LIP) is a statutory document prepared under Section 145 of the GLA Act and sets out how the borough proposes to deliver the 2018 **Mayor's Transport Strategy** (MTS) in its area, transport elements of the draft **London Plan**, and other relevant Mayoral and local policies. The document sets out long term goals and transport objectives for the London Borough of Hackney for the next 20 years, and includes delivery proposals for the period 2019/20 - 2021/22 and the targets and outcomes the borough are seeking to achieve. A more detailed delivery plan is provided for the financial year 2019/20.

Hackney's Transport Strategy was adopted in 2015 and covers a 10 year period 2015-2025 and has as its overarching vision

"By 2025, Hackney's transport system will be an exemplar for sustainable urban living in London. It will be fair, safe, accessible, equitable, sustainable and responsive to the needs of its resident, visitors and businesses, facilitating the highest quality of life standards for a borough in the Capital and leading London in its approach to tackling its urban transport challenges of the 21st Century"

Objectives from the Hackney's Transport Strategy, which predates the MTS but largely aligns with Hackney's leading sustainable transport policies, are extensively referenced throughout.

This LIP identifies how the London Borough of Hackney will work towards achieving the MTS goal of achieving an 80% walking, cycling and public transport mode share across London by 2041 by developing local priorities and targets to assist with this aim.

Local approval process
The Hackney Transport Strategy was approved by Cabinet in October 2015 following full public consultation in 2014. This document covers the period between 2015 and 2025 and therefore has been drawn from for the development of LIP3 and policies stated in Hackney Transport Strategy are evident in this document. It is proposed that the Final LIP will be considered by the Cabinet in March 2019.

Statutory consultation
The GLA Act 1999 places a duty on boroughs, when preparing a LIP, to consult with the following organisations:

- The relevant Commissioner or Commissioners of Police for the City of London and the Metropolis
- TfL
- Such organisations representing disabled people as the boroughs consider appropriate
- Other London boroughs whose area is, in the opinion of the council preparing the LIP, likely to be affected by the plan
- Any other body or person required to be consulted by the direction of the Mayor

Full public consultation on the Local Implementation Plan took place between November

2018 and January 2019, the results from this were used to update the plan and a full consultation report has been produced and published on the council's website and is also available at **Appendix H** of this report.

Stakeholder organisations
In addition, Hackney consulted directly with a variety of representative bodies. The council wrote to each organization drawing attention to the consultation, where it could be found on the borough's website and the closing date for responses.

These organisations fall in the following categories:

Statutory consultees (listed above)
- TfL
- Policy bodies
- Disability groups
- Local authorities

Non-statutory consultees
- National agencies
- Transport and environment groups
- Business groups
- Community groups
- Residents' groups and associations

Statutory duties
As well as meeting its statutory duties the borough commissioned a strategic environmental assessment (SEA) and, as recommended, produced an equality impact assessment (EQIA) on the proposals contained in its LIP.

The SEA Scoping Report was available on the borough's website during the consultation period. The Environmental Report **(Appendix E)** resulting from this scoping was prepared by Steer Group and submitted to the Council in January 2019. The SEA concluded that that the Hackney LIP was not expected to have any significant adverse impacts on the environment, although the assessment of LIP outcomes and programmes has resulted in a number of changes to the LIP which are outlined in the Consultation Report **(Appendix G)** in the Strategic Environment Assessment section.

A draft EQIA was available on the Council's website during the public consultation period, while no comments were received directly in response to the EQIA, a number of comments in relation to the LIP outcomes covered the impacts of the LIP on mobility impaired groups. As a result a number of EQIA mitigations were added to the EQIA **(Appendix F)** although no change was made to the main text of the LIP. These changes made are outlined in the Consultation Report **(Appendix G)** in the Equalities Impact Assessment section.

LIP approval
Hackney will submit its LIP to the Mayor in March 2019 and expects approval at the end of the month.

2. Borough Transport Objectives

Introduction

This chapter sets out the local policy context for the third round of LIPs. It covers the borough's detailed interpretation at a spatial level and the local policies and proposals which will help deliver the Mayor's Transport Strategy (MTS). The Objectives which will help to do this are numbered Objective 1 through to Objective 44 and Targets numbered T1 through to T24. A full list of Hackney's LIP Objectives and Targets are contained in **Appendix A.**

As mentioned in the introduction in Chapter One this LIP draws heavily from the **Hackney Transport Strategy** covering the 2015-2025 period and associated **Air Quality Action Plan** (2015-19) objectives. Objectives taken from this strategy are cross-referenced in the LIP[2]. A full list of the Hackney Transport Strategy Objectives and Targets is given in **Appendix B.** The new draft **Hackney Local Plan 33** is another important source for this strategy especially for Outcomes 8 and 9 relating to development management. Objectives originating from this plan are cross referenced **LP33.**

The **Hackney Mayor's 2018 Manifesto** also contains a large number of commitments relevant to transport and these are also a source for LIP objectives. An Objective sourced from this is indicated by the letters **MC.** A full list of Hackney Mayoral manifesto commitments relevant to this strategy is given in **Appendix C**.

The LIP also firmly demonstrates that it is informed by evidence and analysis of local needs and issues and that it is shaped by the wider context of the [London] **Mayor's Transport Strategy** vision, the MTS Healthy Streets Approach and the MTS policies, proposals and outcomes and the accompanying LIP3 boroughs datapack. Some objectives and targets in the LIP derive from this source and are cross-referenced **MTS.**

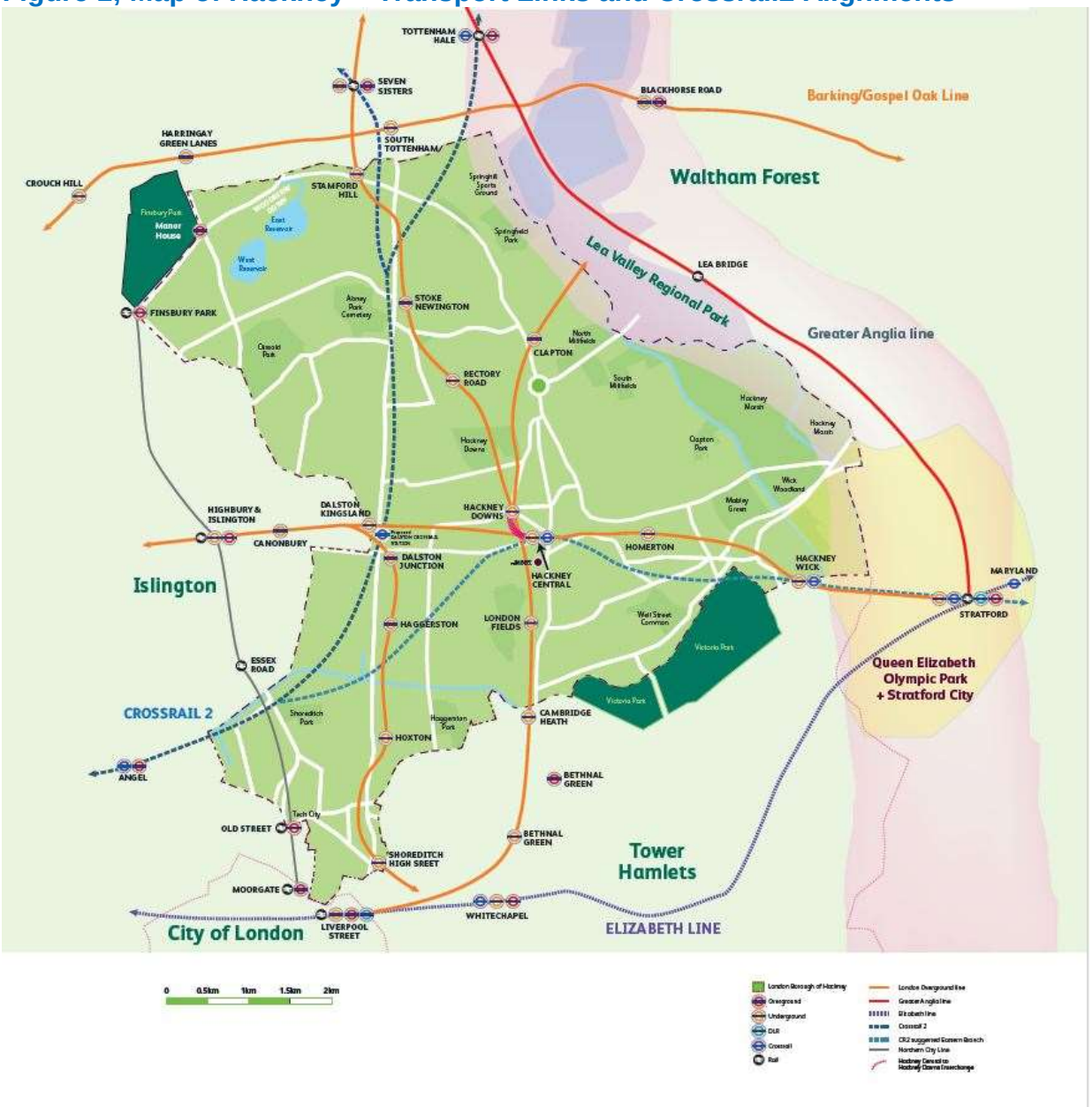
Local Context

Hackney is located in Inner East London and is part of the East London, North London and Central London TfL sub-regions. As shown in **Figure 1,** (below), it is bounded by Islington to the west, Haringey to the north, Waltham Forest to the north-east, Newham to

[2] The **Hackney Transport Strategy** contains a number of objectives throughout it. Some are overarching objectives listed in the background document to the strategy. These are unnumbered in this document and cross-referenced in the LIP as **HTS**. A second level of objectives occur in the introductory text to the daughter documents which include the Liveable Neighbourhoods Plan (**LN**); the Walking Plan **(W);** the Cycling Plan **(C)** the Public Transport plan **(PT)** and the Road Safety Plan (**RS)**. These are also unnumbered in the Hackney Transport Strategy and cross-referenced where they occur in the LIP by the initial letter of the daughter document plans as described in the previous sentence eg. **(LN)** or **(PT**). Finally each of the daughter documents contain a larger number of more detailed objectives and targets which are given numbers in the Hackney Transport Strategy and cross-referenced, where they occur in the LIP with the same numbering system, eg **(LN17)** or **(C25)**.

the east, Tower Hamlets to the south-east and the City of London to the south-west. In the east of the borough is the Queen Elizabeth Olympic Park (QEOP) and large areas of canals and marshes in the Lea Valley. The Regents Canal flows through the southern part of Hackney from the Islington border to Victoria Park. Places of note in the borough include Dalston, Hackney Central, Woodberry Down/Manor House, Shoreditch, Hoxton, Hackney Wick, Homerton, Stoke Newington, Stamford Hill, Broadway Market and Haggerston.

Figure 1; Map of Hackney – Transport Links and Crossrail2 Alignments



Demographics

Hackney's population is growing rapidly; at the present rate of growth the population will reach 317,000, a growth of 43,000, by 2033. This will result in a need for more homes, jobs, services and community facilities such as schools and health care. Hackney has plans to build over 16,000 new homes to cope with this population increase, but the estimated housing need is close to 30,000 homes over this period.

The 43% of Hackney's population in their 20s and 30s is one of the highest in the country and compares to just 24% in this age group nationally and 40% in Inner London. And there are fewer older people; with the 7% of Hackney's population aged over 65 being just one-third of the national figure of 21% (9% in Inner London).[3]

Hackney is a culturally diverse area. The Charedi Jewish community, which makes up 7% of the population, is concentrated in the North East of the borough and is growing. Polish people are the largest group who have recently come to live in Hackney from abroad followed by Nigerians, Spaniards, Turks, Kurds and Australians.[4]

Hackney's transformation

Hackney has undergone enormous change over the past 15 years. The borough's public services and schools have gone from the worst in the country to amongst the best. Public transport has improved hugely and the borough has experienced more than 40% business growth since 2010, with particular emphasis on the tech, hospitality and creative sectors. We have some of the most stunning parks in London and a world- famous cultural offer with a range of festivals and events which get more popular every year. Because Hackney is such a great place to live and work, its population has grown by a third since 2001.

We are a borough whose reliance on car usage has fallen significantly and Hackney's transport system is seen as an exemplar of sustainable urban living in London. It provides fair, safe, access to transport that works for residents of all ages, including disabled people, older people, and families with young children, as well as for local workers, businesses and visitors.

Broadening accessibility

The Council will continue its Hackney an Accessible Place for Everyone programme. This involves Council officers from planning, transport and public realm, working with groups of residents including disabled people, older people, people affected by dementia and families with children, to identify and remove the barriers that might limit mobility or deter people from getting out and about, in local places around the borough.

In particular the Hackney Community Strategy is seeking to make Hackney one of London's first Dementia Friendly Boroughs. Dementia friendly communities are inclusive, compassionate places where people affected by dementia are empowered and supported to live well. A major part of this effort will focus on enabling these people to travel where they want safely including travel to access health and support services as well as all the facilities available in local high streets and town centres.

Deprivation and inequality

One of the key inequalities that we need to address, if we want to protect Hackney's inclusive community spirit, is the poverty and income inequality that has become more visible in recent years, Research shows that there are still significant pockets of poverty

[3] https://www.hackney.gov.uk/media/2664/Facts-and-figures/pdf/facts-and-figures, ONS 2016 Mid-Year Estimates, ONS, June 2017 and also London's Population by Age https://www.trustforlondon.org.uk/data/londons-population-age/ citing ONS 2016 Mid-Year Estimates.

[4] A Profile of Hackney, its People and Place LB Hackney Policy Team May 2013

in the borough. We know that levels of child poverty and poverty amongst older people here are high compared to other local areas in England and that there are some neighbourhoods in the south of borough in Hoxton and north near Stoke Newington where you see small local areas which rank in the 10% most deprived in England, right alongside the 10% least deprived.

Overall Hackney was the eleventh most deprived local authority overall in England in the 2015 Index of Multiple Deprivation, whilst in 2010 it was ranked second. Hackney has become significantly less deprived compared with other local authorities in relation to income, employment, housing and services, living/environment and deprivation affecting children compared with 2010, but relatively more deprived in relation to crime.

The underlying cost of living in the borough is of increasing concern. House prices have more than doubled over the last 10 years, making buying a home unaffordable for most residents. A thirds of households now live in the private rented sector, where rents have risen dramatically. Many of our businesses are also struggling due to rising rents and the Government's hike in Business Rates.

Employment
Hackney's economy is dominated by small service sector firms with 75% of local firms employing four employees or less. Shoreditch in the south of the borough is home to the largest concentration of tech and creative industries in Europe. But this recent growth came after a long period of decline of traditional industrial activities which contributes to Hackney's relatively low jobs density.

Environment
While largely urban Hackney benefits from 58 parks covering about 15% of the borough and numerous green corridors, many of which run along transport routes. About a third of the borough exceeds the annual Mean National Air Quality Objective for nitrogen dioxide 40µg/m3) and the Public Health Outcomes Framework identifies that when considering the fraction (%) of mortality attributable to long term exposure to PM2.5, Hackney is ranked 8th worst in London (and the country), being 39% higher than the UK average.

Travel to Work
The relatively low jobs density within Hackney means that many of its workforce population travel outside of the borough to access employment. The 2011 census highlighted that overall,18,900 or 20% of Hackney residents with a fixed workplace work within Hackney, and the remaining 75,550 or 80% travel out of the borough to work**,** the majority (just under 72,000) working in other parts of London.

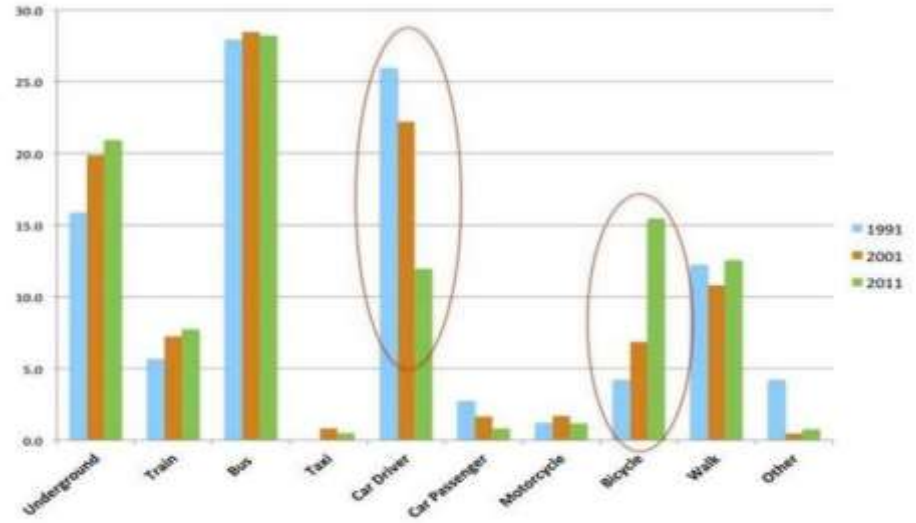
High concentrations of Hackney residents work in Westminster, City of London, and the Shoreditch area. Many workers from Hackney also work in Tower Hamlets, in the area around Canary Wharf and southern parts of Islington (Angel) and Camden (including Kings Cross).

Hackney's workplace population is 103,604. Of these, 60,609 (59%) travel into the borough from elsewhere to work, with just under 49,000 of these travelling into Hackney from other London boroughs. 18,900 (18%) of the workplace population are Hackney residents who also work in the borough. The remaining workplace population includes Hackney residents with no fixed workplace, or those who work at home. Future

commuting patterns are likely to be influenced by substantial employment growth in Dalston; Stratford; the 'Central Activities Zone' and the Upper Lea Valley.

Figure 2 (below) highlights changes in the way that Hackney residents travel to work between 1991 and 2011. 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).

Figure 2: Hackney residents' modes of travel to work from 1991-2011[5]



- Approximately 85% of Hackney's commuters travel to work by means other than the private car.
- Bus use is particularly popular as a means to travel to work, Hackney has more bus journeys than any other borough
- Cycle journeys to work have dramatically increased from 4.2% in 1991 to 15.4% in 2011
- Car journeys have fallen from 28.7% to 12.8% over the same period

Public Transport

[5] Census data
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 separately 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

Hackney's 19.2% bus modal share is the third largest bus mode share in the capital behind Lambeth (20.5%) and Haringey (19.7%), but the bus modal share in the borough has declined by 1.4 percentage points since the 2016 LTDS and 3.4 percentage points since 2015 survey. Several other boroughs also reported significant declines in bus modal share in 2017 and the overall bus mode for Inner London has declined by 0.9%.

Hackney's underground/DLR mode use share declined slightly from 7.2% to 7.0%, while the rail mode share increased 0.7% from 5.6% to 6.3%. Hackney residents' use of these two rail modes of 13.3% is well below the Inner London average of 21.5%. Overall Hackney residents' use of public transport modes declined slightly from 33.4% to 32.5%.

Buses

Bus use is high in Hackney although bus modal share has fallen from 26% in 2010 to 19.2% in 2017. The fall in patronage has been linked to a decline in bus speeds from 8.4mph in 2013 to 8.1mph in 2016 linked to a rise in general traffic congestion despite attempts to insulate buses from this with bus priority measures such as bus lanes.[1] It is likely that some of the problem lies outside the borough where bus speeds, including on buses serving Hackney, have fallen faster. Bus speeds in Hackney in the morning and afternoon peaks are shown in **Figure 3 and Figure 4**. Delays are predominantly experienced at junctions and intersections where bus priority is more challenging.

Delays at weekends typically occur around Hackney Town Centre, Lea Bridge Road, along Homerton Road (as a result of weekend football activity) and Homerton High Street. Some of these roads have bus lanes which do not operate at those times and these will be reviewed. The local decline in bus patronage may also be linked to other factors such as changes in the regulation of services by controllers and time spent at stops with driver changes. All of this has happened in the context of major upgrades to rail services which have come under TfL control as part of the London Overground brand. Usage of these rail modes rose from 9% in 2010 to 13.3% in 2017.

Faced with a budget deficit and declining patronage TfL have reduced frequencies on a number of bus routes across London. These have had a major impact on Hackney's bus routes with frequency reductions on routes 42, 48,106, 141, 236, 276, 279, 343 and Night Buses. Route 277 has also recently been cut back to Dalston from Highbury & Islington severing a direct link from the Well Street area. TfL consulted in late 2018 on a large scale programme of changes aimed to match services more closely to demand. This will result in further frequency reductions and severed links to bus routes serving Hackney. The council is strongly opposing any further cutbacks to the borough's bus network and loss of direct links.

[1] It should be noted that these bus speeds are 24 hour averages and no figures for bus speeds are available for the PM peak when general traffic delays are at their greatest.

Bus Service Summary

Hackney is served by over 40 daytime bus routes, ten of which are amongst the capital's most heavily used. In addition 17 Night Bus routes provide an early morning and night time service for workers as well as serving the night time economy.

Figure 3 Hackney Bus Network AM Bus Speeds (TfL data)

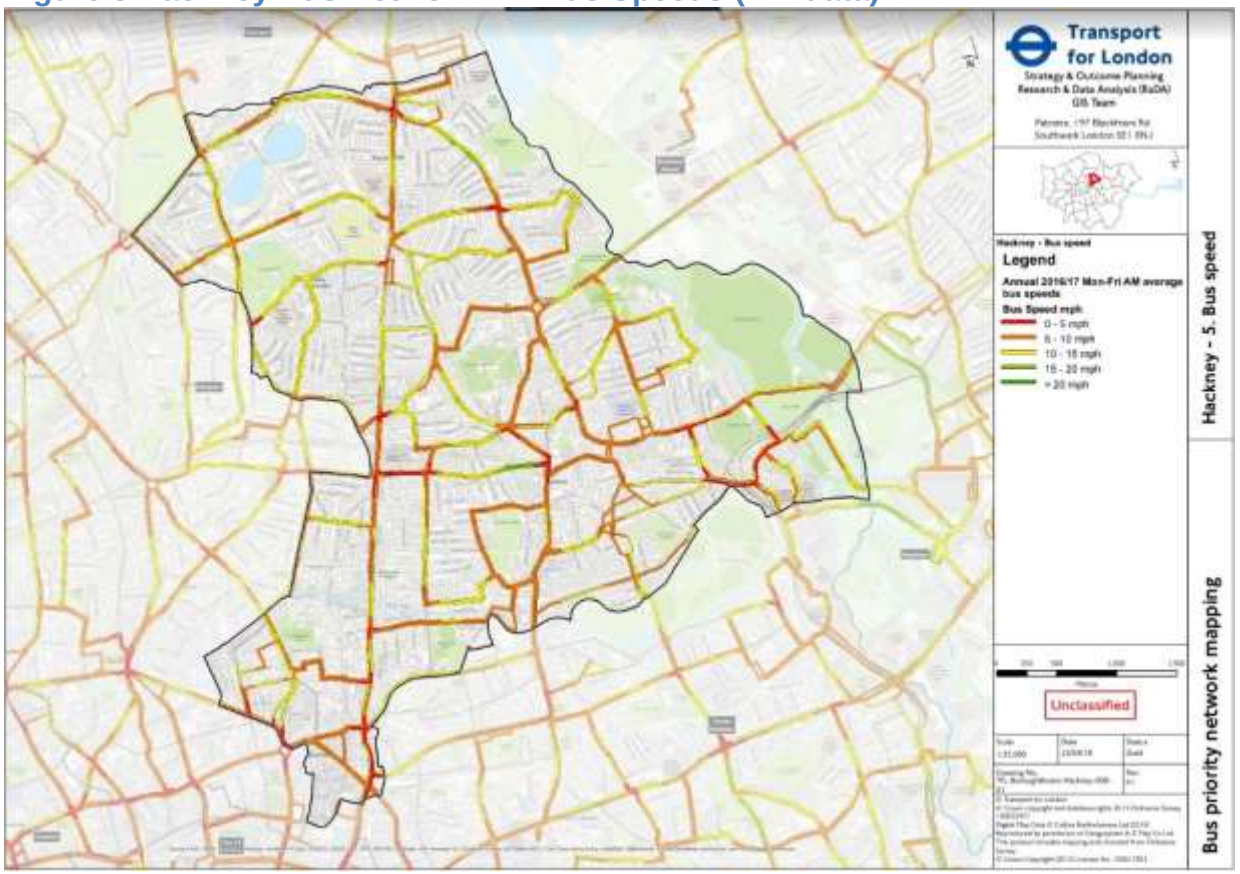
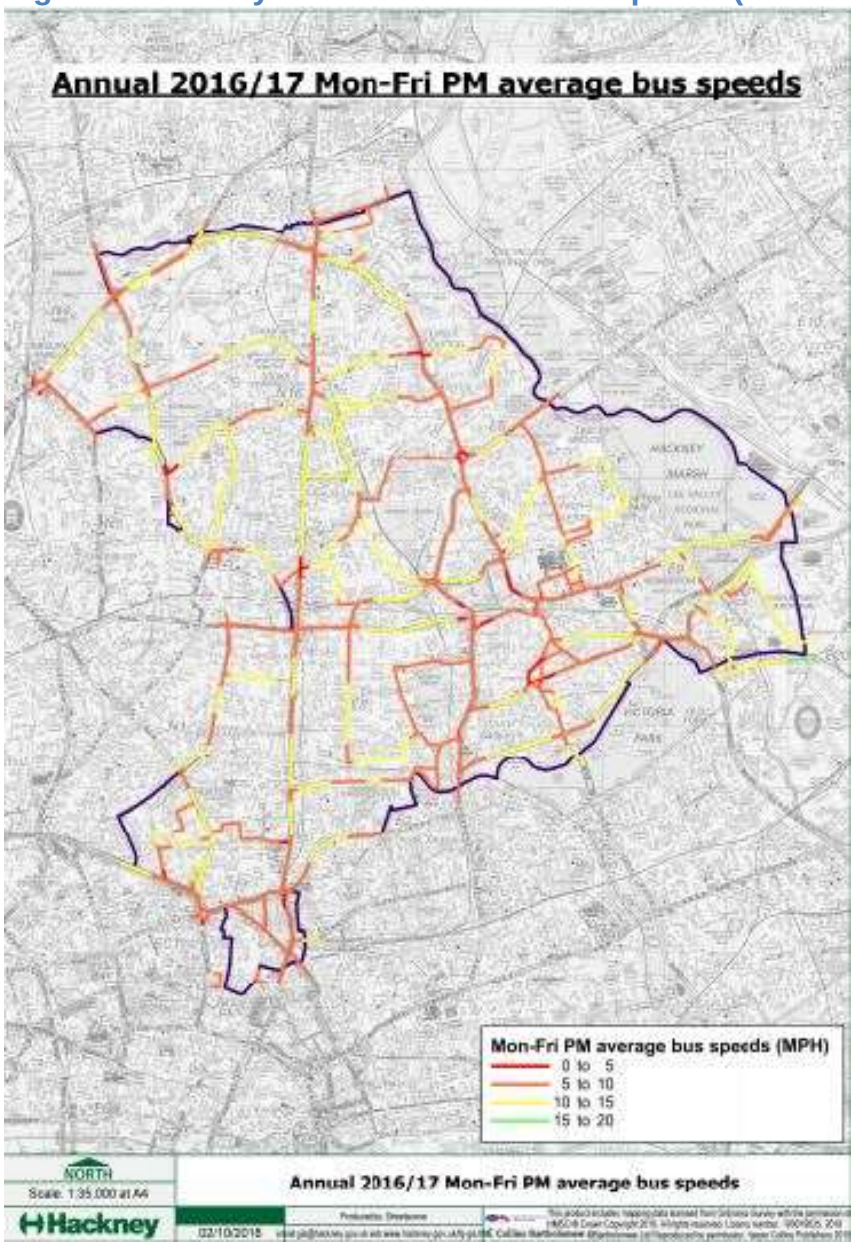


Figure 4 Hackney Bus Network PM Bus Speeds (TfL data)



Trains and Tubes

Hackney has no tube stations although Old Street in the south and Finsbury Park and Manor House in the northwest do provide useful connections on the borough boundaries. The Elizabeth Line (due to open in autumn 2019) also does not have any stations within the Hackney borough boundaries but will be useful for south Hackney residents (near Whitechapel and Stratford stations) cutting journey times to destinations such as Heathrow Airport.

The biggest change in recent years has been the development of the Overground network in the south of the borough since 2008. This has involved a major upgrade in the frequency of service and station environments of surface rail routes which have come under the management of TfL under the London Overground brand. Between the first full year of operation of the London Overground, in 2008/09 and 2016/17, passenger kilometres have increased by 203%, with a 469% increase in passenger journey stages

and a 218% increase in train kilometres operated. Stations with particular capacity issues include Hackney Central and Dalston Kingsland - the latter experiencing passenger numbers rising by 2% in 2018 alone.

The first phase incorporated the North London Overground route connecting Highbury and Islington via Dalston Kingsland, Hackney Central, Homerton and Hackney Wick and the East London route linking Dalston Junction, Haggerston, Hoxton and Shoreditch High Street. In 2015 the Lea Valley lines (London Fields, Hackney Downs, Rectory Road, Stoke Newington and Stamford Hill stations) also became part of the Overground network.

Still outside the control of TfL are the Great Northern services which run from Moorgate to Welwyn Garden City stopping at Old Street, and a couple of stations just to the west of the Hackney boundary (Essex Road and Highbury and Islington).

Crossrail 2

Rail connectivity is expected to receive a major boost when Crossrail 2 following the long-desired Chelsea Hackney alignment comes on stream in the early 2030s with a planned station in Dalston. The initial alignment will provide services up to the north with the underground section running up to Tottenham Hale, but Hackney is lobbying for an Eastern Branch running through to Stratford and beyond with a proposed station at Hackney Central. This eastern phase would support a population growth of 89,800 new borough residents, as well as 34,000 new jobs and 40,800 new homes and has potential to unlock further growth east.

Changing the Transport Mix

Hackney's Transport Strategy aspiration is to reduce the dominance of private vehicles primarily through the management of on-street parking and facilitating a reduction in traffic flows and encouraging use of sustainable transport.

The Mayor's Transport Strategy also has a clear focus on an over-reliance on the private car as a key transport problem for London if the city is to tackle congestion on a constrained network and keep the city moving as the city's population increases. Cars are an inefficient use of this network and have increasingly unacceptable wider impacts in terms of air pollution, road danger and physical inactivity. The Mayor has set a target that by 2041 80% of trips will by walking, cycling or by public transport increasing from the current 63% share. This implies reducing the absolute number of car trips in the city by 3.3 million.

Growth of sustainable modes
Much progress has already been made. Only 71.9% of trips by central and inner London residents were made by active and sustainable modes in 2005/06, increasing to 77.7% of trips in 2016/17, an increase of 5.9 percentage points over the period.

As shown by **Figure 5,** Hackney is one of a number of Inner London boroughs in London where residents are already meeting the 80% target with 84% of residents' trips being walking, cycling or public transport-based. Residents reported just 16.2% of trips in the 2014-17 period being taken by private car and taxis. It should be noted, however that the MTS target applies to all traffic on London's streets including traffic which passes through Hackney but does not originate in it and will require central and inner London boroughs to go beyond the target to account for lower levels of sustainable transport in outer London where access to public transport is not as good. The data pack released to boroughs following the publication of the MTS has a trajectory for sustainable transport trips by Hackney residents to reach 91% by 2041

T1: The proportion of sustainable transport mode trips by Hackney residents will reach 91% by 2041 *(MTS)*

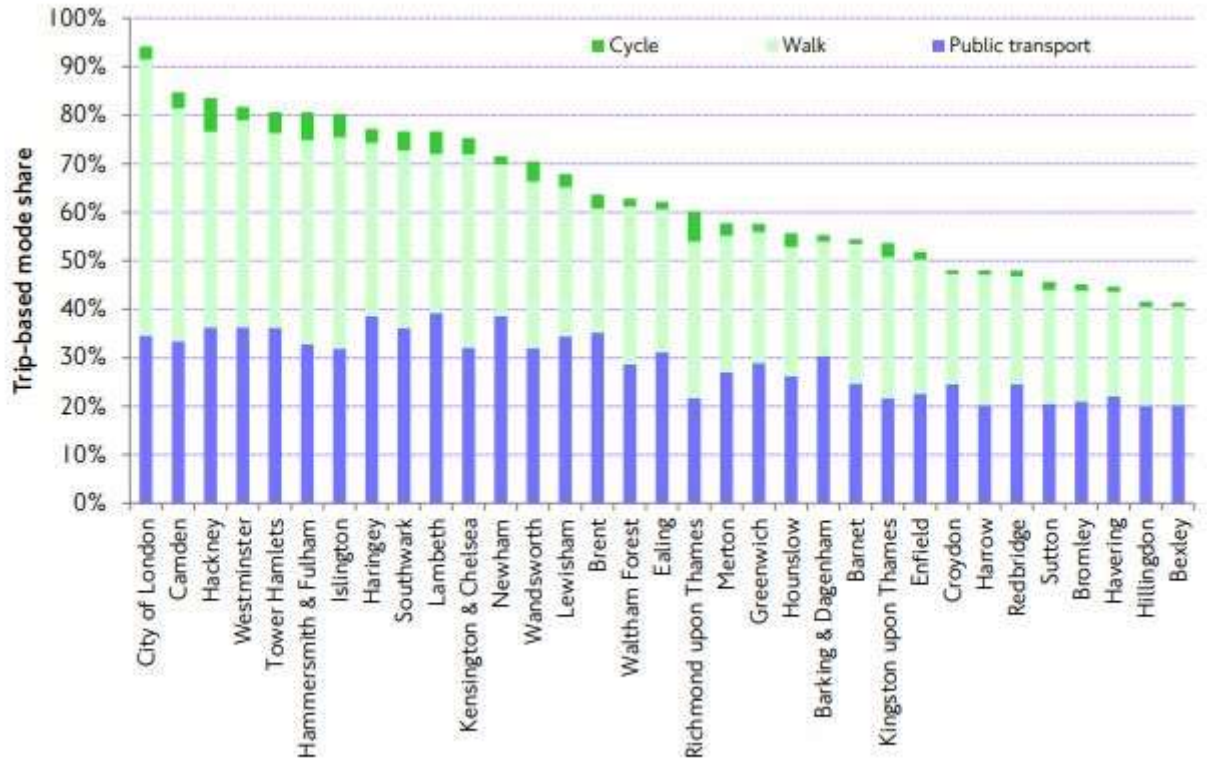
Using roads efficiently
Responding to traffic congestion through increasing road capacity, such as widening roads or building bigger junctions, is not a feasible or appropriate response in a borough such as Hackney. Instead, the borough must use its existing road network more intelligently and efficiently. Cycling has excellent potential to manage congestion and free up existing road space. This could result in reduced delays on the road network and make Hackney's town centres and retail parades less congested and more productive and allow buses to run more efficiently and with less delays.

Cycling is also likely to have a key role to play in helping to reduce current and future overcrowding on the borough's public transport network. Demand is forecast to be 25% higher than it was in 2013 on the existing London Overground network by 2021, based on population and employment projections in the London Plan. Whilst extra capacity may be provided in the form of additional carriages, cycling is likely to play a more prominent

solution in reducing the need to travel relatively short distances on public transport particularly by bus.

Objective 1: Reallocation of Road Space
The council will continue to reallocate carriageway road space from private motor vehicles to cycle route provision or cycle parking, walking or bus infrastructure. *(C08)*

Figure 5: Sustainable Mode Share in London Boroughs 2017[6]



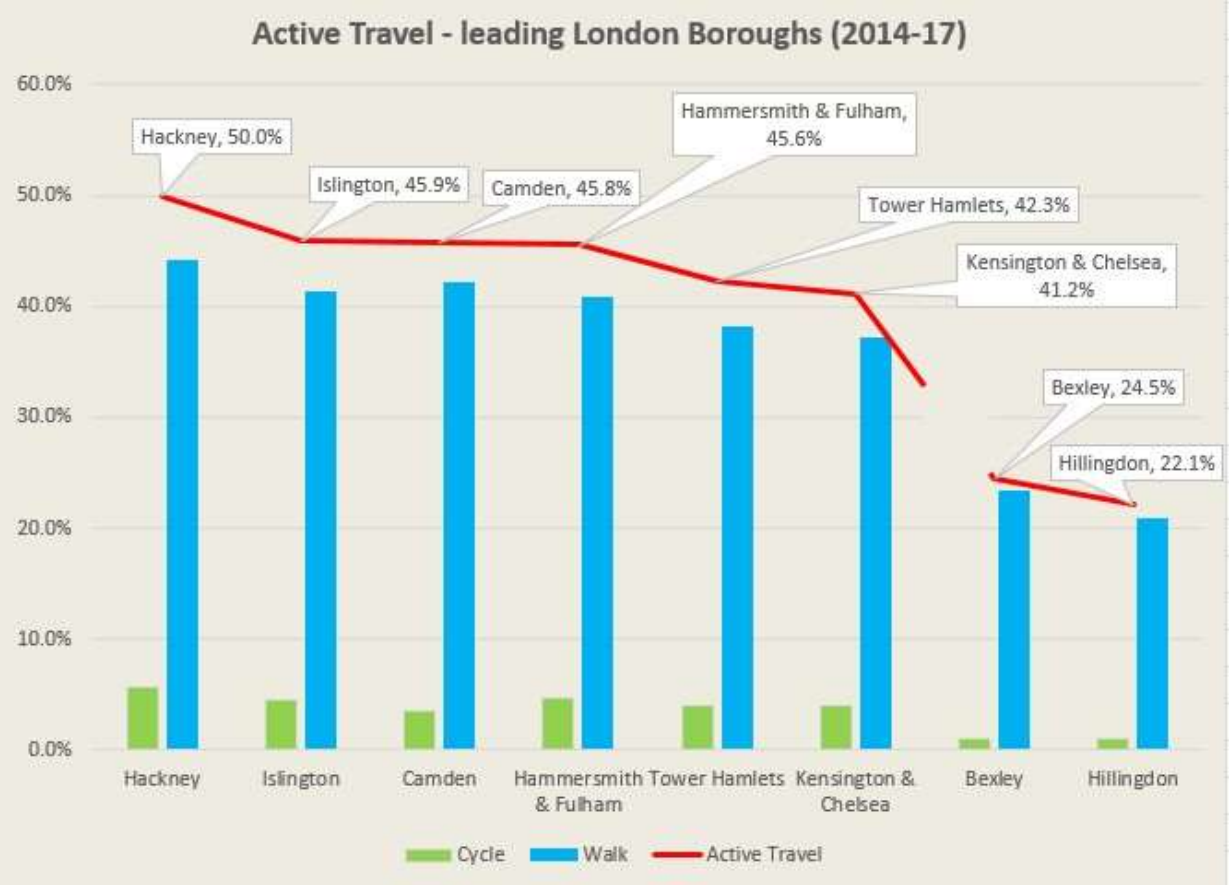
Source: TfL City Planning, Strategic Analysis.

Active Travel

Half of all trips in Hackney in 2017 were by active travel modes (either walking or cycling) – the highest in London - (see **Figure 6** below). The level of active travel in Hackney has increased from 43% since the 2005 to 2008 period. The Hackney Transport Strategy has set a target of further increasing active travel trips to 55% of all trips by residents by 2025 (40% from walking and 15% from cycling)

[6] Trip-based mode share for active, efficient and sustainable modes by borough of residence, LTDS 3 year average 2014/15-2016/17

Figure 6: Active Travel Leading London Boroughs[7]



Walking

Hackney had a higher percentage of walking trips than anywhere else in London according to the 2017 LTDS with the all trips, seven-day walking mode share overtaking Camden, Islington and Hammersmith and Fulham to reach a 44.2% - well above the Inner London average of 37.6%. This puts Hackney in a strong position to meet its local 40% walking share target by 2025 although maintaining this level will still be a challenge especially given the amount of fluctuation in walking mode shares even despite the rolling three year average methodology.

A particular focus of the borough is to encourage children to walk to school and the borough set a 70% walking to school target (combined target for both primary and secondary) for 2025. While walking to school mode shares are now consistently above 60%, the mode share has fallen off slightly since the early part of the decade and is now in the low 60s.

Objective 2: To increase walking levels in Hackney for journeys to work, recreation and education and to our town centres by promoting modal shift from private vehicles and buses. *(W)*

[7] Trip-based mode share for active modes by borough of origin, LTDS 3 year average 2014/15-2016/17

Walkable streets

Hackney is also committed to making its streets accessible and safe for older people and those with mobility or visual impairments. By designing with the most vulnerable in our society in mind we also benefit all other groups as well. In practice this can affect many aspects of the way we plan our public realm including:

- Improving road crossings including dropped kerbs; tactile paving and pedestrian signal phases
- Improving lighting and natural surveillance
- Tackling crime on the streets and the fear of crime on our streets including preventing crime through environmental design principles
- Reducing air pollution
- Reducing traffic domination including reducing traffic speeds
- Increasing pedestrian amenity generally, streets are places to linger and enjoy and are public places for public life
- Reducing on-street car parking and pavement parking
- Preventing and mitigating conflict between pedestrians and cyclists
- Installing step free access to shops and facilities and avoiding steep gradients
- Repairing broken or uneven pavements
- Installing shade, shelter, public toilets and seating
- Removing street clutter
- Gritting icy pavements and addressing pooling and localised flooding

Hackney is committed to addressing all of these potential barriers to walking. It has organised a series of walks in town centres involving older and disabled and residents and officers from planning, public realm transportation, regeneration and public health to identify existing problems and suggest solutions.

Objective 3: Ensure that the needs of older people and those with visual and mobility impairments are considered in all plans and proposals to upgrade the public realm. *(W)*

According to the Census 2011, approximately 12.5% of the journeys to work that Hackney's commuters took were undertaken on foot. While more Hackney commuters now walk to work than drive (11.9%) commuting to work on foot is still low in the context of the borough's 44.2% walking mode share for all trips

T2 At least maintain the overall walking mode share at 40% of all journeys made by Hackney residents 7 days a week in 2025 ***(W1)***

T3: Increase the mode share for Hackney children walking to school to 70% by 2025 ***(W3)***

T4: Increase the proportion of Hackney residents walking to work to 15% by 2025 ***(W2)***

Normalising cycling

Hackney's Cycling Plan outlines Hackney Council's commitment towards cycling and sets out a programme of actions for the period 2015 to 2025 to make cycling a normal, safe and attractive choice for travel and recreation for our residents and those that work, visit and pass through the borough. The Plan aims to build upon the borough's success in having the highest cycling rates in London by continuing to support those who already regularly cycle. But more needs to be done to address the barriers that prevent other residents from taking up cycling.

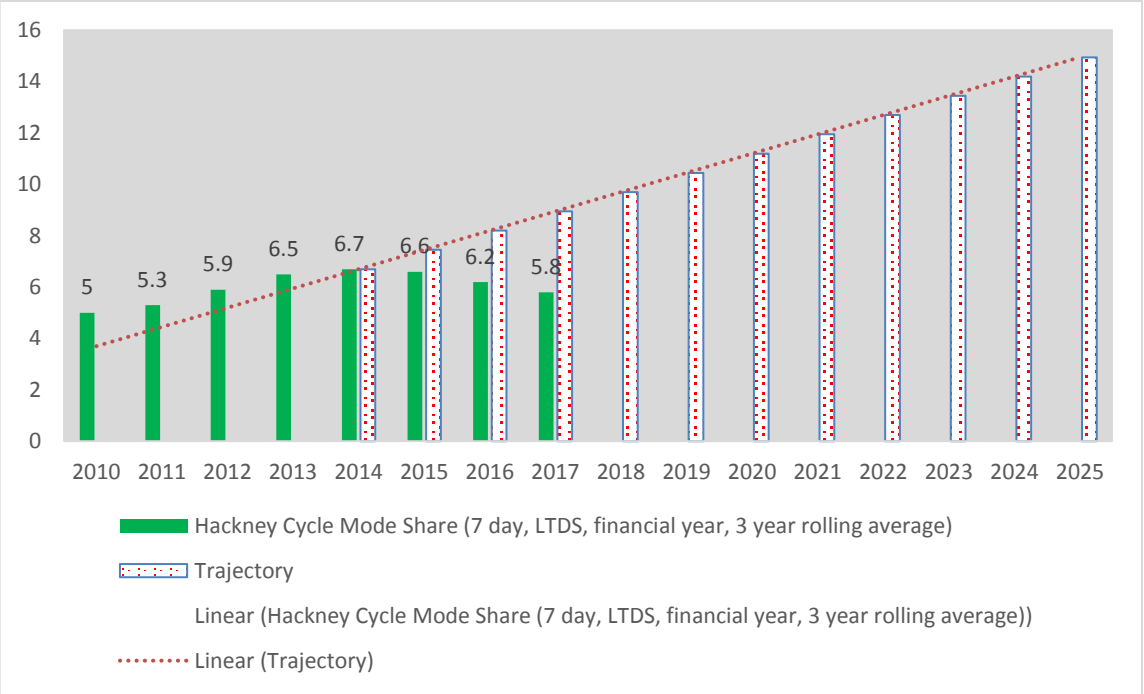
Hackney has by far the highest levels of residents cycling to work in London at 15.4% of all commuter journeys, based on the 2011 Census (taking into account those who do not work or work from home) this is substantially greater than the second highest borough (Islington at 10.1%) and is almost four times greater than the London average of 4.3%. Nationally, only Cambridge (31.9%), Oxford (18.7%), and the Isles of Scilly (18.4%) have higher rates of cycling to work.

Encouraging children to cycle to school is another priority and 4.9% of Primary school children now get to school in this way – nearly double the rate of a decade ago.

However the 7-day all trip cycle mode share as measured by the LTDS (see **Figure 7** below) has been declining slightly since 2014 from a peak of 6.7% and is falling behind the trajectory needed if the borough is to meet its ambitious 15% cycling mode share target by 2025. The statistics being used by TfL to measure modal shares in the MTS monitoring, however, continues to show a slightly higher cycle mode share of 6.9% for Hackney residents – which is the highest in London.[8] **Table 1** shows the full list of Hackney's cycling mode share targets contained in the Hackney Transport Strategy.

[8] The methodology being used for the MTS measures the percentage of trips taken by Hackney residents by different transport modes wherever in London these trips took place. The older methodology, which was used in the Hackney Transport Strategy and many other documents measured the percentage of trips undertaken which started or began in Hackney whether or not these trips were by Hackney residents. The data source for both is the London Travel Demand Survey.

Figure 7 – Hackney cycle mode share 2025, target trajectory and actual data[9]



Objective 4: To make Hackney's roads the most attractive and safest roads for cycling in the UK, and a place where it is second nature for everyone to cycle, no matter what their age, background or ethnicity.

T5 Increase the proportion of Hackney residents cycling to work to 25% by 2025 ***(C2)***

T6 Achieve 5% of Hackney primary school children cycling to school by 2025 ***(C4)***

T7 Achieve 15% cycling mode share for all journeys made by Hackney residents 7 days a week in 2025 ***(C1)***

[9] Trip-based mode share for active modes by borough of origin, LTDS 3 year average 2014/15-2016/17

Table 1: Hackney Transport Strategy Cycling mode share targets

Types of Cycling	Baseline	Cycling Strategy (2025)
All journeys	7% (LTDS)	**15%**
Cycle to Work	15.4% (Census 2011)	**25%**
Hackney Council staff	15.1% (2012 Staff travel surveys)	**28%**
Primary school children (5-10)	2.65% (Hackney school travel surveys 2012/13)	**5%**
Secondary school children (11-15)	1.51% (Hackney school travel surveys 2012/13)	**15%**

Traffic reduction strategies

Hackney are already implementing a large number of measures which are managing the supply and demand for road space including the use of emission based pricing for parking permits and reallocation of road space to more sustainable modes. However, congestion is a continuing problem in Hackney and road pricing schemes involving parking charges only affects car trips which begin or end in Hackney.

Increasing road congestion contributes to worsening air pollution, delays vital bus services and freight and makes many streets unpleasant places for people to walk and cycle. Without further action, traffic is expected to continue to rise across much of London, despite a falling car mode share, with 8.6 million more kilometres forecast to be travelled by road on an average day in 2041 compared to 2015. Over the same period, the amount of space available for use by general road traffic is expected to reduce by 3%; more in Central London.[10]

Road user charging

Hackney's 2015 Transport Strategy commits the council to working with partners and stakeholders to proactively investigate options for developing new technology to manage demand on the road network, such as road user charging. Both the MTS and business plan refer to the Mayor supporting boroughs in traffic reduction and therefore we welcomed the proposals for boroughs to implement road pricing to ease congestion and improve air quality.

[10] MTS 2018: TfL

We believe, however, that road user charging needs to be introduced on a London-wide basis by TfL rather than each individual borough adopting its own schemes.[11] The danger is that if Hackney is successful in reducing traffic in its own area, through traffic (which consists of a sizeable proportion of the traffic in Hackney) may divert to neighbouring boroughs which remain uncharged, undermining that borough's traffic reduction strategies.

Leading the way

Despite this risk, Hackney is determined to explore introducing its own scheme for road user charging in partnership with TfL and neighbouring boroughs. The potential traffic reduction and associated air quality; road danger and congestion reduction benefits, is too big a prize to give up on. We need to continue to ensure that Hackney's transport system will both improve the quality of life for our residents and support a borough which aims to be an exemplar for sustainable urban living.

We acknowledge that whatever type of road user charging is introduced, the implementation hurdles and costs will be considerable. Any scheme will require extensive consultation and significant investment in signage, cameras and IT infrastructure. We are also concerned that funding to support these changes is yet to be identified. The borough is commissioning an analysis of traffic data to establish movement patterns which will inform future consideration of road user charging.

Objective 5: Reduce the dominance of vehicles to support more sustainable transport options. Hackney will explore the use of road user charging with the Mayor of London and neighbouring boroughs. *(LN23)*

[11] It is believed that a large proportion of the traffic in the borough is through traffic. This means that introducing a workplace parking levy in the borough is unlikely to be an effective traffic demand measure

Mayor's Transport Strategy, Outcome 1: London's streets will be healthy and more Londoners will travel actively

Healthy Streets, Liveable Neighbourhoods

The roads and streets in our neighbourhoods are not just places to park vehicles or drive, walk and cycle on; they make up the largest element of the public realm of the city and are the places where we socialise and live our lives. An aspiration of the Transport Strategy is to reclaim Hackney's neighbourhoods from parked vehicles and motor traffic congestion and transform them into the most attractive and liveable neighbourhoods in London.

Reducing the amount of parking and reducing traffic flows will also help to improve air quality, reduce traffic casualties and make our neighbourhoods more pleasant places to walk, play and cycle in. There will be a positive economic impact of healthy streets and liveable neighbourhoods particularly in relation to town centres and high streets as people are more likely to shop and spend time in town centres and high streets if the streets and spaces are nice to walk around and there's good air quality.

Hackney has taken a lead in reallocating road space from motorised to sustainable and active modes through permeable filters, car-free streets; on-street cycle parking; parklets; Play Streets and School Streets.

Physical inactivity

Lack of physical activity is currently one of the biggest threats to the health of Londoners. It is needed for the healthy functioning of every part of the human body and reduces the risk of dying prematurely and developing a range of chronic diseases including diabetes, dementia, depression and the two biggest killers in London, heart disease and cancer (**Table 2**)[12]. Active travel is likely to be the main way many people in London meet their physical activity needs because it is easily incorporated into their daily routine. It is also important to remember the valuable role of public transport in keeping people active. In London over two-thirds of all public transport trips involve walking for five minutes or more and half of all walking is done as part of public transport trips[13]

Obesity is one of Hackney's largest causes of ill health, and an issue of significant strategic importance locally. Hackney has one of the highest obesity rates both nationally and regionally; a quarter of reception age children are overweight or obese, with this figure rising to over 40% by the time children leave primary school in year six. There are substantial health inequalities in relation to obesity where those from the most deprived backgrounds are significantly more likely to be obese than those from the least deprived backgrounds. Hackney has higher obesity amongst Black/Asian residents than White residents and higher obesity amongst women than men.

[12] Start active, stay active: a report on physical activity from the four home countries' Chief Medical Officers (2011) Department of Health

[13] Travel in London 6 (2013) TfL, p.51 and 52

Obesity is one of four priority areas of Hackney's Joint Health and Wellbeing Strategy, and the current Healthy Weight Strategy includes actions and recommendations to provide an environment conducive to achieving and maintaining a healthy weight, including facilities for active travel. The Hackney Obesity Strategic Partnership has been leading a 'whole-systems' approach in the borough to use all of the available local levers to help the council to help residents make healthier decisions. By bringing together senior leaders from parks, transport, planning, children's services, education, housing, business and regulatory services, public health, and NHS partners, the partnership has been aiming to make Hackney a place where everyone can achieve a healthy weight. Creating a physical environment that makes it easier to move around the borough actively is a key component of this approach. Both this document and the Hackney Transport Strategy will help to work towards these goals.

Table 2: Physical activity reduces risk from the biggest health threats[14]

Health Condition	Reduced risk from being physically active
Death	20-35%
Coronary heart disease and strokes	20-35%
Type 2 diabetes	35-50%
Colon cancer	30-50%
Breast cancer	20%
Hip fracture	36-68%
Depression	20-30%
Alzheimer's disease	40-45%

Objective 6: Transport will play an important role in improved residents' health and wellbeing as well as tackling obesity levels through higher rates of active travel *(HTS)*

Active Travel

Hackney is London's leading active travel borough with 50% of all trips beginning or ending there being either walking or cycling. It has the highest walking levels in London (44.2%) and also by far the highest cycle to work mode share (15.4%). It has many green spaces; a relatively flat topography, one of the lowest car ownership levels in the country (only 35% of households have a car) and a lack of tube stations.

Active travel has strong political support in Hackney and the borough has a tradition of promoting sustainable transport to a young increasingly educated population open to modal shift and sustainable urban living. As a host borough of the 2012 Olympics, Hackney has capitalised on the physical exercise behavioural and infrastructural legacy of the games.

[14] Improving the Health of Londoners, Transport Action Plan, (TfL, 2014)

While motorised transport is ordinarily seen a means to an end, walking and cycling can not only get you places but have a very important non-transport benefit in terms of improving physical and mental health

Barriers to Uptake
The biggest block to increasing active travel in Hackney is that it suffers from high levels of motorised traffic. Not only does this represent a missed opportunity to engage in active travel, it also contributes to accidents and creates an intimidating environment on our streets dominated by motor traffic where people feel unsafe cycling and uncomfortable walking. Hackney still has a legacy of gyratory road systems especially in the eastern part of the borough which are difficult to cross; have heavy traffic, many lorries and poor air quality. Some of this traffic also finds its way into residential areas in the borough.

Some of the busiest roads in Hackney such as the A10, A12 and the Lower Clapton Road form part of the TLRN and are not under the control of the borough. There is also a substantial proportion of the borough's traffic which is through traffic and over which the borough has limited control

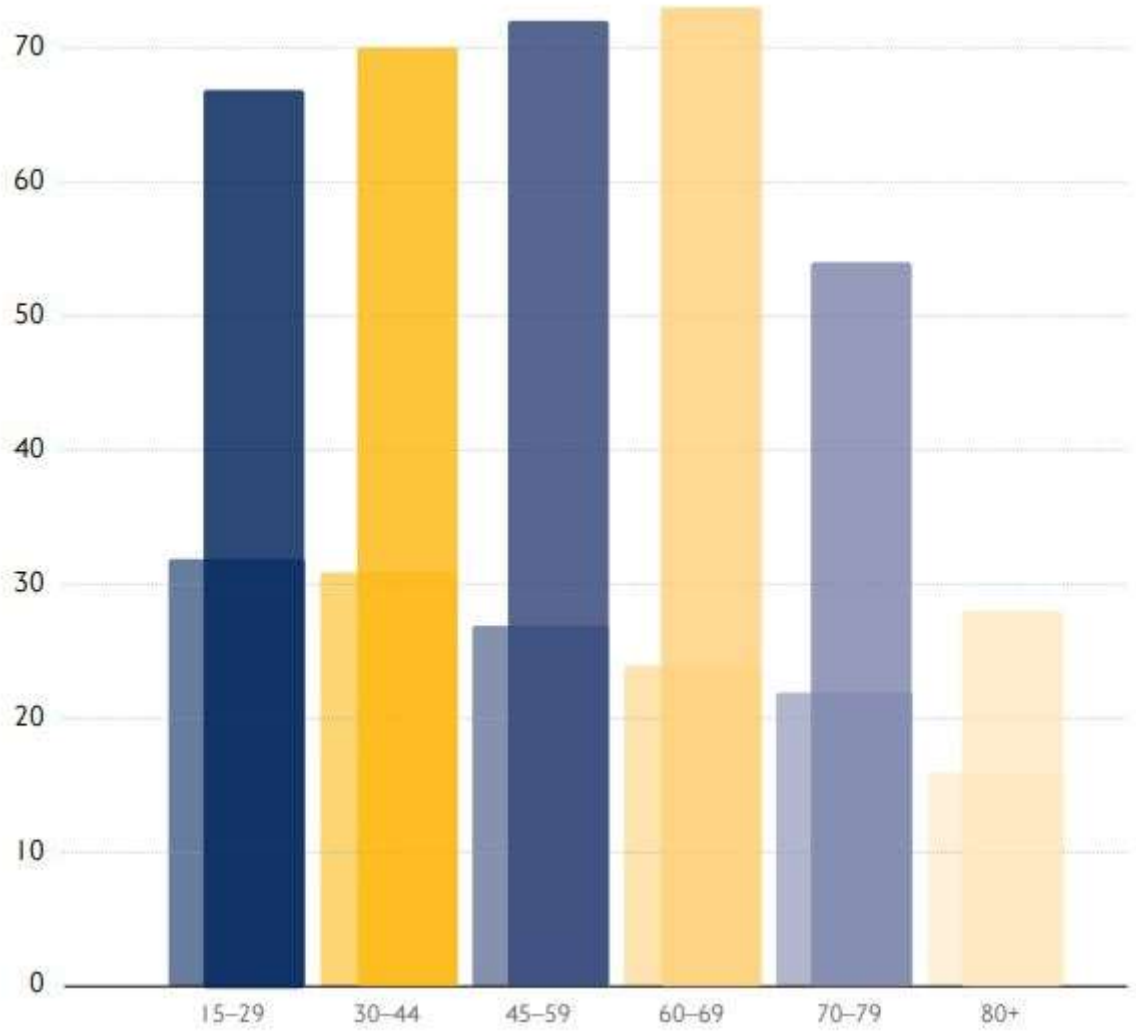
Local barriers to walking in the borough also include pavement parking; difficult road crossings; lack of wayfinding and poorly maintained pavements. Poor air quality, poor lighting and the fear of crime can also discourage active travel. Hackney will continue to address many of these barriers as part of a process of taking a holistic approach to scheme design taking on board the principles embedded in the Healthy Streets tool.

Boosting physical activity
Tackling inequality is a cornerstone of the Mayor of Hackney's priorities and therefore the Hackney Transport Strategy sets out to create an environment where people actively choose to walk and cycle as part of everyday life which can have a significant impact on public health and may reduce inequalities in health. Increasing physical activity through active travel (walking and cycling) is also a key strand of the Mayor's Transport Strategy with a long term target for 2041 that 70% of people report two periods of ten minutes spent walking or cycling on the previous day.

Some 37% of Hackney residents are currently meeting this level of active travel exercise. But as **Figure 8** below suggests, the potential to increase the proportion of Londoners meeting their physical activity needs through active travel is huge. The current spatial distribution of Hackney residents who are meeting their physical activity requirements from active travel is shown in **Figure 9**.

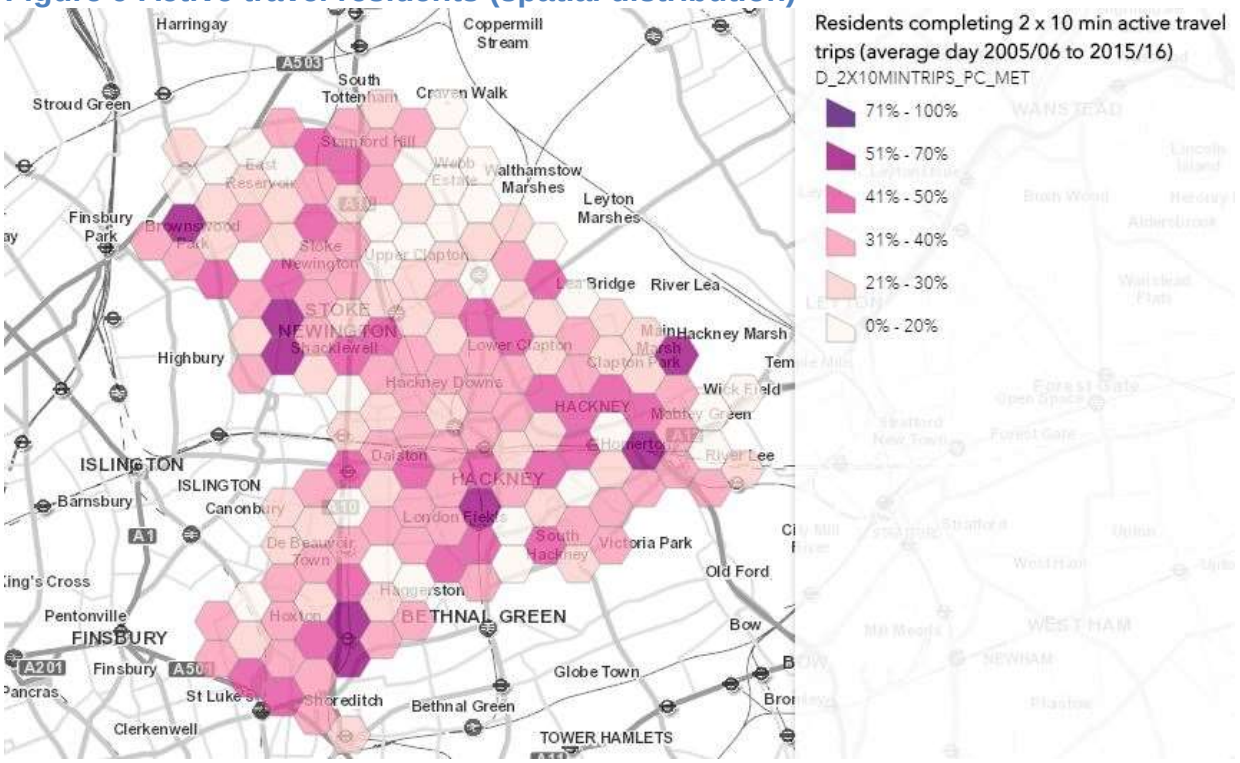
T8: 44% of Hackney residents to be reporting two periods of ten minutes spent walking or cycling on the previous day by 2021 rising to 70% by 2041. *(MTS)*

Figure 8: Proportion of adults who could meet their physical activity needs through walking and cycling by age group compared to actual proportion [15]



[15] Improving the Health of Londoners, Transport Action Plan, (TfL, 2014)

Figure 9 Active travel residents (spatial distribution)[16]



Child friendly streets

Hackney has been the pioneer of School Streets in London where the roads outside some schools are closed to traffic at opening and closing times. The streets are closed to both school traffic and through traffic. This helps make a safer, more pleasant environment for everyone, while making sure residents, businesses, pedestrians and cyclists can still use the road. Five School Streets are already being piloted at the request of the schools.

Hackney was also the first London borough to introduce Play Streets to London and has been leading the development of best practice for this scheme within the Capital. Play Streets offer multiple benefits to a neighbourhood, they foster healthier lifestyles for children, allow children to cycle safely close to their home, reduce vehicle emissions for a limited time and promote community cohesion. As of July 2018 there are 43 streets that host a play street and 13 estates have taken part in play streets and estate play sessions on public spaces.

Hackney will work with the community to ensure that Hackney becomes a fully 'child friendly borough and maximises opportunities for safe play and outdoor activities across our streets, estates, parks, adventure playgrounds, new developments and open spaces as children and their families explore and discover the world around them.

Objective 7: Hackney will continue to support timed closures to support School Streets and play streets and encourage greater adoption of the initiative in areas of high deprivation and childhood obesity. We will introduce at least 12 School Streets by 2022. *(LN20, MC)*

[16] City Planning Tool, TfL 2018

Cycle network
Creating a quality environment for cycling is generally recognised as providing accessible, direct and convenient, attractive, safe and comfortable routes for experienced and less experienced cyclists alike. While working on the principle that all of Hackney's road network should be suitable for cycling, Hackney's cycle network is comprised of the following type of routes:

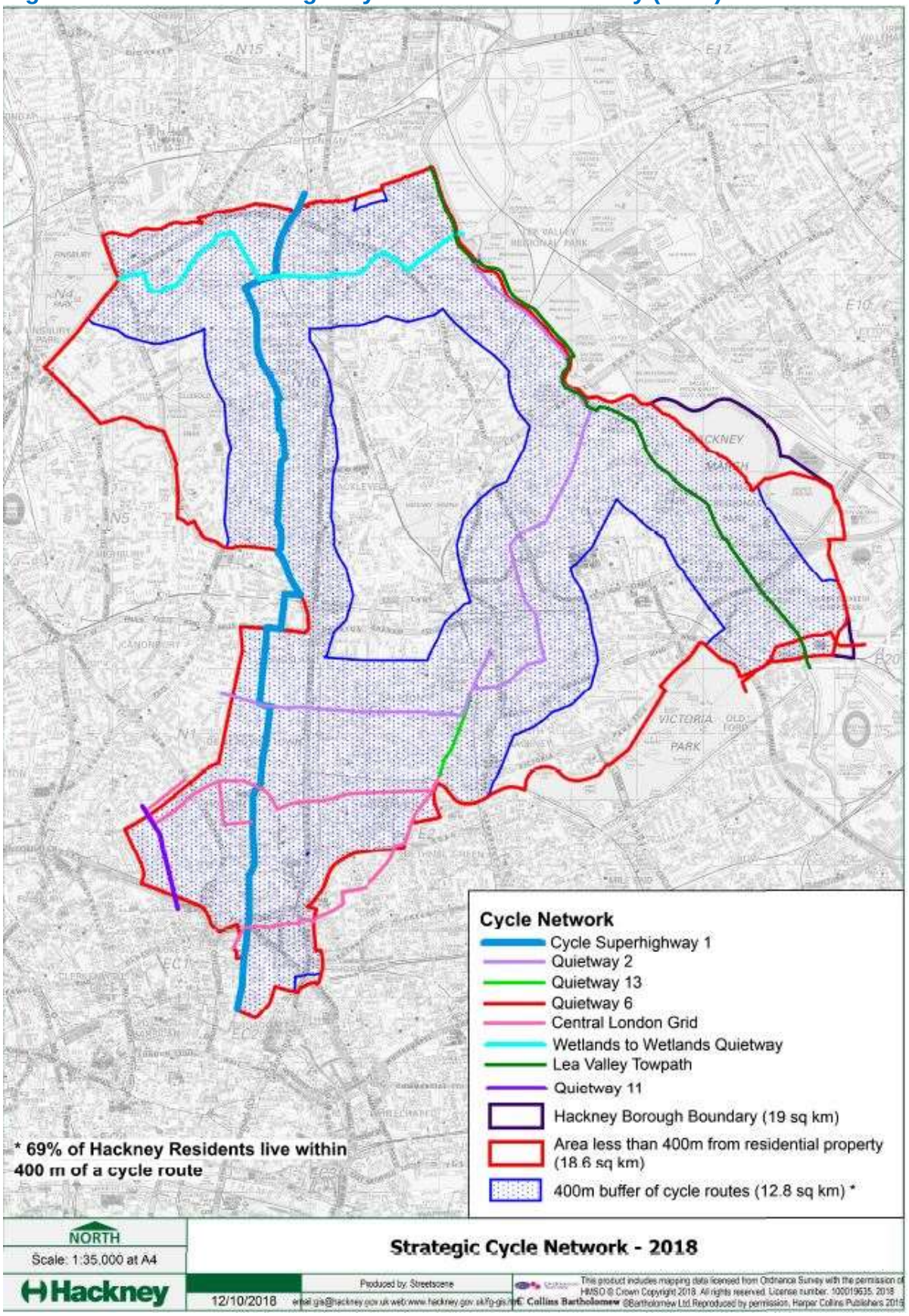
- Principal Road routes;
- Cycle SuperHighway routes;
- Central London Grid routes;
- Quietways routes;
- Greenways; and,
- Local connectors.

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

It is recognised that the majority of cyclist casualties in the borough occur on the busier principal roads. Therefore, in addition to completing the network of Quietways routes on quieter roads that are ideal for less confident cyclists, we will also look to develop and improve conditions for cyclists on our principal road network and work with TfL on routes on their network. The network should aim to maximise permeability *(C34)* and should be legible to walkers and cyclists assisted by wayfinding such as Legible London signposts and maps**.** *(W22 and C15)* Generally, the Council considers Legible London maps to be much more useful than finger posts and that the preference is for this type of signage.

The MTS sets a target for 70% of Londoners to be living within 400m of the London-wide strategic cycle network by 2041. Some 69% of Hackney residents had this level of access to a strategic cycle route in 2018, with this network consisting of Cycle Superhighway 1; Quietway 2; Quietway 13; Quietway 6; Quietway 11; the Lea Valley Towpath; the Wetlands to Wetlands route and the two routes forming part of the Central London Cycle Grid. The extent of the London strategic cycle network in Hackney is shown in **Figure 10** also showing corridors of 400 metres of either side of each route.

Figure 10 – London Strategic Cycle Network in Hackney (2018)



Expanding the network

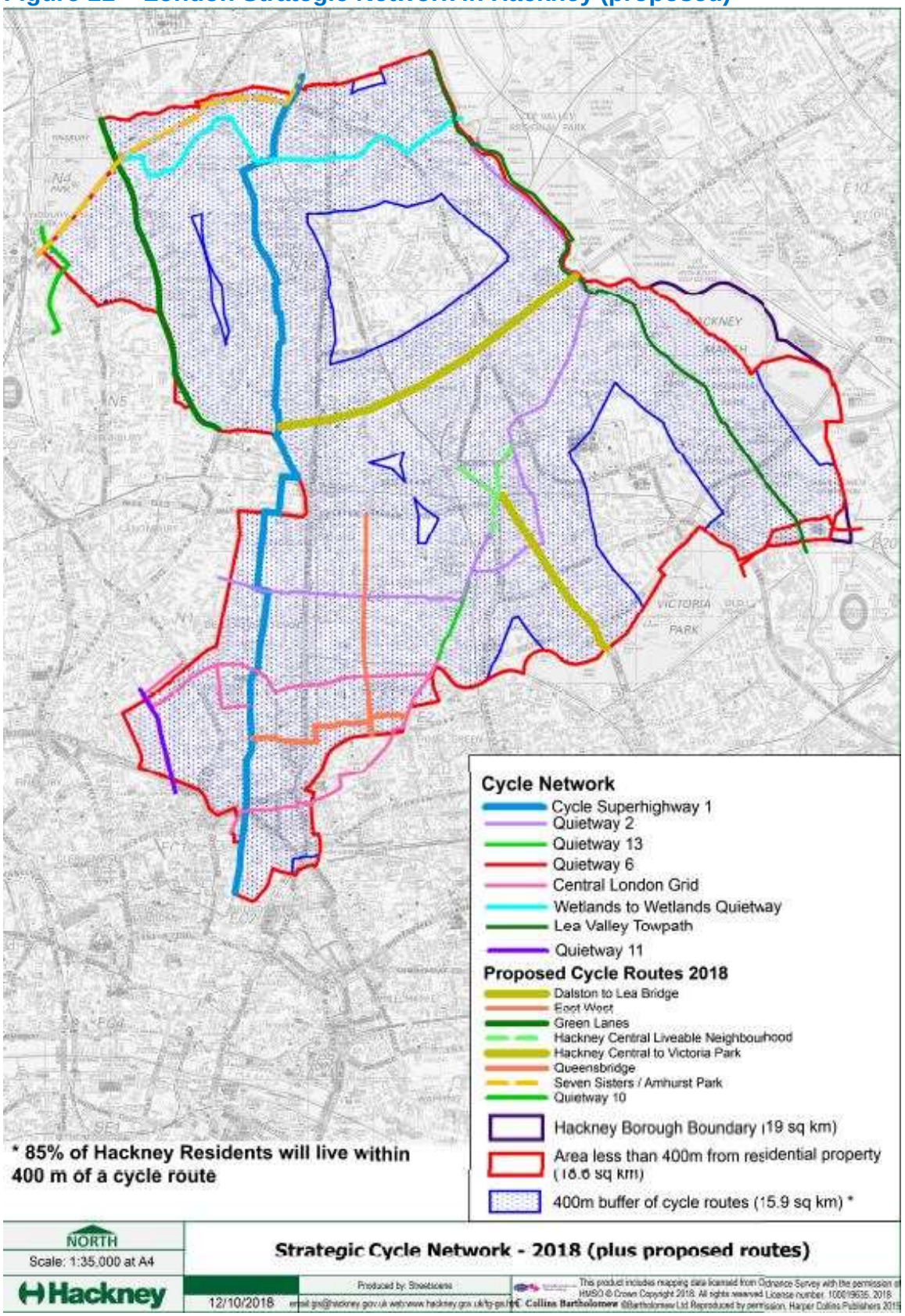
TfL Strategic Cycling Analysis (2017) identifies where future cycle routes could serve cyclists today but also future demand. Four of the top 25 routes identified in the report are in or pass through Hackney including:

- Route 2: Camden Town to Tottenham Hale (Via Seven Sisters Road)
- Route 3: Dalston to Lea Bridge Road
- Route 4: Hackney Mare Street to Shadwell
- Route 5: Hackney to Greenwich foot tunnel

Hackney are working with TfL to progress routes 2, 3 and 5 with expected delivery in 2020. Hackney are progressing five further routes: an east – west link in the south of the borough; connector routes in Hackney Central; protective facilities on Queensbridge Road and Green Lanes and a section of Quietway 10 near Finsbury Park. **Figure 11** shows the Hackney Cycle Network including proposed new cycle routes. The proposed routes for 2022 will bring the percentage of residents living with 400 metres of the network to 85% which is well above the level of access to the network than the London-wide target of 70% coverage for 2041.

T9: 85% of Hackney residents will live within 400 metres of the London Strategic Cycle Network by 2022 and 100% by 2041.

Figure 11 – London Strategic Network in Hackney (proposed)



Cycleable neighbourhoods

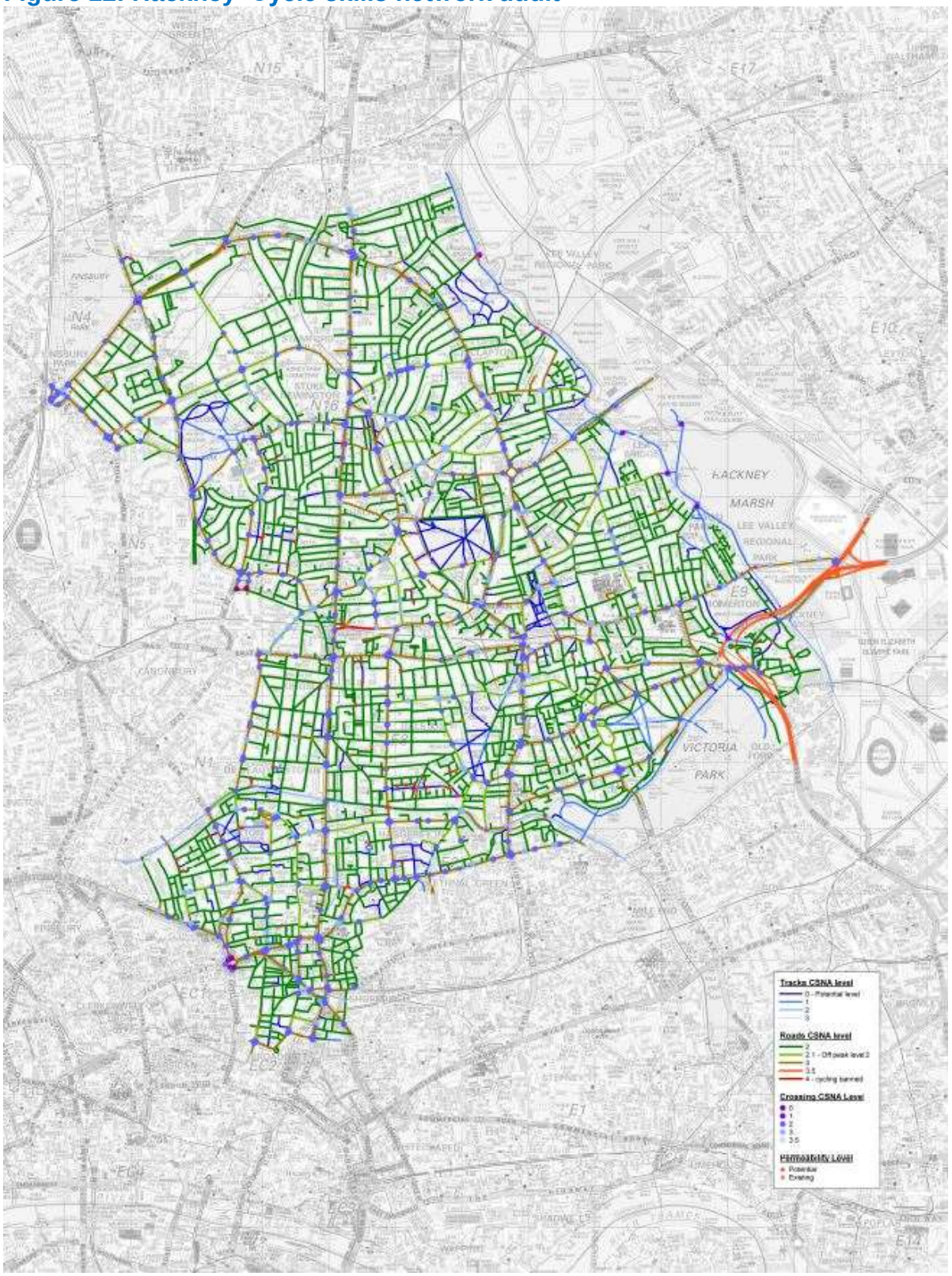
Hackney has been a long-standing proponent of using permeable filters on streets to allow cyclists to pass through neighbourhoods but not motor vehicles and has introduced a number of schemes which improve the environment for cycling whether this be to reduce the level of traffic, introduce contraflow cycle facilities or road safety improvements to slow vehicle movements. These cycle measures are not necessarily included in the TfL network and as such, the Mayor of Hackney committed to residents living within 400m of the Hackney cycle network by 2021 which include local routes in Hackney.

Ultimately Hackney wants to go beyond a route-based approach to cycling to making the entire network (with the exception of the motorway grade A12) suitable for cycling.

Objective 8: All roads in Hackney need to be suitable for cycling with the exception of the A12 ***(****C16)*

A stepping stone on this path is to create neighbourhoods within which anybody with a certain level of cycle training can feel confident cycling on any street. These neighbourhoods will be linked by ‘gateways’ across the busier roads. These neighbourhoods and ‘gateways’ have been mapped (see **Figure 12**) using a ‘cycle skills network audit’ (CSNA) The CSNA identifies key barriers to accessible cycling for all in Hackney. It can be used to prioritise future schemes that help to make the network finer grained, which supports the goal of having all of Hackney's streets, suitable for cycling

Figure 12: Hackney 'Cycle skills network audit'



Hackney's Liveable Neighbourhoods
The creation of liveable neighbourhoods taking a holistic approach to street design involving the creation of healthy streets supporting active and sustainable modes that use renewable energy sources wherever possible has long been an approach which Hackney favours and since 2015 has been embedded in its transport strategy in the form of a Liveable Neighbourhoods Plan.

The City Fringe Low Emission Neighbourhood is an ambitious area-wide liveable neighbourhood programme focused on addressing local air quality problems but also complementing improvements to the public realm environment in the area outlined in the Shoreditch Plan**.** The borough is also engaged in transformative traffic reduction, public realm and placemaking schemes aimed in large part at improving conditions for walking and cycling in Stoke Newington; Seven Sisters Road and Hackney Central Narrow Way**.** Similar principles are being applied to estate regeneration programmes maximising active travel potential through design and retrofitting existing social housing estates

In 2017 Hackney submitted a successful £8.7m Liveable Neighbourhoods bid aimed at reducing traffic in Hackney Central through the redesign of a number of road junctions and the installation of a bus and cycle gate. The scheme promises to bring major benefits to walkers and cyclists in the town centre by addressing cycle and pedestrian accident hotspots and creating new safe desire-line routes.

Objective 9: Hackney will have the most liveable and sustainable neighbourhoods and streets in London and residents will not need to own a private car because of the ease of using sustainable modes of transport *(LN)*

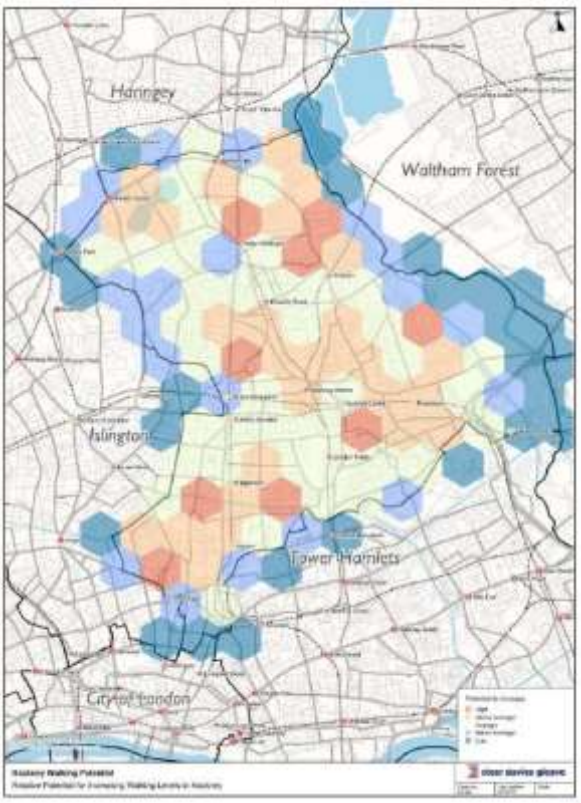
Cycle hire and parking
Hackney supports cycle hire as it enables access to a bike without the need of owning one and has the potential to increase cycling. Unfortunately the London Santander Cycle Scheme in Hackney only covers the south of the borough and therefore in 2017 Hackney signed an agreement with Ofo for a 'dockless' bike scheme covering the whole of the borough. The success of this scheme will continue to be monitored and we will work with TfL and London Councils to create a bye-law to regulate this market to support the uptake of cycling.

Hackney has been active in reallocating residential car parking to cycle parking and has the largest portfolio of residential cycle hangars in London with over 300 cycle hangars. Hackney has also installed hundreds of Sheffield stands in carriageway space, installed secure cycle parking solutions at stations in employment areas and town centres; in areas of high cycle theft and on social housing estates and will continue to roll out these programmes. In all cases there will be presumption in favour of carriageway cycle parking locations.

Behaviour changes
The improvements in active health infrastructure will be of little value if people do not change their travel behaviour. Hackney is engaged in an extensive programme of 'smarter travel' programmes. Many are based around school, workplace and residential travel planning.

A study of walking potential carried out by the council and shown in **Figure 13**[17] has shown high numbers of switchable trips to town centres in the borough such as Hackney Central, Dalston, Stoke Newington and Stamford Hill. In addition the Cultural Diversity – Struggling Communities mosaic demographic[18] has also been identified as having a high propensity to increase walking trips. Areas where these two elements come together have been identified as having a high potential to increase walking trips.

Figure 13 - Map of walking potential in Hackney (origins of potential switchable trips, 'cultural diversity' mosaic segment)



Hackney is also implementing behaviour change programmes associated with specific projects such as the Zero Emission Network air quality project which supports businesses to switch to low emission practices. There are also a number of projects that encourage more walking and cycling in areas of low uptake of active travel such as social housing estates**.** There is also a large amount of promotional activity based around cycle and vulnerable road user training which is covered under **MTS Outcome 2 (Safe and Secure).**

Objective 10: The council will continue to implement smarter travel programmes to support the uptake of active travel work *(C42, C45, W23, W24)*

[17] Hackney Walking Potential Study, May 2015

[18] Struggling Communities have below average incomes. Young families are common to this group, often of mixed ethnicity. In terms of transport, they are less likely than average to own a car and more likely than average to use public transport. Their walking profile is around average, compared to the other TfL walking segments

Mayor's Transport Strategy, Outcome 2: London's streets will be safe and secure

Making Hackney's roads safer for all road users is one of the key priorities set out in the Hackney Transport Strategy and is also reflected in the council's Sustainable Community Strategy[19]. The council also has statutory responsibilities for the safe and efficient management of the road network under the Highways Act 1980, the Road Traffic Act 1988[20] and the Traffic Management Act 2004. Details of how we are working to make our streets safer by tackling air pollution on our roads is set out in **Outcome 4.**

Taking a road danger reduction approach

Minimising road danger is a fundamental precondition to laying the groundwork for active travel. Road danger disproportionately affects people travelling on foot, by cycle or by motorcycle, with 80% of all those killed or seriously injured in London's roads travelling by these modes. While the benefits of active travel vastly outweigh the additional road safety risks from travelling in this way, safety concerns remain the main reasons people give for not cycling more, and for being unwilling to let their children walk unaccompanied.

There have been substantial reductions in road traffic casualties in Hackney since the beginning of the century when the number of killed and seriously injured in the borough were around 200 each year. More recently the Hackney KSI total has been under 100 - between 2013 and 2016 for instance. See **Figure 16** for the recent trends in KSI in Hackney.

But following the introduction of new Case Overview and Preparation Application (COPA) methodology, which reclassified many 'slight' injuries as 'serious' there has been a substantial uplift with KSI increasing 55% in 2017 to reach 152 – the fifth highest among the London boroughs. Pedestrian KSIs rose in line with the general trend from 37 in 2016 to 56 in 2017, however cyclists KSIs were up by 73% rising from 22 in 2016 to 38 in 2017.

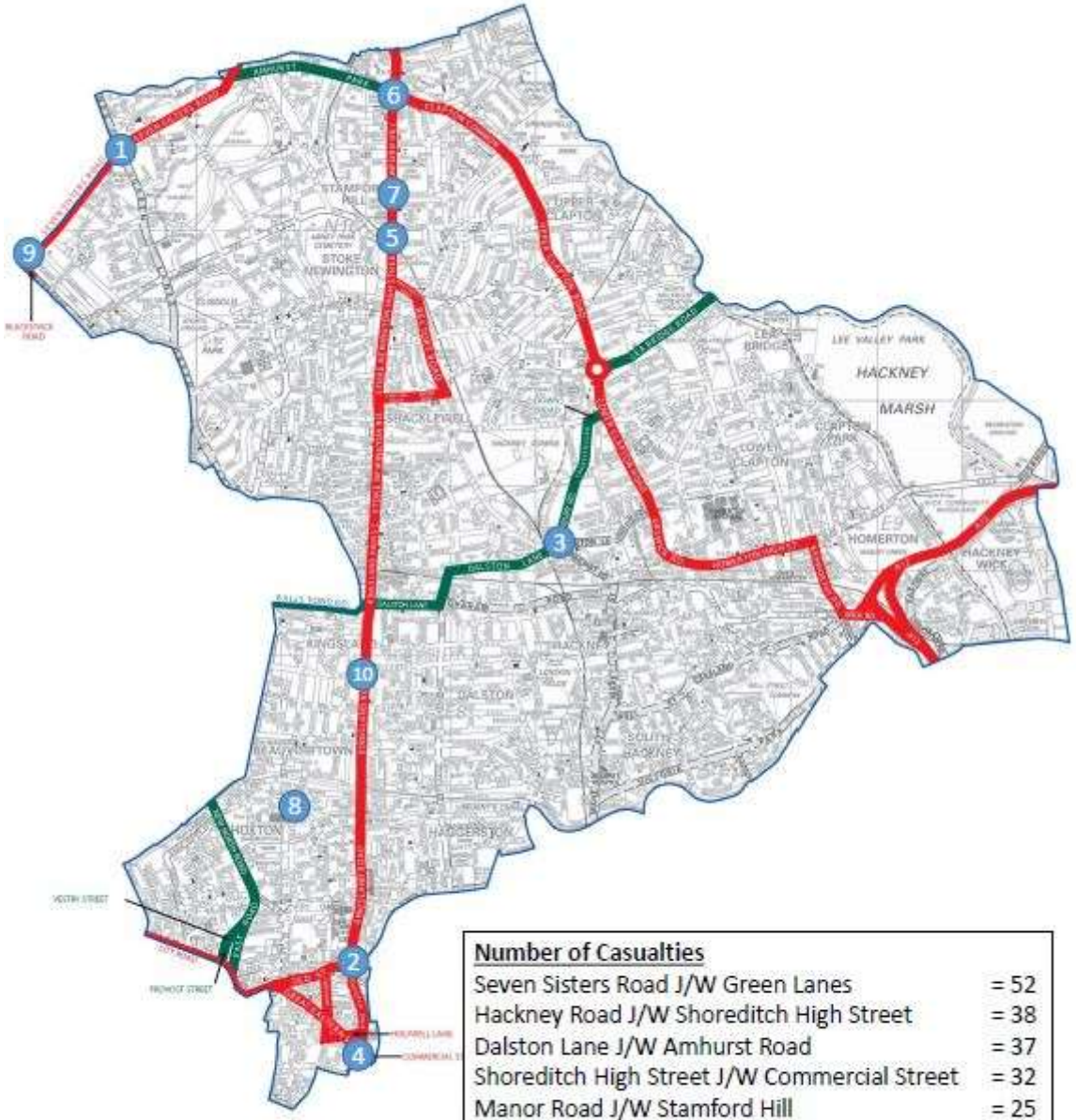
Targeting collision clusters

It can be seen from **Figure 14** that there is a high concentration of collisions on the TLRN which is maintained by TfL. For instance 51% of pedestrian casualties (between 2015 and 2017) occurred on just 22km of TRLN roads in Hackney. The remaining 49% of collisions were spread out over 239km of borough roads. So casualties per kilometer are more than 11 times greater on the TRLN than on borough roads. **Figure 15** is map of clusters of road traffic casualties on borough roads not on the TLRN

Figure 14 – Road collision casualty clusters on Hackney roads[21]

[19] Sustainable Community Strategy 2008 – 2018: " To make the borough safer, and help people feel safe in Hackney"
[20] To Carry out a programme of measures designed to promote road safety on existing roads and in the construction of new roads, undertake studies of personal injury accidents, take appropriate measures to prevent such accidents and provide road safety advice, information and practical training for road users
[21] Accsmap, Stats 19

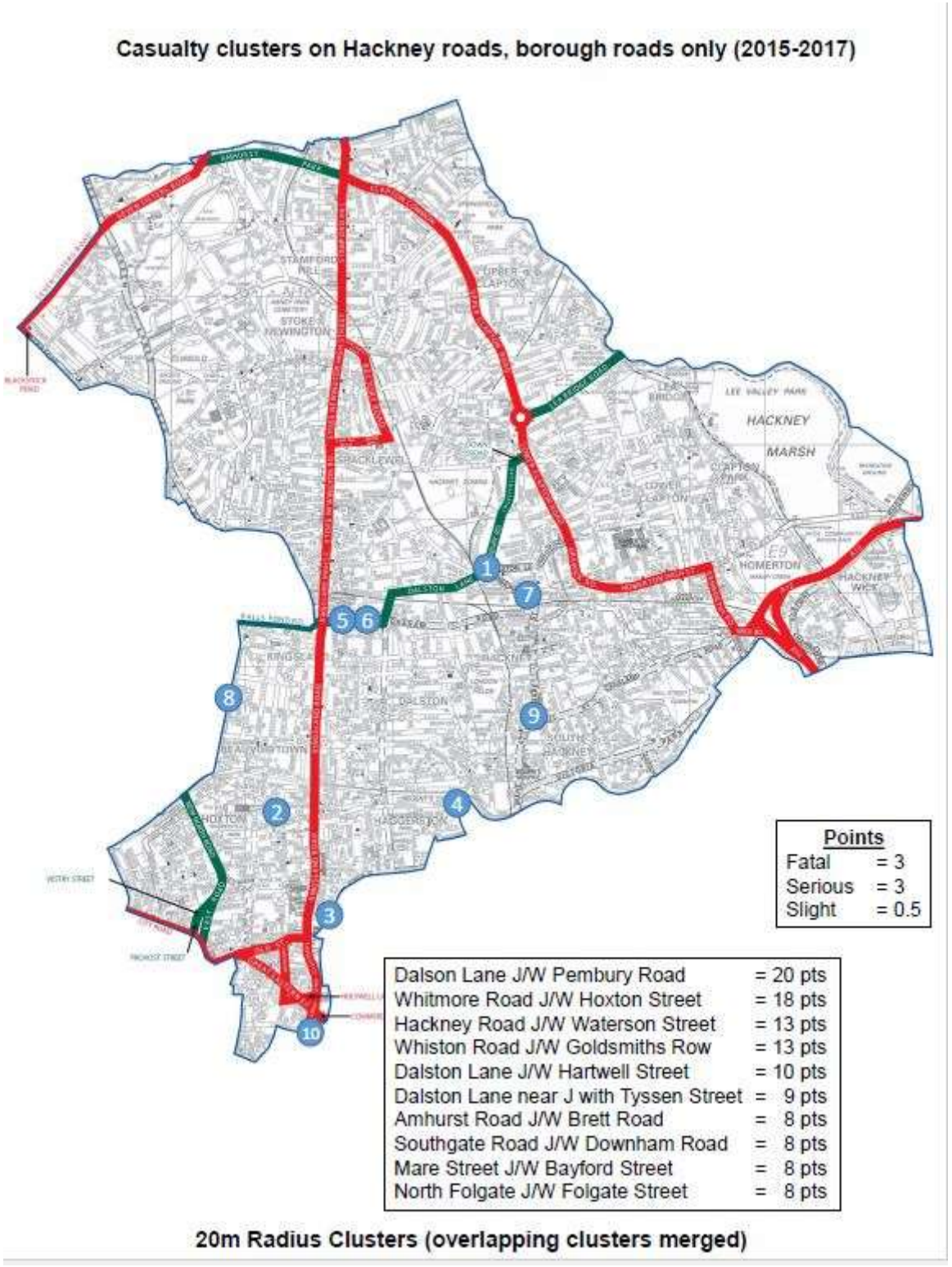
Casualty clusters on Hackney roads (2015-2017)



Number of Casualties	
Seven Sisters Road J/W Green Lanes	= 52
Hackney Road J/W Shoreditch High Street	= 38
Dalston Lane J/W Amhurst Road	= 37
Shoreditch High Street J/W Commercial Street	= 32
Manor Road J/W Stamford Hill	= 25
Stamford Hill J/W Clapton Common	= 24
Stamford Hill J/W Lynmouth Road	= 23
Whitmore Road J/W Hoxton Street	= 22
Seven Sisters Road J/W Wilberforce Road	= 19
Kingsland Road J/W Richmond Road	= 18

20m Radius Clusters (overlapping clusters merged)

Figure 15 – Road collision casualty clusters on non-TLRN (borough roads)[22]

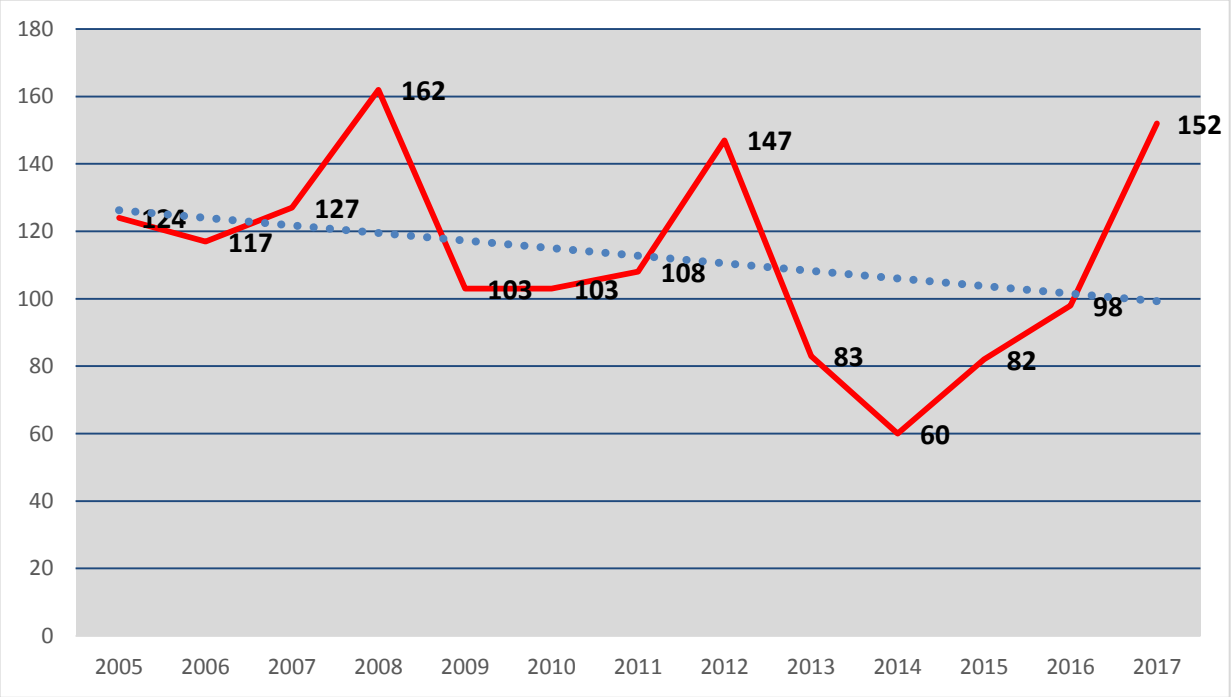


[22] Accsmap, Stats 19

Protecting vulnerable road users

The number of casualties affecting vulnerable road users such as cyclists, pedestrians and powered two wheelers is an increasingly key part of the problem making up 86% of the killed or seriously injured in 2017. This latter percentage has risen from about 75% in 2010. This is clearly a major challenge especially in the context of the desire to increase levels of active travel. There is a particular issue with casualties involving HGVs and cyclists in London that needs to be urgently tackled.

Figure 16 - Hackney KSI (2005-2017)[23]



The Mayor's Transport Strategy commits to delivering a 'Vision Zero' approach in London to make its streets safer for all**.** Minimising road danger is fundamental to the creation of streets where everyone feels safe walking, cycling and using public transport. This radical change to how London approaches road danger will aim for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041.

A new KSI reporting methodology

The Metropolitan Police Service (MPS) introduced a new collision reporting system in November 2016 - the Case Overview and Preparation Application (COPA). The City of London Police also moved to the Collision Reporting And SHaring (CRASH) system in October 2015. This has had a number of impacts on the data that is available to Transport for London (TfL), and the London Boroughs in the ACCSTATS database for collision investigation.

Under the new systems officers use an 'injury-based assessment' in line with DfT STATS 20 guidance and online self reporting is available. Both of these changes are expected to

[23] Stats 19

provide a better assessment of injury occurrence and severity but have made data collected from November 2016 onwards difficult to compare with earlier data.

TfL commissioned the Transport Research Laboratory (TRL) to undertake a back-casting exercise to enable pre November 2016 data to be compared with post November 2016 data. These initial back cast estimates include the number of people killed or seriously injured (KSI) for each borough between 2005 and 2017 and this data has been used to update borough targets to align with those contained in the Mayor's Transport Strategy, namely a 65% reduction in KSIs by 2022 against the 2005-09 baseline, a 70% reduction in KSIs by 2030 against the 2010-14 baseline and zero KSIs by 2041.

The targets contained in this final version of our LIP have been set against Outcome 2 for Vision Zero to reflect the reporting changes. The level of ambition remains unchanged, despite these revised figures. They also replace the KSI targets in the Hackney Transport Strategy which were based on statistics in the old reporting system.

Hackney's Road to 'Vision Zero'

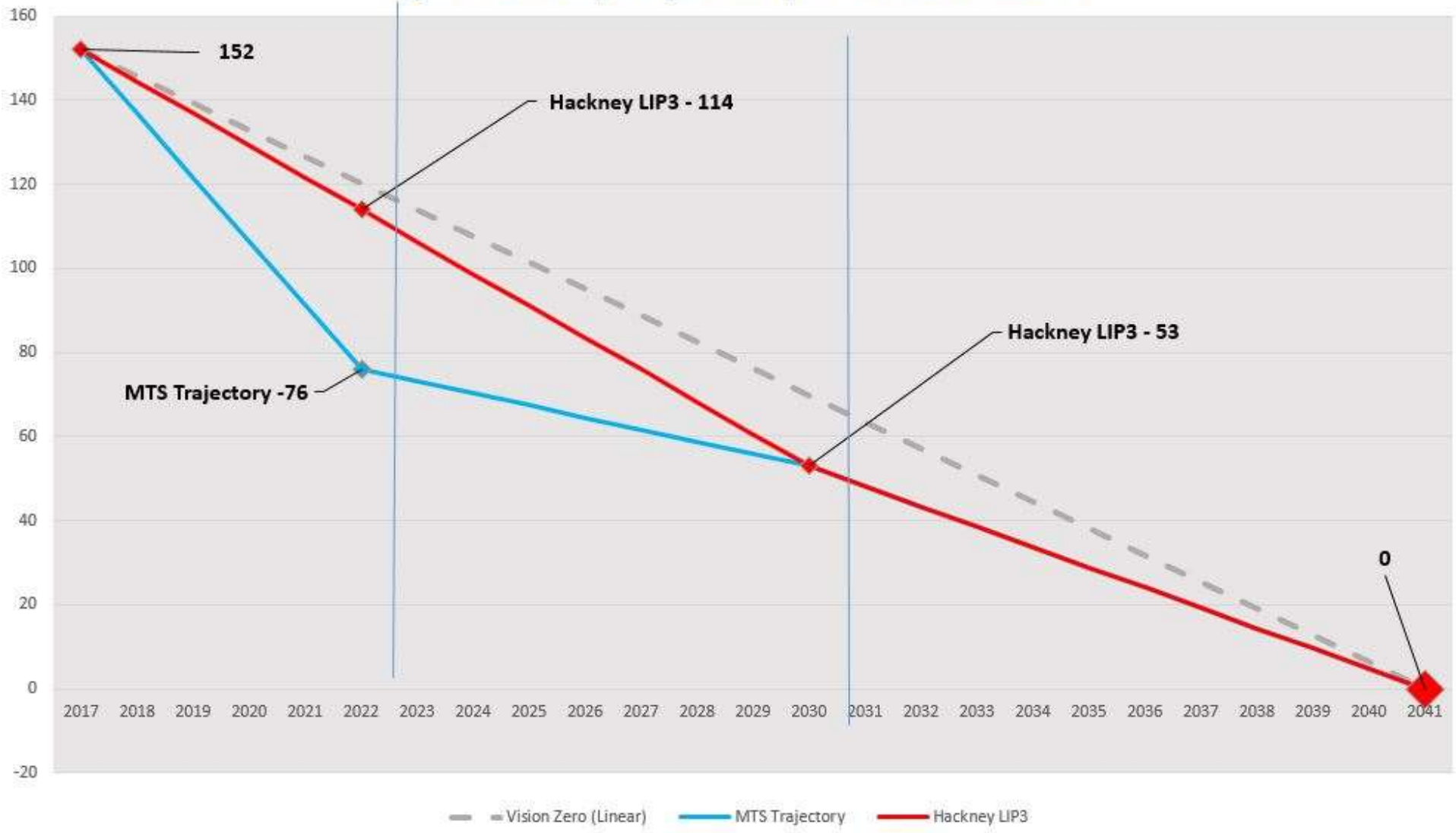
The new 2005-09 KSI baseline for Hackney is 218 and the new baseline for the 2010-14 period is 177. TfL have set Hackney KSI targets of 76 and 53 for 2022 and 2030 respectively.

It should be noted, however, that the short term TfL target involves a reduction in 15 KSIs per year compared to the average improvement in the medium term target trajectory (for 2030) of about 8 fewer KSIs each year. The target trajectory is therefore 'front-loaded' with the biggest targeted improvements in the five years to 2022.

While Hackney remains strongly supportive of working towards the long term Vision Zero objective, we believe that it is unrealistic to set such a 'front-loaded' target for 2022. Instead but we believe that the best option is to aim for and work steadily towards the MTS medium term target which is to reduce KSIs in the borough to 53 by 2030. To this end Hackney is setting a target of 114 for 2022 which represents a reduction of 48% from the 2005-09 baseline; and a target of 53 KSIs by 2030 on the road to completely eliminating KSIs by 2041. This is summarised below in **Figure 17** and target **T10**.

T10: Reduce the number of KSI casualties by 48% from a 2005-2009 baseline average of 218 to 114 on all roads, by 2022 and by 70% (from the 2010-2014 baseline of 177) to 53 by 2030 and to zero by 2041 (RSP, MTS)

Figure 17 - Hackney KSI (2017-2041) The Road to 'Vision Zero'



Adopting a 'Safe Systems' approach

Hackney will adopt a 'safe systems' approach in order to progress towards its Vision Zero targets including those aimed at encouraging safe streets; safe vehicles; safe speeds and safe behaviour. Vision Zero will be promoted in the context of developing a road safety plan which includes School Travel Planning; enforcement measures; safeguarding children work and Joint Strategic Needs Assessment (JSNA) around health and wellbeing profiles. Examples of the Vision Zero interventions are listed below.

Safe Streets

- Road safety engineering schemes
- Safer Schools Zones linked to proposals emerging from school travel plans
- School Streets
- Hackney Central Liveable Neighbourhood scheme
- 'Considerate Cycling' campaign
- 'Respect the Zebra' in conjunction with schools' Junior Road Safety Officer (JRSO) teams
- Awareness events relevant to shared spaces (pedestrians and cyclists) throughout the borough
- Safeways operations with the police

Safe Vehicles

- Supporting the Freight Operator Recognition Scheme (FORS)
- Supporting the Construction Logistics and Community Safety scheme (CLOCS)
- Promoting Safe Urban Driving Scheme (SUDS)
- Promoting Exchanging Places events
- Working with minibus drivers, raising awareness of legal responsibilities

Safe Speeds

- Promoting 20mph zones through increasing community awareness of them to enable self-enforcing speed limits
- Community Road Watch (CRW)
- Junior Road Watch (JRW)
- Installing Vehicle Activated Signage (VAS)
- Installing Speed Indicator Devices (SIDs)
- Liaising with police on installing Automatic Number Plate Recognition signs (ANPR)

Safe Behaviours

- Education, training and promotion
- Cycling Training to reduce barriers to cycling and to support safe cycling on the borough's roads
- School Travel Planning/JRSO vision zero pledges.
- Powered Two Wheelers (P2W) training promoting Compulsory Basic Training (CBT), intermediate training sessions provided by BikeSafe London and advanced training opportunities with Institute of Advanced Motorists (IAM) and the Royal Society for the Prevention of Accidents (RoSPA). Further promotional messages throughout the year aimed at specific groups i.e. fast food outlets. Ensure promotion of TfL 1-1 and after CBT courses for fast food delivery riders & couriers.

- Pedestrian and scooter training - primary schools
- Collaborations with older citizens groups
- Collaborations with public transport operators
- Safer transport team enforcement
- Promoting considerate behaviour in particular around shared spaces for pedestrians & cyclists.

Objective 11: Reducing road danger for all our residents but particularly more vulnerable groups such as the older people and children, cyclists, pedestrians and motorcyclists. *(HTS)*

Reducing crime and the fear of crime in Hackney

Hackney is a place where people feel they get on well with others of different backgrounds, however crime is still a major concern to our residents. Under the Crime and Disorder Act (1998) the council has a statutory duty to consider the impact of its programmes on crime and disorder including anti-social behaviour; the misuse of drugs and reoffending rates. There are now Safer Neighbourhood Teams in every ward, providing dedicated local policing cover at priority times. We have an increasing focus on behaviour change, and a corresponding focus on enforcement activity against environmental crime.

Feeling safe is also about a better built environment, and the principles of “designing out crime” and making our streets safe for the most vulnerable members of society such as children should inform new developments in town centres and commercial areas and the re-design of our housing estates. We include within this improvements in the way our streets look, better lighting, CCTV, promoting changes that allow pedestrians and cyclists to feel safe on the roads, and providing safe places for children to play.

The Council is committed to liaising with Community Safety Partnerships in Hackney to consider 'crime prevention through environmental design' in developing its transport proposals including further "filtered streets" in residential areas which allow access by cyclists and pedestrians while preventing through traffic. A number of issues have been discussed recently in this context including the impact of seating and the location of plants and trees in public spaces. Seating, while a key part of creating a Healthy Street, can, if poorly designed or managed, lead to an increase in anti-social behaviour. The type of plants and trees to be used in public realm schemes will take into consideration the potential for creating hiding places and reducing natural surveillance.

Community safety experts and the police will be consulted whenever new road layouts are considered. Recent terrorist attacks show that physically blocking vehicle access in some crowded public spaces may also need to be considered as part of 'hostile vehicle mitigation'. The necessity for these measures would be considered in developing Healthy Streets schemes which aim to create high quality environments for walking, cycling and spending time

Objective 12: Hackney is a place where people feel they get on well with others of different backgrounds. We plan to build on this strength and, in the context of population growth and development, to foster a greater sense of living in a socially cohesive place. *(HTS)*

Cycle theft and bus crime.
The MTS also focuses making people feel secure when travelling in London whether this be reducing the fear and levels of crime on public transport or the perceptions of road danger and crime on the streets.

Crime on the transport network in Hackney has dropped dramatically over the past decade, but there are still concerns over anti-social behaviour on buses and at stations. 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 transport. Lack of visible staff and barriers on stations on the Liverpool Street to Chingford line is also a concern and can contribute to anti-social behaviour and crime.

Objective 13: Continue to work with partners to reduce crime and the fear of crime on the bus network *(PT22)*

The borough suffers from high levels of cycle theft and there is a real risk that the levels of bicycle theft will deter new cyclists or make existing cyclists give up. To tackle this Hackney is committed to introduce on-street cycle parking in the carriageway where possible and provide secure on street cycle parking for those without space and living on estates. The aim is that every household in the borough will have access to secure cycle parking. Secure cycle parking hubs are also being installed at places suffering from high cycle theft rates including at stations and in employment areas. Motorbike and moped theft is also on the increase in the borough and some of the stolen vehicles end up being used in street crime. Hackney is currently installing a range of secure motorcycle parking solutions in its designated bays.

Objective 14: Every household in the borough will have access to secure cycle parking *(C)*

T11: The council will expand provision of secure on street and estate cycle parking in the form of hangars to make it accessible to most households by 2025. *(C39, C40)*

Designing for safety
The Hackney Transport Strategy also has a large number of objectives in which it aims to make its streets safe and secure through a comprehensive road danger reduction approach. This includes using collision cluster statistics (especially affecting vulnerable road users such as pedestrians, cycling and powered-two wheelers) to target engineering interventions (see *(C31)* for example) and making sure that all new schemes are subject to a road safety audit).

Hackney has a borough-wide 20mph speed limit. Unfortunately this is not the case for the TLRN in Hackney although it is welcomed that the Vision Zero plan states that TfL plan to implement 20mph on all TLRN in the CCZ by May 2020, Hackney believes this should be implemented sooner and will continue to lobby for this. Despite introducing a 20mph limit a number of roads still suffer from speeds greater than 20mph. Police have the powers to enforce the speed limit but unfortunately apart from Community Road watch enforcement does not happen at regular intervals due to a lack of police resources. Hackney would like to work with the local policing team to undertake enforcement of 20mph and therefore use powers in collaboration with the police force to initiate public prosecutions against speeding drivers. It believes that this could be a significant step towards compliance with 20mph speed limits and Vision Zero.

Objective 15: To work with the local policing team to enforce 20mph limits on Hackney roads *(C51-c)*

The majority of cycle, pedestrian and motorbike collisions in Hackney occur at junctions. As a result, Hackney will design environments that reduce road danger by transforming junctions, which sees the majority of collisions, and ensuring that safety is at the forefront of designing scheme. This will include progressing junction improvement schemes, new crossing facilities to improve pedestrian safety at key locations identified through stakeholder consultation and dangerous parking too close to junctions.

Vehicles and behaviours

Another strand of the Hackney Transport Strategy looks at mitigating the risks associated with certain vehicle types. For instance to 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 – an aim which is reinforced by a commitment to ensure that the council's fleet secures Freight Operator Recognition Scheme 'gold' level accreditation. *(C52)*.

The council opposed the Mayor of London's decision to permit PTWs use of bus lanes on TfL-controlled roads on safety grounds and will seek to work with TfL to reverse this position. The council recognises the high accident rate of powered two wheelers but does not believe there is good evidence that using the bus lanes will address this.

The Emergency Services are influential in improving road safety and also have statutory responsibilities to deliver a reduction in casualties. Hackney works closely with the emergency services and have a particularly strong relationship with the Police who play an important role with enforcement of traffic laws and road user behaviour to reduce traffic offences, as well as providing valuable assistance with campaigns.

BikeSafe London which is run by Metropolitan Police Service and subsidised by Transport for London is just one of the initiatives the council is involved in, which is to encourage safer riding and support the reduction of collisions involving motorcycles.

Education, Training and Promotion

The council currently supports a number of road safety education training and publicity initiatives primarily aimed at reducing the road danger risks to vulnerable road users (walkers, cyclists and riders of powered two wheelers). For many schemes, the work is delivered locally by council road safety staff. These schemes include Junior Road Safety Officers, cycle and scooter training, transition sessions and route planning and Junior Road Watch for schools.

Motorcycle awareness workshops (pre CBT) are run by the council, promoting also Transport for London's safer motorcycling scheme. For more than a decade now the council has been providing free cycle training to both adults and children educating them to cycle safely, confidently and enjoyably. It also offers cyclist awareness training for its HGV driving staff and contractors.

Objective 16: Cycle training will continue to be available to everyone in Hackney *(C, C47)*

A substantial amount of the cycling network within Hackney consists of shared space with pedestrians for example in parkland areas such as London Fields and the Lea Valley Regional Park, shared path permeability schemes as part of new developments and along the Regents Canal Towpath. While this has been an occasional source of conflict, primarily through the inconsiderate behaviour of a minority of cyclists, in general it has contributed greatly to perceptions of the borough as a safe and pleasant place to cycle. Pedestrians will continue to have priority over cyclists at all times in these shared spaces and the council will work to ensure cyclists are aware that they are guests in these spaces and need to act accordingly.

Objective 17: Pedestrians and cyclists will co-exist harmoniously, cyclists will adhere to road rules and be considerate to pedestrians *(C13)*

Mayor's Transport Strategy, Outcome 3: London's streets will be used more efficiently and have less traffic on them

Challenging the dominance of private motor vehicles
Hackney's aspiration is to transform Hackney's places and streets into the most attractive and liveable neighbourhoods in London. However this can only be achieved by reducing the dominance of the private motor vehicles both in terms of traffic and congestion on our roads and managing excessive parking on our streets.

Excessive motor traffic on our streets discourages residents from spending time there and using active travel modes such as walking and cycling. High motor traffic flows and congestion also contribute to an unsafe environment and poor air quality, with its negative health impacts on residents. Creating a better balance between pedestrians, cyclists and motor vehicles is therefore critical if we are to make our neighbourhoods more attractive and liveable for everyone.

Hackney already has some of the lowest car ownership levels in the country but we want to go further and provide residents with enough alternative and sustainable forms of transport that there is no need to own a private car in the borough.

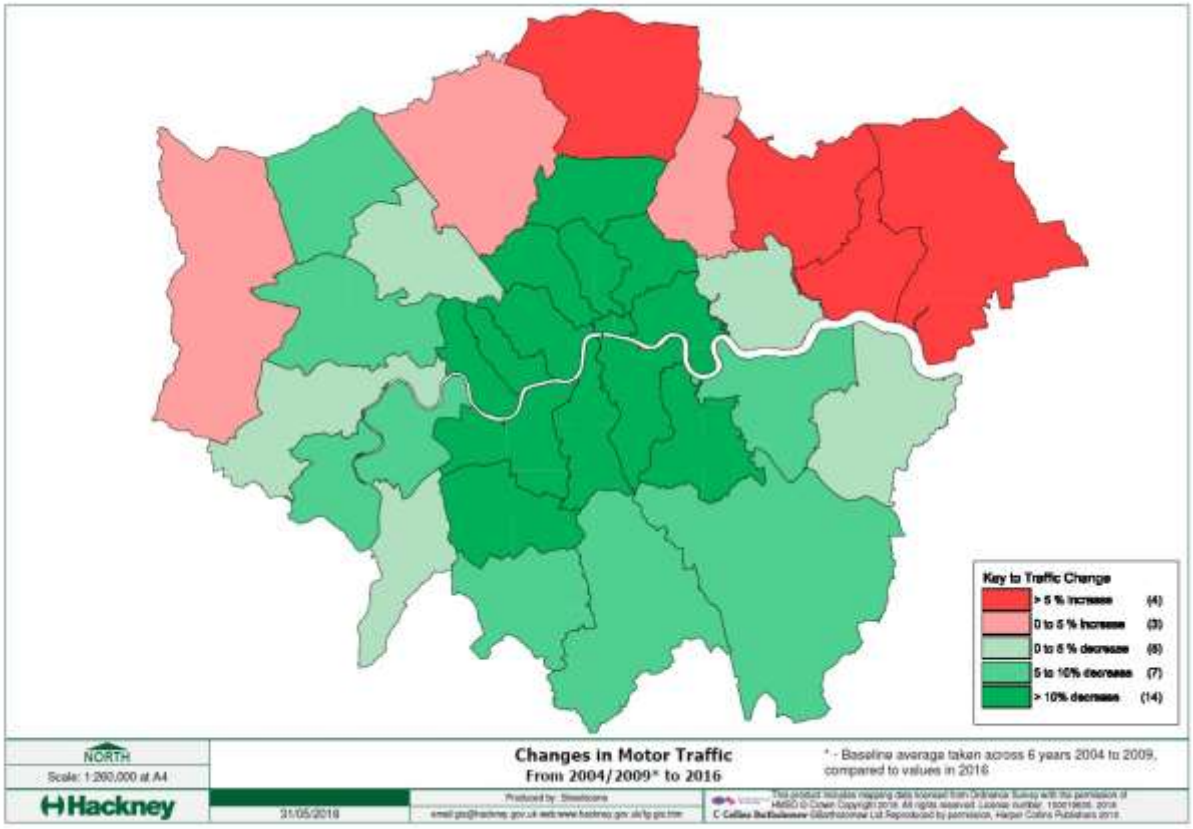
Motor traffic levels
Motor traffic on major roads across London has declined by 4.2% since the mid-noughties although this has been influenced by the post 2008 economic recession and the period of recovery since 2012 has seen an overall 2.8% increase in traffic.

Hackney has seen a 14.8% drop in motor traffic since the mid-noughties although since 2013 the drop has levelled off as the London economy has recovered from recession.[24]

The boroughs experiencing the biggest rises in traffic since the 2004-2009 period (including Havering, Enfield, and Barking) form a belt stretching across outer east and north London. (See **Figure 18** below) It is also worth noting that Waltham Forest on Hackney's eastern boundary has seen higher traffic growth (13.4%) than anywhere else in London since 2012. These rising traffic levels in Outer London are of concern to Hackney in the context of questions about the extent of through traffic in the borough.

[24] 2016 data measured against a 2004-2009 baseline. Interestingly private car and taxi use by residents in Hackney as measured by the London Travel Demand Survey has continued to decrease sharply with the 2016/17 mode share dropping by 3.2 percentage points to just 17.5%.

Figure 18 Changes in motor traffic in London 2016[25]



Serious congestion problems

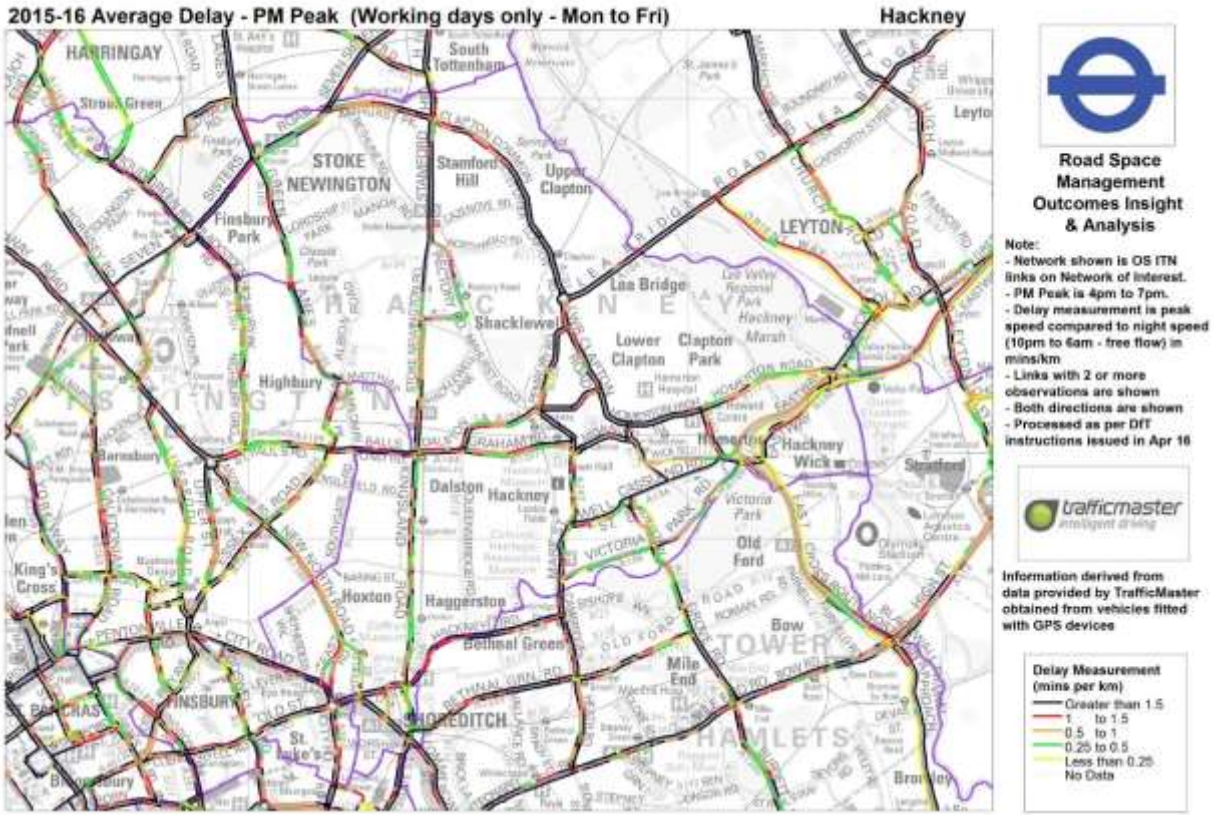
Despite declining traffic levels, congestion is a continuing and serious problem in Hackney. The data shows serious and worsening delays taking place in Central Hackney, Eastern Hackney, Upper Clapton Road the A10, Seven Sisters Road and in the south of the borough around the boundary of the Central London congestion charge zone.

Evening peak congestion in Hackney was 1.93 minutes/km in 2015/16 which was the 8th worst average borough congestion in the capital at this time (See **Figure 19**)

There is some evidence that congestion is linked to an increase in bus delays and a 5% percent fall in bus patronage in recent years – a fall which has occurred despite the implementation of bus lanes which would tend to insulate buses somewhat from general traffic delays.

[25] Dft traffic estimates

Figure 19: PM delay on main roads in Hackney (2015/16)



Congestion seems destined to get much worse with projections seeing London's population growing from the current 8.6m to 10.5m inhabitants by 2041 and Hackney grow to 335,000 from the current 274,000 it is clear that not every trip can be done by train, and without a very significant shift away from car use, more efficient, healthy and environmentally benign uses of road space will not be viable. Buses will grind to a halt and many people will not choose to walk or cycle.

How much is through traffic?

We know that Hackney has some of the lowest car ownership levels in the country and more people in the borough cycle to work than drive. However, the biggest unknown in understanding congestion in Hackney is the proportion of traffic on the streets that ends or starts its trip within the borough and the proportion of traffic that just passes through the borough. TfL have suggested, for instance, that 73% of traffic on Hackney Road originates from outside the borough. It is likely that a similarly high percentage of external traffic exists throughout the borough's main arterial routes but this has never been measured.

While agreeing that there is a need for new river crossings in East London, Hackney opposed the TfL's recent proposal to build a new road tunnel under the Thames at Silvertown. It remains concerned about the risk that the proposed tunnel could, if not tolled appropriately, could lead to increased traffic, congestion and air quality problems on approach roads to the A12 in the east of Hackney.

Heavy traffic in Hackney also causes traffic accidents, air pollution and creates barriers to the uptake of active travel. There were 98 people killed or seriously injured on Hackney's

road in 2016 – the fifth highest total among all the London boroughs. More than 90% of these affected vulnerable road users (walkers, cyclists or motorcyclists). Nitrogen dioxide levels exceed legal limits in one-third of the borough where at least 12 schools are located.

Car ownership trends

Private cars and taxis make up more than 45% of the motor traffic on London's streets. A major focus of transport policy over the years has been to promote more sustainable modes of transportation such as walking, cycling and public transport. In some cases this can lead to changes in travel behaviour that cause people to give up their car.

A 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 pronounced with a 6.6% drop in car ownership levels to just over 43%.

The trend is particularly acute in Hackney with the proportion of households without a car rising from 56% in 2001 to 65% by 2011 – a rise of 9 percentage points. The census data also showed a drop in the absolute number of cars in the borough by approximately 3,300 despite a 20% increase in population. However the absolute decline in the number of cars may now be reversing with DVLA data showing a 5.8% increase (equivalent to 2,300 cars) between 2013 and 2017 – with the strongest growth in the E5 postcode. Likely reasons for low car ownership include significant improvements to the Overground network and strong planning policies controlling parking provision and the promotion of alternatives to private car ownership such as walking, cycling and car sharing.

The council's approach is to reduce the need to travel through the judicious of land use planning and co-locating residential development, employment and essential services with public transport and high quality walking and cycling networks. This approach is summarised in the Hackney's Transport Strategy's Sustainable Transport SPD and emerging Local Plan 33.

Hackney residents' travel

The London Travel Demand Survey (which just looks at residents' trips and does not include through traffic or freight trips) saw a sharp fall in the proportion of car and motor cycle trips in 2017, which fell by 3.7 percentage points to a 15.7% mode share. This represents an 18.2% fall in the actual daily number of these types of trips – by far the biggest car/motorcycle mode share shift in Inner London. Over the whole of Inner London car and motorcycle mode share fell by just 0.9 percentage points.

But there was a proportionately big rise in the use of taxis from 1.3% to 1.8% mode share. While on the face of it this represents a near 40% rise in the number of taxi trips by Hackney residents, as the figures are from such a low base and derived from a small sample, it is too early to tell if this is a significant shift. This local taxi mode share is still below the Inner London average of 2.0%.

Travel demand management

Hackney's Transport Strategy contains measures to manage demand for motorised traffic recognising its inefficient use of road space leading to congestion and other environmental impacts such as air pollution and road danger.

The MTS sets a target of reducing overall traffic levels by 10-15% by 2041. The local target for Hackney is to prevent any rise in traffic in the period up to 2021 and to work towards a 15% reduction in traffic by 2041. This aim is strongly supported by the Hackney Transport Strategy.

Halting and reversing the recent rise in local car ownership levels assisted by car free planning policies will be a key first step to this aim.

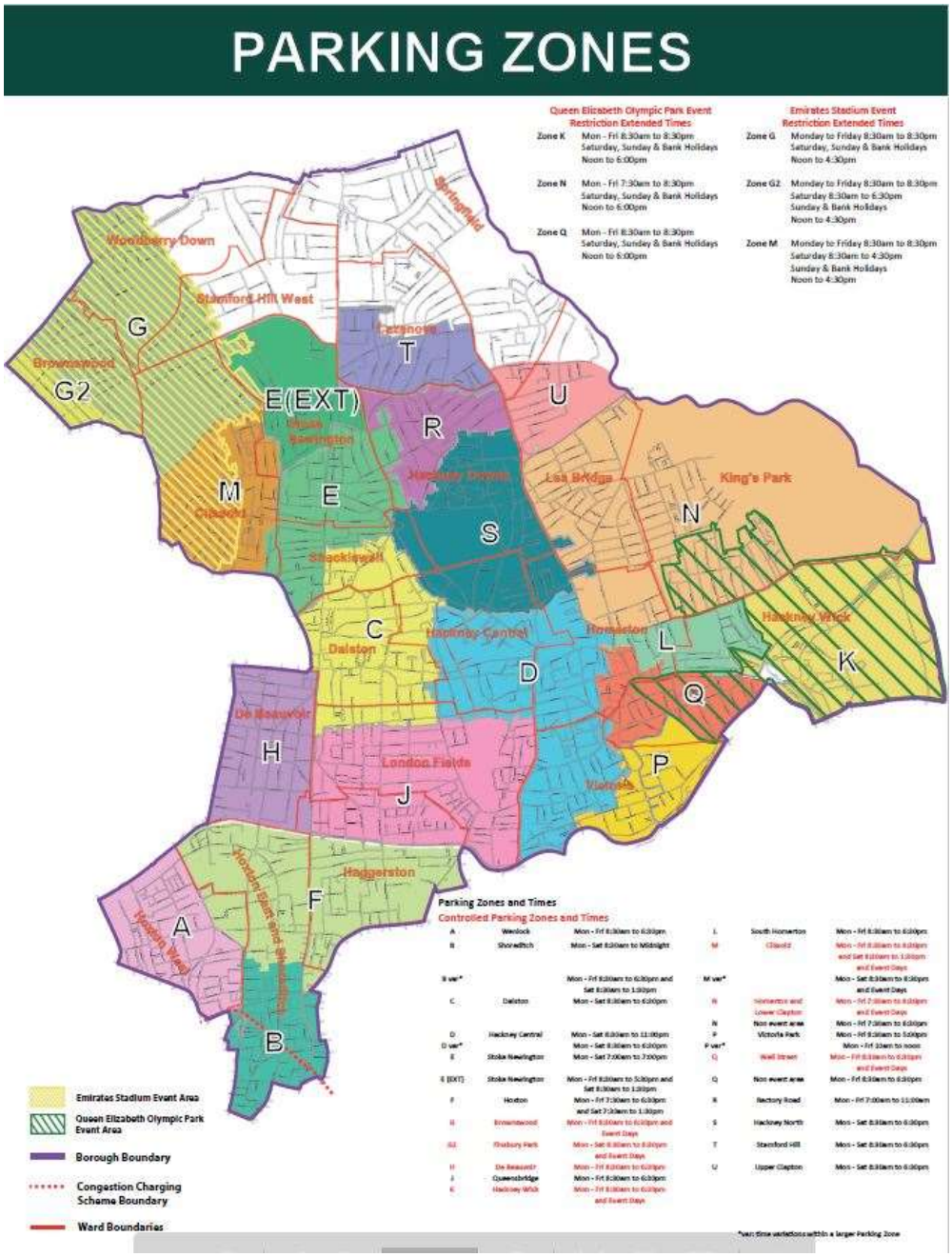
Objective 18: Reduce the level of motor traffic in Hackney (HTS, MTS, LN)

T12: Reduce the level of motor traffic in Hackney to 465 million vehicle km by 2021 and by a further 20% to 372 million vehicle km by 2041 *(MTS)*

Managing car parking

The effective management of on-street car parking is an important tool for Local Authorities to improve public space and reduce the dominance of parked cars on our streets. Parked cars also present issues to pedestrians and children at play through obstructed sight lines and blocked views to moving cars. Once motor vehicle parking demand is managed and road space is freed up, only then can the council look at improving the environment of the street. **Figure 20** shows parking zones in force as of July 2018.

Figure 20 Controlled Parking Zones in Hackney (July 2018)



Hackney Council will continue to work with local residents and stakeholders to facilitate the expansion of CPZs where there is an identified need and benefit, in accordance with the conditions set out in the Parking and Enforcement Plan.

Linking parking permit prices to pollution

Hackney was one of the first boroughs to introduce emission based on-street parking and in the Hackney Labour Party Mayor's manifesto there was a commitment to introduce emission based pricing to estate parking too. Permit prices for a diesel vehicle emitting 130g of CO_2 per kilometre are the highest in London.

Development management guidelines for maximum parking provision for new

developments in Hackney are already considerably stricter than those laid in the London Plan and the emerging local plan is proposing Car Free criteria for all new residential development.

Objective 19: Reduce the dominance of cars by reducing car parking to support more sustainable modes of transport *(LN17)*

T13: Reduce the levels of car ownership in Hackney to 39,700 by 2021 and to 32.300 bv 2041 *(MTS. HTS)*

Rat running and gyratories

Reducing the negative impacts of through motor traffic on our residential streets is a key priority for the council. Hackney Council has already had a lot of success implementing 'filtered streets' or 'filtered permeability' to improve the liveability of our neighbourhoods and to encourage more walking and cycling referred in Healthy Streets section above discussed under **Outcome 1**. 'Filtered streets' allows through access for pedestrians and cyclists, while preventing vehicle through traffic in residential areas. This is especially effective for eliminating rat running and keeping strategic through traffic on the primary road network.

The borough is also working to reverse the negative impacts of gyratories which were designed with maximising flows of motor vehicles in mind but come at the expense of the place function and liveability of areas, create severance and are intimidating to walkers and cyclists.

Objective 20: Improve the efficiency of our streets with the continued reduction of motorised vehicles. This will include a restriction of the levels of external vehicular traffic entering and exiting the borough and using it as a rat-run to get elsewhere *(LN14, LN15, LN23)*

Many of the objectives in MTS work to support the efficient use of London's street network. Creating Healthy Streets strongly supports the use of space efficient modes of transport such as walking and cycling and public transport as does the strategy of unlocking opportunities for jobs and homes around transport nodes. But it should be acknowledged that there will still be people who will continue to need to use a car for some trips and road space will also continue to be needed for a considerable proportion of freight traffic.

Car Sharing

Despite aiming for lower levels of car ownership, Hackney Council still recognises how important it can be to have access to a vehicle. The council want to ensure that the provision of car sharing services and car clubs in Hackney matches the best cities in Europe and everyone is easily able to access a vehicle for a trip to the supermarket, for instance, or to pick up a relative from the airport. Hackney are working with the current

operators to ensure that by 2025 half of these vehicles will be zero tailpipe emission capable.

T14: All residents have good access to car club services with 50% of car club/sharing vehicles in the borough being zero tailpipe emissions capable by 2025. *(LN27)*

Freight Management

Hackney is concerned about the potential for an increasing proportion of traffic coming from freight vehicles and the impact of these vehicles on congestion, collisions and air pollution.

Traffic in heavy goods vehicles (HGVs) has fallen much faster since the turn of the century (until 2016) than that of light goods vehicles – 36.3% compared to only 6.4% for LGVs. While absolute levels of freight traffic have fallen in this period they have fallen less sharply than overall motor traffic which has decreased 18.5% since the turn of the century. The result is that freight traffic makes up a greater percentage of the motor traffic that remains especially in the case of LGV traffic which now makes up 14.2% of motor traffic on Hackney's road compared to 12.4% previously. The continued growth of London is expected to result in a 15% increase in demand for freight and servicing by 2025 (TfL 2013).

Commercial freight and delivery vehicles have a disproportionate impact on our road network because they often need to service, load and unload on the carriageway. Powered two-wheeler delivery vehicles associated with hot food delivery outlets are also an increasing concern. In order to improve safety and improve the environment of our road network then it is essential that we focus upon the vehicles that undertake deliveries to service our economy.

Objective 21: Hackney will work with partners and stakeholders to develop a Freight Action Plan for the borough to reduce the impacts of deliveries and servicing on our road network by 2019 and progress trials. *(MC, LN26)*

Cleaner deliveries

In Shoreditch the combination of incentives delivered through the Zero Emission Network and imminent introduction of road pricing of high polluting vehicles via the ULEZ here, supplemented by Ultra Low Emission Streets access restrictions in some streets introduced via the City Fringe Low Emission Neighbourhood project has proved effective in encouraging a shift to low emission vehicles for deliveries including cargo bikes and electric vans.

The council already works with businesses through the development management process and has a number of small-scale initiatives to promote zero emissions deliveries. However, more needs to be done to link up with London-wide initiatives to ensure that we make the most of developing opportunities. The council will work with Transport for London, the Cross River Partnership, other organisations and businesses to ensure that last mile deliveries and consolidation sites are fully developed in Hackney. The links between rationalising freight deliveries and air pollution and reducing air pollution through

emissions-based parking permit prices are also discussed below under **Outcome 4 Clean and Green.**

Objective 22: Hackney will work with partners to facilitate and promote ultra low or zero emission deliveries and last mile deliveries in the borough *(LN6)*

The borough is currently also tackling road danger from construction traffic through becoming a CLOCS champion and ensuring that contracts and construction sites also are CLOCS compliant. Part of this work involves looking at the routing of HGV through the borough especially during peak hours and the working day.

Objective 23: Work with businesses to promote Hackney's "Driving for Better Business" Policy with the aim of managing Work Related Road Risk WRRR and to encourage the adoption of the CLOCS scheme where relevant. *(LN26)*

Mayor's Transport Strategy, Outcome 4: London's streets will be clean and green

The neighbourhood street is a shared resource and space that should be enjoyed and used by all residents: to do this it needs to be attractive, clean, green, inviting and safe. It is also important that the environment of the street and the air that residents breathe is healthy and the infrastructure underpinning the street is resilient to future changes in the climate.

Challenges of air pollution

Air pollution levels in London exceed legal and World Health Organisation (WHO) limits for NO2, and WHO limits for particulate matter. Air pollution caused by carcinogenic diesel emissions, high levels of nitrogen dioxide (NO2) and particulate matter (PM) exacerbate health conditions and shorten the lives of Londoners. Poor air quality, a high proportion of which results from vehicle emissions, is finally being recognised for the damage it inflicts upon the health of the city with 9,400 Londoners dying early every year as a result [26] and representing an economic cost of up to £3.7billion.

Both primary (i.e. exhaust pipe and brake and tyre wear) and secondary (resuspension of dust) emissions from road based motor vehicles make up a significant proportion of air pollution derived from within the borough. The principal driver of air pollution in London is road transport and, within that, diesel vehicles. Nearly 40% of all NOx emissions within London come from diesel vehicles. In Hackney, the most concentrated source of poor air quality is from vehicular traffic on the TfL-controlled road network over which we have limited influence and control - around 52% of NOx and 55% of particulate matter comes from main roads. There is also a direct correlation between congestion and air pollution levels, with the most congested areas of the borough suffering from the worst air pollution.

Hackney is designated an Air Quality Management Area as a result of nitrogen dioxide (NO_2) exceeding the annual mean National Air Quality Objectives (NAQO) across an estimated 30% of the borough. Levels of NO2 are exceeding their targets along the major road network in Hackney (particularly around the Shoreditch Triangle and on roads linking to the A12), and have been for a number of years. This is primarily due to the high volumes of traffic and congestion within the borough, particularly along the main routes controlled by TfL.

Taking action for cleaner air

While particulate matter (PM) concentrations meet NAQO, it continues to be considered due to the known health effects below NAQO's and because levels may exceed WHO guidelines values in parts of the borough. Hackney Air Quality Action Plan (2015-2019) sets out how the council will work towards meeting NAQO's across the borough.

Hackney is under a legal obligation to tackle this problem and it has become increasingly clear over the past few years that local authorities need to consider all available means to reduce air pollution including measures that reduce the volume of traffic and associated congestion. A closely related problem is the noise of road traffic and a steadily growing literature is highlighting the physical and mental health costs of this type of noise.

[26] Kings College London, 2015

Hackney will ensure that residents' exposure to noise is taken into account and appropriately mitigated in the development of all new transport and public realm infrastructure schemes.

The communities suffering the most from poor air quality are often the most vulnerable in society. In highly polluted areas children can suffer from permanently damaged lungs and increased risks of developing asthma and bronchitis. Already some 14,800 (4.7%) and 3400 (1.4%) of the local population suffer from breathing related diseases such as asthma and COPD respectively.

Objective 24: Hackney will seek to reduce NO2 emissions to achieve the National Air Quality objective of 40mg/m3 or less and work with the Mayor of London to meet maintain compliance with the national air quality objective. Transport-related emissions of NO2, CO2, PM10 and PM2.5 will all be monitored as part of the delivery of this LIP. *(LN3) (MC)*

T15: Reduce NOx emissions in Hackney from the current 530 tonnes to 160 tonnes by 2021 and 20 tonnes by 2041 *(MTS)*

T16: Reduce CO2 emissions in Hackney from the current 126,700 tonnes to 104,800 tonnes in 2021 and 25,900 by 2041 *(MTS)*

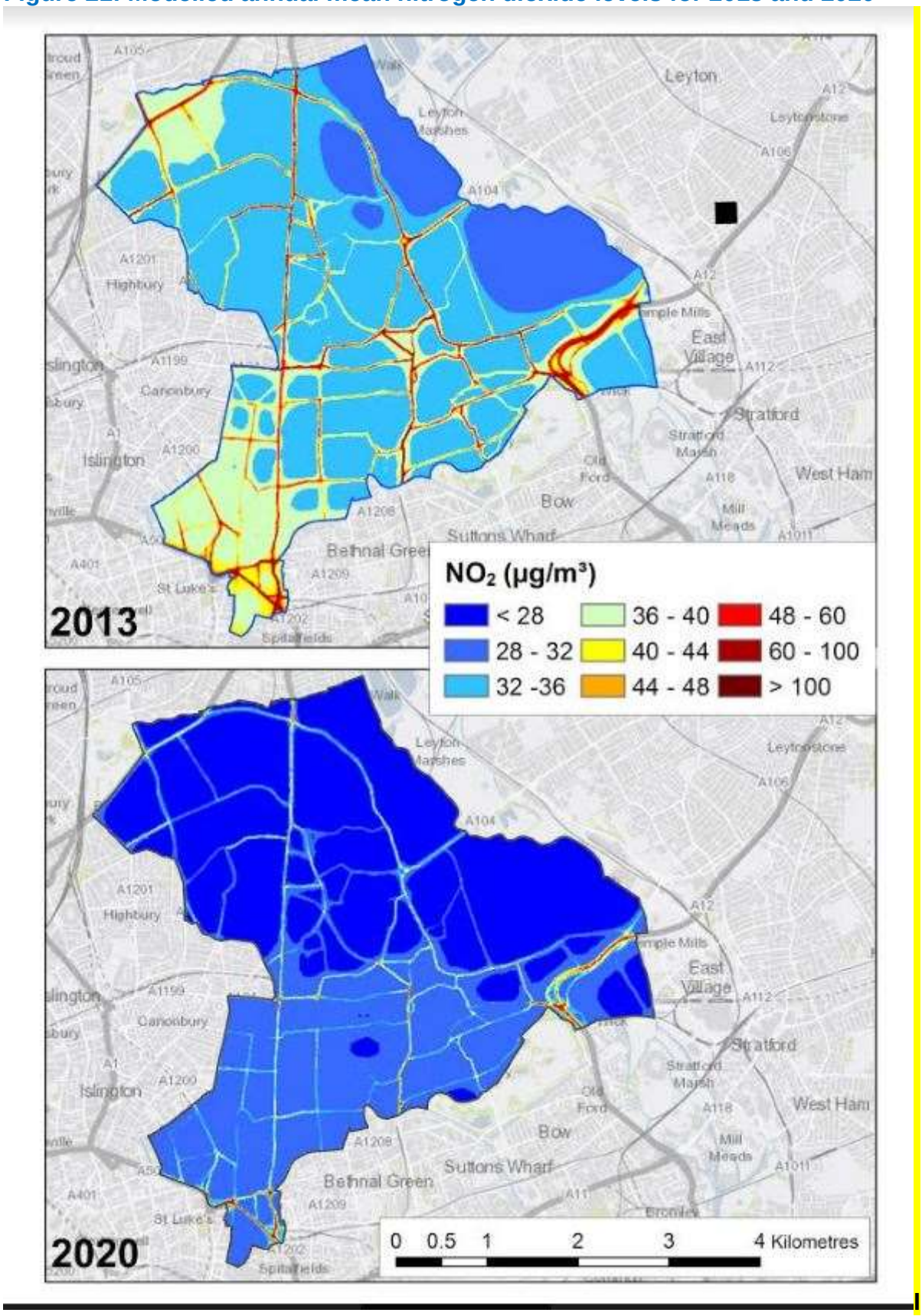
T17: Reduce PM10 emissions in Hackney from the current 40 tonnes to 32 tonnes by 2021 and 18 tonnes by 2041 *(MTS)*

T18: Reduce PM2.5 emissions in Hackney from the current 23 tonnes to 15 tonnes by 2021 and 9 tonnes by 2041 *(MTS)*

Transport related pollution

For a map of the modelled mean nitrogen dioxide levels in Hackney in 2015 see **Figure 21** on next page.

Figure 21: Modelled annual mean nitrogen dioxide levels for 2013 and 2020[27]



[27] London Atmospheric Emissions Inventory

London-wide schemes

Ultra Low Emission Zone (ULEZ)

Hackney played a key role in lobbying for and is strongly supportive of the extension of the ULEZ and strengthening the LEZ. We are pleased that this Mayor has been bolder than his predecessor in his proposals to tackle the very serious health impacts of road vehicle-related air pollution through introducing the toughest emission standard of any world city.

However, Hackney supported the extension of the ULEZ beyond the previous boundary of the congestion charge zone but lobbied for a London-wide scheme rather than a North/South Circular Road boundary. Whilst air quality is a more significant issue in Inner London there are still wide failures of National Air Quality Objectives in Outer London

The council will continue to lobby for a London wide ULEZ and a clear commitment to progressively tightening the restrictions in order to meet our national air quality objectives which could include a total ban on diesel vehicles.

The ULEZ and extended ULEZ are primarily air quality initiatives rather than ones designed to tackle congestion. We believe the Mayor needs to build on his success by exploiting the potential co-benefits of the scheme to decrease the proportion of trips made by car within Outer London from the current 40% of trips to just 25% of trips by 2041 as per the Mayor's Transport Strategy. Given that a large proportion of particulate matter air pollution is derived from break and tyre ware, reducing congestion and the number of vehicles on our roads will further reduce air pollution.

Low emission bus zone (LEBZ)

There has been huge investment into reducing pollution from buses and from 2018 TfL will only purchase hybrid or zero-emission double-decker buses. In addition, 12 Low Emission Bus Zones will be introduced across London - tackling the worst pollution hotspots by concentrating cleaner buses on the dirtiest routes. Hackney are working with TfL to introduce a LEBZ in Hackney from Homerton High Street along Homerton Road.

The Mayor has committed to London’s transport network becoming zero carbon by 2050 and it is expected that the whole of central London will become a zero emission zone by 2025 along with zero emission zones in some local town centres. A wider zero emissions zone is expected to be rolled out in 2035.

Modelling commissioned by Transport for London suggests that these measures will have a positive impact on air quality across London and alongside other measures, such as upgrading the TfL bus and taxi fleets, will result in NAQO being met across much of the borough by 2025. The modelling suggests that Shoreditch will continue to fail to meet the NAQO.

Hackney is also concerned about the broader carbon footprint of its transport system and will encourage London Overground, train operating companies and suppliers of electric vehicle charging points to procure a greater proportion of their energy from renewable and sustainable sources.

Emissions-based permits and schools air quality project
Hackney is currently implementing a wide range of initiatives aimed at improving and mitigating against poor air quality. Hackney already has some of the lowest car ownership levels in the country and highest cycling levels but we want to go further and provide residents with enough alternative and sustainable forms of transport that there is no need to own a private car in the borough.

The council was amongst the (if not the) first London borough to introduce emission-based parking and a diesel surcharge for residents parking permits, with the sole aim of discouraging the use of diesel vehicles. We are also amongst the first to be rolling out emission-based permits on to our estates. We will continue to review the impact its introduction has on the decisions residents and businesses make when choosing their next vehicle, and will review our policy in line with what other boroughs are doing.

Since 2016 Hackney has monitored air quality at over 50 schools including all schools identified by the GLA as being in areas of poor air quality. Through this programme, Hackney are now working with schools to mitigate poor air quality through a range of measures including the Hackney schools air pollution forecasting system and the Hackney schools green wall initiative and by supporting the Mayor of London's own schools initiative.

T19: We will make it easier and more attractive to walk and cycle to school. We will continue our school travel plan programme, cycle training and schools' air quality monitoring and introduce at least 12 School Streets by 2022 We will implement mitigation at the most affected schools to reduce pupil exposure to air pollution. *(LN, MC)*

We have also identified that where there are high traffic flows; bus stops and obstructions in roads can result in localised air pollution. This can be especially significant when situated near to a sensitive use such as a school, surgery, care home or hospital potentially creating the need for local traffic management.

Innovative EV charging solutions
A small but significant percentage of people in Hackney will continue to drive their own private vehicle whether through choice or need, the council wants to support people in Hackney to do this in a way that does not contribute to the serious air quality problems in many areas of the borough. EVs will not resolve congestion issues on London's roads and Hackney sees their expansion as a part of the solution to London's transport and air quality issues.

Hackney will support electric vehicle use by working with a wide range of partners to provide publicly accessible EV charging points at suitable locations within 500m of all households in the borough. Hackney is strongly committed to developing on-street charging infrastructure and currently has 49 charge points including four rapid chargers, piloting (with Ubitricity) the use of lamp column charge points and investing in providing charge points at Hackney Council depot sites. Through the Go Ultra Low City Scheme, Hackney will further expand the residential, car club and rapid networks across the borough to support the uptake of electric vehicles for residents, taxis and commercial vehicles. New stand-alone electric charging points will only be placed on the carriageway

unless there is no feasible alternative. Our aim is to minimise the adverse impact on pedestrian amenity of charge points located on the footway. Hackney were also awarded funding through the GULCS to implement two Neighbourhoods of the Future to support the transition to EV's in the City Fringe and market streets.

Hackney have led by example and installed 45 electric charging points within LBH depots to support an electric vehicle fleet approaching 50 vehicles. Since 2008 we have championed the development of cleaner hydrogenated vegetable oils (which we estimate produce about 70% less NOx compared to diesel) as a replacement for diesel and our non-electric fleet vehicles will soon be Euro 6 emissions compliant and all fitted with stop/start technology.

Objective 25: Hackney's neighbourhoods and streets will be equipped to facilitate the transition to electric vehicle technology, and traffic based air pollution is no longer affecting the health of residents. (LN25)

T20: We will support residents that require access to a car to switch to electric by ensuring 80% of residents are within 500m of an electric vehicle charging point by 2022 and all residents are within 500m of an electric vehicle charging point by 2025. *(LN25, MC)*

Hackney will encourage the uptake of low emission vehicles where it is able. It will seek through business engagement and the planning process to encourage low emission last mile freight deliveries as part of a freight action plan which may include the development of a network of local neighbourhood consolidation centres *(LN6)*. The borough will reduce emissions from taxi and private hire vehicles by working in with TfL and other partners to facilitate the transition of these vehicles to ultra-low emission vehicles particularly electric *(LN7)*

Low Emission Neighbourhoods

In 2016 Hackney was awarded funding from the Mayor's Air Quality Fund (MAQF) to implement a Low Emission Neighbourhood (LEN) in the City Fringe in partnership with Islington and Tower Hamlets. A low emission neighbourhood (LEN) is a scheme aimed at improving air quality and promoting sustainable living in a particular area. The City Fringe LEN aims to be a pioneering blueprint of how cities of the future should be designed and a test-bed of new solutions that can be rolled out borough, city, nation and worldwide. It recognises that air pollution does not adhere to boundaries and therefore encourages a coordinated approach with neighbouring boroughs.

Our multiple National award winning Zero Emissions Network is a Mayor's Air Quality Fund (MAQF) initiative which engages with businesses, residents and the public across the City Fringe of Hackney and the adjoining areas of Islington and Tower Hamlets. As of July 2018, over 1200 businesses are registered in the network which aims to work with businesses in the area to reduce emissions. ZEN has delivered over 400 incentives including: electric van trials and cargo bike grants to help reduce businesses and residents impact on air quality and is a great example of what can be achieved across boroughs.

Objective 26: We will support businesses to reduce their emissions through the City Fringe Low Emission Neighbourhood, create low emission town centres and continue to expand the Zero Emission Network for businesses across the borough *(LN4)*

Greening our neighbourhoods

The challenge of creating a cleaner, greener and healthier environment on our streets is an essential element in creating Liveable Neighbourhoods and Healthy Streets and is also key to preserving biodiversity and resilience to future changes in climate. Trees, for example, can positively affect a street by creating shade and shelter, enhancing the visual amenity of the Streetscene; helping people to feel relaxed; improving physical and mental health and improving local air quality. Hackney is fortunate to have one of the largest expanses of green spaces in inner-London, with 58 parks and green spaces, but there are still areas of the borough that are lacking in green space and tree cover, particularly in the south of the borough. To create a more active and sustainable environment, we will significantly expand the number of free water fountains in the borough and ensure they are in shaded areas and close to main thoroughfares.

Objective 27: Hackney's neighbourhoods and streets will be prepared for the implications of climate change. *(LN, MC)*

Green infrastructure and biodiversity

The council has introduced thousands of new street trees and green infrastructure to our streets and public realm over the past ten years (with over 1,000 alone in the past four years) but the council still want to do more, particularly in the context of air quality problems and the implications of climate change.

T21: Increase tree canopy coverage in the borough from 18.5% at present to the Mayor of London's target of 25% by 2025 *(LN1)*

Objective 28: We will develop a Public Realm Green Infrastructure Plan, with the aim of ensuring the selection and spatial distribution of our trees and plants is driven by the best available research to improve Hackney's resilience to climate change-induced extreme weather events, such as floods and heatwaves, and contribute towards fighting the borough's poor air quality *(MC)*

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July this year, Hackney launched a residential parklet scheme which allows residents to convert a car parking bay into a small urban park. Council-led regeneration schemes will also seek to add to the borough's green infrastructure wherever possible

Drainage and flood management

Global climate change will have local impacts in Hackney. Being partially located on a floodplain Hackney needs to be resilient to climate change – approximately 10% of the borough is within the flood zone of the River Lee. It is therefore important that Hackney improves its ability to cope with flooding events and improves urban drainage. We therefore need to start adapting our streets and public realm and ensure that new developments in the borough do not put additional strain on the water and drainage network in the borough. Hackney is committed to look at including SUDs in all public realm schemes and as part of any new development in the borough *(LN12).*

Connecting green spaces

Hackney has a programme to connect Hackney's green spaces to the wider public realm, and to each other. Improved connections will make it easier for people to access these spaces, encourage more people to actively travel through them, promote healthy lifestyles, improve habitats for wildlife and make Hackney a more liveable borough. Hackney also values public transport connections which facilitate access to these green spaces which also provide respite from the noise of city life.

Mayor's Transport Strategy, Outcome 5: The public transport network will meet the needs of a growing London

Public transport plays a critical role in facilitating movement for residents of the London Borough of Hackney and to support wider growth and regeneration in the borough. Some 32.5% of residents' trips are by public transport, more than twice the car mode share. The borough has the third highest level of bus usage in London (19.2%) after Lambeth (20.5%) and Haringey (19.7%).

Getting to work

More people use public transport in London than in any other part of the country. In 2011, London had the highest proportion of workers commuting by public transport (light rail, train, buses and coaches) in the country at 52.6%. Despite Hackney's relatively high walking and cycling rates, travel by public transport is by far the most popular method of travel for our residents (particularly for commuting trips) and is likely to remain so for the foreseeable future. Public transport's importance as a means of commuting to and from work is even more prevalent with almost 57% of the borough's resident population using bus, rail, Tube or Overground as a means to get to work or study - more than four times the car mode share.

These figures are relatively high despite the borough's historic lack of access to the London Underground network. Despite recent improvements, most notably to the London Overground network, the dramatic increase in Hackney's population over the past decade and projected future growth means that further investment and upgrades to the public transport system will be needed.

Regeneration catalyst

Despite the extremely challenging fiscal climate for local authorities, there is a recognition at all levels of government that improved public transport infrastructure is critical to delivering regeneration and housing and employment growth in London.

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 address historical gaps in provision. Improvements to the orbital public transport network are 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. The Hackney Transport Strategy, approved in 2015 together with the Public Transport Plan is the conduit to enable this vision to be fulfilled.

The provision of a high quality public transport system is vital in a borough with low job density, low car use and a high propensity to travel to access education, London's job market and retail and leisure opportunities both within and outside the borough

Objective 30: Enhanced residents' access to jobs, training and essential services without increasing congestion on public transport or roads. *(HTS)*

Population growth
The population of Hackney has increased by over 70,000 people (or an approximate 35% increase) since the 2001 Census. This figure represented the third greatest increase in London. These high levels of population growth coupled with significant levels of growth expected in and around Stratford, the Queen Elizabeth Olympic Park (QEOP), the Upper Lea Valley and the wider Thames Gateway region, highlight an obvious need to plan for ever-increasing demand for travel and to mitigate against road and public transport over-crowding in the East and North London sub-regions.

Even with all committed investment and planned infrastructure in place, Hackney, in common with other inner London boroughs, is likely to experience overcrowding and congestion on its public transport network in future years. This will likely be the result of increases in the demand to travel within the borough and from journeys originating outside, but routing through Hackney; but also the increasing popularity of public transport as private car use is discouraged.

Nearly all wards in the borough here experienced high levels of population growth. The Woodberry Down regeneration scheme – one of the largest of its kind in Europe – is, for instance, likely to continue to contribute to overcrowding near the London Underground stations of Manor House and Finsbury Park on the Victoria and Piccadilly lines. Overcrowding is also expected on the North London line between Homerton and Highbury & Islington (particularly between Dalston and Highbury & Islington) and at Old Street and Hackney Central stations.

Gaps in the network
Despite significant improvements made in provision – most notably to the London Overground network in 2010 – there are still a number of issues that the council is keen to address. Hackney is one of the few Inner London boroughs that is not comprehensively served with London Underground stations. This is a long-standing problem which the council is pro-actively seeking to resolve by working with TfL through the Crossrail 2 route alignment process. In addition, public transport connectivity in the Hackney Wick growth area, where hundreds of new homes and retail developments are planned, is weak particularly with respect to buses. There are also other parts of Hackney in the east, north, and west and areas of social housing that suffer from poor access to public transport services.

The council recognises it is vital for those living away from these key routes to have their access to public transport further developed and protected in order to ensure they can access education, employment and leisure opportunities. There is also a lack of public transport connectivity in the Hackney section of the QEOP and with the Here East proposals there will be large numbers of visitors and commuters trying to access this area in the near future.

Crossrail 2
Crossrail 2 is a new line which could open around 2033 and which will substantially improve connectivity in Hackney with new links to Surrey and Hertfordshire. The council is a strong supporter of the project. Although only one station is currently proposed on the core route at Dalston this provides the opportunity to vastly improve interchange there and act as a catalyst for growth. Similarly stations on the core route will also

support growth in the Upper Lea Opportunity Area which includes Hackney.

The council has engaged with adjoining Boroughs to promote an eastern branch to serve stations at Hackney Central and beyond and is in dialogue with the Crossrail 2 team about this. Although no decision on phasing and timescale has been made the council continues to press the case for an eastern branch to deliver growth in jobs and homes in the 2020s with a recent study suggesting it could support the creation of 265,000 new jobs and 233,000 new homes *(PT9)***.**

Objective 31: Crossrail 2 proposals will be well advanced with an alignment through Hackney that maximises benefits to the borough. *(PT)*

Although located just over the borough boundary in Waltham Forest, Hackney residents in the Lower Clapton and Lea Bridge Road areas of the borough benefit from the re-opening of Lea Bridge Station. A related project is the increase of frequency of the Lea Valley line services to Stratford to four trains an hour to relieve overcrowding and absorb the additional forecasted growth on the West Anglian main line. An additional benefit to this will be the opportunity to increase services at Clapton station by enabling a direct rail service from Clapton to Tottenham Hale and the Lea Valley Line in addition to the existing Chingford – Liverpool Street route.

Objective 32: The east of the borough will have seen a substantial improvement in public transport services. *(PT)*

The 'healthy streets' approach

The council will adopt the healthy streets approach throughout the borough and is particularly keen to develop this to develop Liveable Neighbourhoods around interchanges to achieve a seamless mode between walk, bus and train. The borough needs to focus on the whole journey experience in order to encourage public transport use including access trips to stations and bus stops – which depend on there being a good street environment from doorstep to station. Across London some 50% of walking trips are made to access public transport and are a significant contribution to active travel travels in their own right.

Stations such as Dalston Kingsland, Hackney Downs and Hackney Central all suffer from increasing levels of use and although recent improvements have been carried out there the council will work closely with TfL and Network Rail to further facilitate large scale capacity improvements to cater for growth and improve accessibility and the passenger environment. The borough is keen to enhance the public realm; green infrastructure and services around local stations including installing high quality cycle parking facilities. These types of measures are included, for instance, in the Hackney Central Liveable Neighbourhoods proposal affecting Hackney Downs and Hackney Central stations.

Hackney supports improvements to make more of the Borough's stations 'step free'. Notwithstanding Crossrail 2, TfL has submitted an Access for All bid to the DfT for step free access at Dalston Kingsland. The Council has submitted a letter of support. If approved the works would take place before 2024. Section 106 and CIL funding may also be used as alternative funding pots at stations such as Hackney Downs and

Stamford Hill.

At Hackney Central, Hackney continues to work with TfL to secure a second entrance to the station at Graham Road together with improvements to the existing ticket hall to reduce the problem of congestion there and on the ramps and staircases.

The borough will also continue to liaise with TfL and the London Legacy Development Corporation (LLDC) to achieve better wayfinding and accessibility around the newly constructed Hackney Wick station.

Overcrowding on the Overground particularly between Highbury & Islington and Stratford remains a concern and it is hoped that the introduction of 6 trains an hour will bring improvements here in 2019.

Objective 33: Stations in Hackney will contribute positively to local character and distinctiveness and will be built to the highest standards of design offering a safe, secure and attractive environment at all times. *(PT)*

At Hackney Central Station, for instance, improvements could be made to

- Relieving congestion
- Improving the public realm outside the station
- Access walking routes such as widening the ramp connecting to Mare Street
- New Entrance on Graham Road
- Better lighting
- More cycle parking and a cycle hub
- Installation of CCTV to address anti-social behaviour issues

At Hackney Downs Hackney will seek to work with a local developer to

- Install 3 new lifts
- Restore the original booking hall
- Improve access routes including a wider entrance
- Improve lighting
- Increase station capacity

At Stoke Newington station funding is needed to install new lifts and to improve the public realm around the station.

Mayor's Transport Strategy, Outcome 6: Public transport will be safe, affordable and accessible to all

A comprehensive, safe and affordable public transport system is a key measure of social inclusion in the borough for a wide range of groups. This is particularly relevant in a diverse inner London borough such as Hackney that suffers from high levels of deprivation. Public transport has a critical and obvious role in facilitating access to employment, training and health services but there are other less obvious ways in which public transport promotes social inclusion. Issues such as a lack of step-free access, lack of staff at railway stations and poorly lit approaches to public transport termini act as disincentives to use public transport for all Hackney residents.

The bus, in particular, provides cheap travel for many low wage earners who work in the service sector in central London, many of whom make trips of over 2 miles. For these reasons it is important that vital bus links (without the need to interchange) are retained.

Developing an accessible transport system
The ability to travel safely by bus allows children and young people to get to school or college, the elderly to travel around London, and has an important role to play in facilitating independent living by disabled people. In the Hackney Transport Strategy, the council committed to making 100% of its bus stops fully accessible and this programme is now virtually complete making Hackney one of the most accessible boroughs in this respect[28].

Bus stop accessibility means doing everything to make bus stops easy to use as part of a whole journey approach for disabled and mobility impaired (including pram and buggy users) passengers through

- Careful design of the bus stop location, bus shelter and associated street furniture allowing free access and egress by wheelchair users
- Addressing the problems of the gap between the kerb and the bus through consideration of kerb heights; approach paths of vehicles; low floor buses and the use of ramps
- Providing good facilities at bus stops such as seating and good lighting.

Trips in the borough using only the step-free network (all buses and step free stations) took, on average, 11 minutes longer than those that could make use of the full network – a difference of 14%. The overall target for London is that this difference be reduced by 60% but in Hackney TfL envisages the Step Free Penalty be reduced by 77% to 3 minutes by 2041. With Hackney's bus stops already being almost entirely accessible the main improvement here will come from creating accessible/step free train stations.

Stations with steps
Currently of Hackney's 13 Overground stations only six (Hackney Central, Homerton, Hackney Wick, Dalston Junction, Haggerston and Hoxton) are step free, meaning that the remaining seven (Hackney Downs, Dalston Kingsland, London Fields, Rectory Road,

[28] There is one remaining inaccessible bus stop in the borough on Mandeville Street which it has not been possible to bring up to the accessibility standard as it is located in between three crossovers.

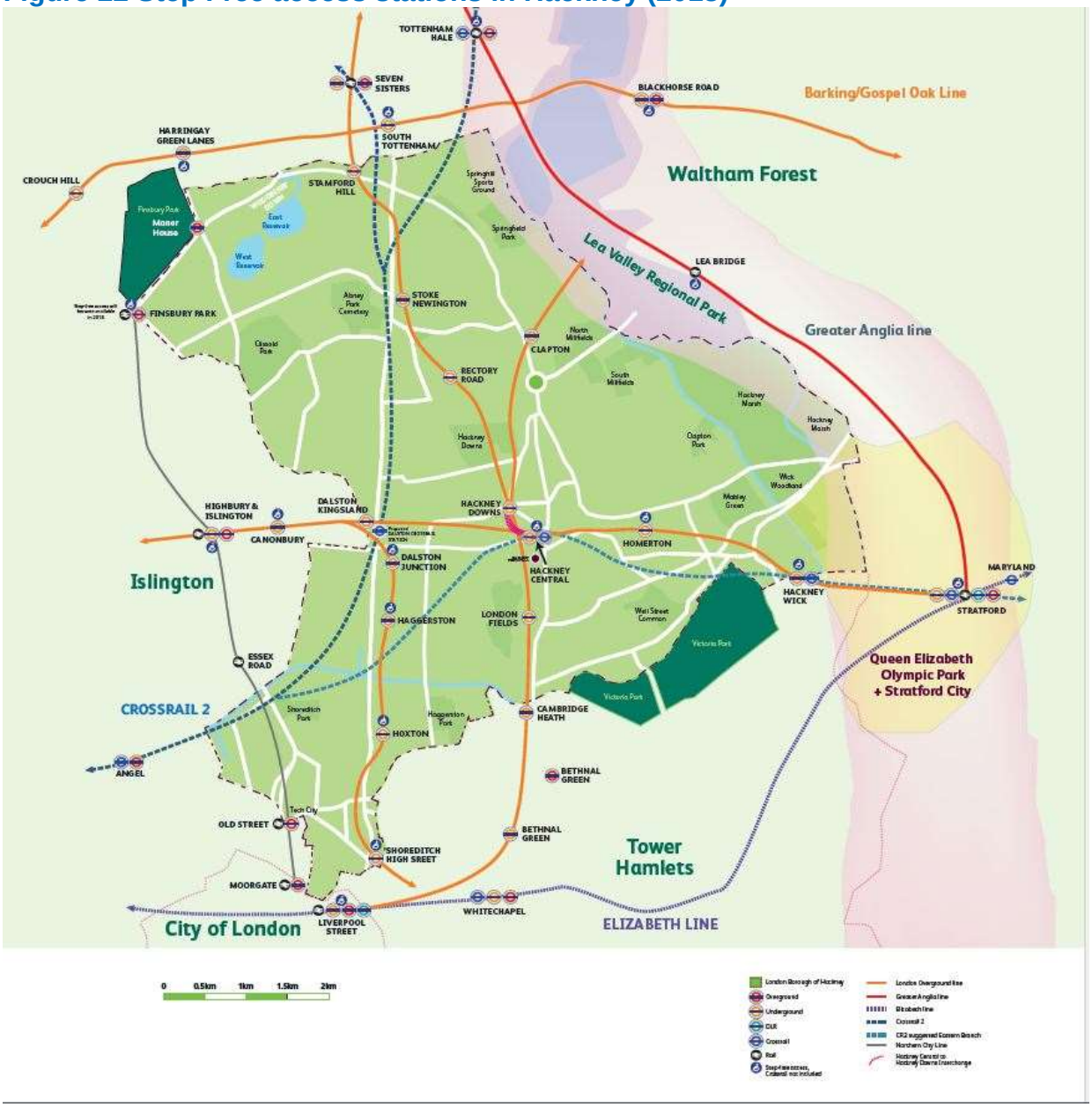
Stoke Newington, Stanford Hill and Clapton) are inaccessible to residents in wheelchairs or with limited mobility. Of the five stations on the edge of the borough (Manor House, Old Street, Finsbury Park, Shoreditch High Street and Cambridge Heath) only Shoreditch High Street was accessible in 2018 with ongoing works on the step free scheme at Finsbury Park.

The MTS's Accessibility Implementation Plan is welcomed but Hackney feels that the target to deliver 5-10 stations every 5 years during the Plan period is too low. We will look to other funding sources to see if we can provide match funding to bring forward improvements at selected stations, identifying CIL and S106 monies in areas where additional growth can be accommodated.

Prioritising improvements

If the 2041 target mentioned above is to be met it is likely that almost all of the remaining seven non-accessible stations in the borough become step free by that time. It is also worth mentioning that the previous Mayor set a target of making half of all TfL controlled stations Step Free by 2018 meaning that Hackney is behind the London target on this. The priorities identified in Hackney's Transport Strategy are to make Hackney Downs *(PT11c)* and Dalston Kingsland *(PT11b)* stations fully accessible See **Figure 22** for a map of stations where Step Free access had been installed by 2018.

Figure 22 Step Free access stations in Hackney (2018)



Discussions are at advanced stage on proposals to provide step free access at Hackney Downs station in conjunction with a development there. There are also plans to reduce congestion at Hackney Central with the possibility of a second entrance on Graham Road being examined. Looking further ahead to the 2030s the council has ambitions to see a fully integrated Crossrail 2 station at Dalston which will provide step free access to the two existing Dalston stations. The construction of an eastern extension to Crossrail 2 would also require a new interchange station at Hackney Central

Objective 34: The accessibility of Hackney's public transport will have been vastly improved with a fully accessible bus stop network, increased real-time service information, and step free access to the majority of stations in the borough. *(PT)*

T22: Reduce the Step Free penalty on Hackney's transport network to 3 minutes by 2041 *(MTS)*

Community Transport
Community Transport is defined here as transport that is operated by a community or voluntary organisation. The council supports and funds a number of community based transport services that provide services to people that find it difficult or impossible to use or access mainstream public transport.

Hackney Community Transport (HCT) provides community based transport services in LB Hackney. These services are available to the most vulnerable and marginalised within society, who find it difficult or impossible to use or access mainstream public transport. The service can enable those residents to live independently, access jobs, education, services and have the simple freedom of being able to get out and about.

Dial-a-Ride services
Dial-a-Ride (DAR) is a service provided by TfL which provides transport all year round to allow potentially housebound people the opportunity to shop and use local amenities. Although this service is provided by TfL, HCT do provide DAR under contract as and when required and when there is spare capacity.

The Dial-a-Ride scheme has limitations in respect of availability, distance that can be travelled and the purpose for which it can be used e.g. it cannot be used for hospital appointments. It generally has to be booked well in advance, there is no guarantee that transport is available when required and it has been designed for multiple use, so it is for very local journeys only.

Recent information received from TfL indicates that there are 1,533 people in Hackney registered for the Dial-a-Ride scheme. This is provided pan London by TfL with operating costs not apportioned on a borough basis. In addition, there is the Taxicard scheme which is a borough service managed on Hackney's behalf by London Councils and part funded by TfL. Hackney is committed to continue to support social transport services to engage with user groups such as Age Concern and to lobby London Councils and TfL for improvements where needed.

Objective 35: Hackney will have improved community transport services for those who find it hard to access public transport, to support independent living so that they can access jobs, education and essential services. *(PT)*

Taxis and private hire
While the borough is continuing to encourage public transport, taxis and private hire vehicles are a supplementary and valuable form of transport in Hackney, helping to serve areas where public transport options are limited or unavailable at certain times of the day. Taxi and private hire provide access to a car in a borough that has low car ownership and

provide a valuable contribution to the borough's night time economy as well as providing employment in their own right

The council recognises the importance that taxis and private hire vehicles play in supporting the night time economy of Hackney but also in providing accessibility to many of our residents. They are also often perceived as a secure form of travel at night and in areas with high rates of crime and anti-social behaviour There are however some negative aspects to provision relating to noise and loss of amenity, local air pollution issues through idling and pressure on local parking many of which have been outlined in the Sustainable Transport SPD.

Finding sufficient road space to accommodate taxi ranks is also an issue in a borough with competing demands on the existing highway network. In addition, recent advances in technology with the advent of popular smart phone applications such as Uber and Kabbee has significantly reduced customer waiting times for taxis and subsequently the need for as much dedicated rank space previously required. Hackney is concerned about the potential negative impacts of these vehicles on congestion and public transport services.

Given these constraints, the council will consider requests only in areas of identified need, where demand for taxis/minicabs is justified and the location is appropriate. Hackney will ensure all new taxi ranks will have electric charging infrastructure installed adjacent to the rank and therefore would support zero emission capable (ZEC) ranks.

Mayor's Transport Strategy, Outcome 7: Journeys by public transport will be pleasant, fast and reliable

More people use public transport in London than in any other part of the country. Within Hackney this trend is particularly prevalent. Despite Hackney's relatively high walking and cycling rates, travel by public transport is by far the most popular method of travel for our residents' commuting trips with more than 80% of those with a fixed workplace working outside the borough. About 60% of the borough's workforce commute in from elsewhere. Therefore public transport has a key role in achieving the council's vision for a fair, equitable and sustainable transport system. However there has a recent decline in bus patronage due to reduced bus speeds and the impact of roadworks on the network which is causing the council some concern.

Objective 36: Hackney will work with TfL to halt and reverse the recent declines in public transport use in the borough. *(MC)*

T23: Increase public transport use in Hackney from 181,000 trips per day in 14/15-16/17 to 214,000 by 2021 and to 265,000 by 2041 *(MTS)*

Buses and healthy streets

Buses provide the widest and densest network of travel options for distances that are too long to walk or cycle. Good bus services are fundamental to achieving less reliance on the car, creating healthy streets, making efficient use of street space and supporting London's sustainable growth. In parts of inner and outer London, making the bus a more attractive option than the car will require significant enhancements to bus services.

There are 42 daytime bus routes in Hackney making buses the most significant form of public transport provision in the borough. Ten of these routes are amongst the capital's 25 most heavily used. Eighteen of the bus routes continue to operate 24 hours as part of the night bus network.

Declining speeds and bus cuts

The decline in bus speeds on routes in Hackney mentioned above, which may be predominantly in boroughs that adjoin Hackney, has possibly come about from the impacts of roadworks has nevertheless contributed to longer journey times and worsening reliability within Hackney.

Given this scenario we are concerned at the cuts in frequencies and the shortening of bus routes away from key destinations which TfL have recently, and continue to introduce. This has had a major impact on users as confirmed by a recent survey carried out by the council.

Bus priority

One of the most effective ways to improve bus speeds is through giving buses priority over other motor traffic through the reallocation of road space. There are presently about 11km of bus priority measures in Hackney of which 8.8km is located on the TLRN and

2.2km on borough roads. The council has continued to invest in bus priority measures and schemes to improve the accessibility of buses in Hackney, for example the council has constructed a new bus lane on Well Street and introduced a bus gate on Lansdowne Drive, currently converting Wick Road into two-way operation, both of which will improve the bus network serving the east of the borough and Hackney Central's Liveable Neighbourhood scheme also proposing introducing a bus gate on Amhurst Road.

The council will continue to develop bus priority measures that improve bus journey times by increasing the insulation that buses enjoy from general traffic congestion. This will include revisiting bus lane operational hours to ensure that they are still fit for purpose; addressing pinch points (such as parked cars) and removing through traffic from selected roads to improve conditions for buses and cyclists. **(PT18)**.

Objective 37: Hackney will work with TfL to develop and protect Hackney's bus network to serve the borough and ensure the bus speeds are maintained or improved. *(MC)*

T24: Increase annualised average bus speeds in Hackney from 8mph in 2015 to 8.3mph by 2021 and to 9.2mph by 2041 *(MTS)*

Buses contribute to the air pollution in Hackney and in some instances buses have been estimated to contribute to about 40% of emissions on a street. Hackney welcomes the Mayor of London's plans to upgrade half of London's entire bus fleet to meet the latest ultra-low Euro VI emissions standard by 2020 and the implementation of Low Emission Bus Zones which have been proposed on Homerton High Street; Amhurst Park, Green Lanes and Seven Sisters' Road but there is a need to go further.

Overground and night tube

The success of the London Overground network has meant that despite major recent upgrades to the network, demand is already outstripping capacity, causing severe peak time congestion. Many stations in Hackney have seen huge growth in numbers and the new interchange at Hackney Downs/Central has just carried its 5th millionth passenger. The introduction of 5 car trains has helped to provide more capacity and the council looks forward to the introduction of a 10 trains per hour service expected in December 2018. Further enhancements and additional services will be required to accommodate future growth. Whilst we are fully supportive of rail being used to move freight, we see increasing freight paths on the London Overground network as being a barrier to further service enhancements. Consequently we would suggest that alternative paths such as Felixstowe to Nuneaton are explored and developed.

In 2017 the Overground all-night service on Fridays and Saturdays between Dalston Junction to New Cross Gate commenced, this later extended to Highbury and Islington in early 2018 which provided a link to the Victoria Line. This improved accessibility for nighttime workers and assists the thriving nighttime economy in Dalston and Shoreditch.

Objective 38: The Overground network will have had further improvements providing additional capacity on congested routes. *(PT)*

In 2015 Transport for London took over running suburban train services and stations on the West Anglia line between Liverpool Street and Cheshunt, Chingford and Enfield Town. Although some cosmetic improvements have been carried out at stations on these lines many lack lift facilities and therefore act as a barrier to many users.

The council strongly supports the 'metroisation' of the Great Northern City line services through Highbury & Islington following a potential transfer to TfL control – a line which provides a key interchange with the Victoria line and Overground services.

Underground interchanges

Although Hackney only has three tube stations along its boundaries, it recognises that the tube can carry a large number of people and that good bus/tube interchange is vital. The recent announcement of an order for new trains on the Piccadilly line is welcomed as this will provide a 60% increase in capacity by 2023. Similarly the opening of the Elizabeth line from late 2019 and a new station at Whitechapel will provide south Hackney residents with access to a new frequent railway cutting journey times to destinations such as Heathrow Airport. Looking further ahead the council would wish to see the introduction of new rolling stock on the Central and Waterloo & City lines to boost capacity.

Promoting linked trips- cycle parking at stations

Hackney Council is very keen to promote active travel to public transport stations and will continue to seek improvements to the walking and cycling environment around the borough's railway stations to facilitate linked trips.

The Sustainable Transport SPD, which forms part of the Hackney Transport Strategy, outlines a number of measures that the council will look for including improved design and layout of new development to promote linked trips but also development contributions to improve conditions for pedestrians and cyclists including better wayfinding, lighting and safer routes to stations and extensions to the London Cycle hire scheme and cycle parking.

The borough has used local transport funding and worked in partnership with the rail operators to improve facilities at stations across the borough. All stations in the borough have had cycle parking improvements. However, ever increasing cycling levels means that at many stations demand outstrips supply and we will need to revisit in order to increase provision. The council will work for the reallocation of road space outside of stations involving TfL and Network Rail working together to accommodate additional cycle parking.

Objective 39: The council will continue to review the level of cycle parking at stations and public transport interchanges in order to ensure that (wherever possible) supply meets demand *(PT8)*

Mayor's Transport Strategy, Outcome 8: Active, efficient and sustainable travel will be the best option in new developments

Development and its associated transport systems should aim to transform Hackney's places and streets into the most attractive, safe and liveable neighbourhoods in London. High motor traffic flows and congestion contributes to an unsafe environment and poor air quality, with negative health impacts on residents. Creating a better balance between pedestrians, cyclists and motor vehicles is therefore critical if we are to create Healthy Streets. We will make our neighbourhoods more attractive and liveable for everyone and encourage new developments to create an environment where people actively choose to walk and cycle as part of their everyday life.

Objective 40: All new development must contribute to the Healthy Streets approach to improve air quality, reduce congestion and make Hackney's diverse communities become greener, healthier and more attractive places in which to live, play and do business. *(LP33)*

Hackney's proposed draft Local Plan 2033 (LP33) forms Hackney's revised development management guidelines and strongly supports Outcome 8 and Outcome 9 of the Mayor's Transport Strategy. The new proposed Local Plan also contains material relevant to many of the other MTS Outcomes.

Car free residential policy

The effective management of parking spaces is a key determinant of transport mode choice and an important tool for tackling congestion and local pollution in the borough. Hackney recognises that the supply of roadside space is a limited public resource that everyone should have access to and input into how it is used. The way people are travelling and demanding services is changing and the use of this public space needs to reflect that. Despite 65% of Hackney households not owning a vehicle and walking being the largest mode share, parking for private vehicles still predominates.

The policies in the proposed new Local Plan 33 reflect the borough's position as an inner London borough with low car ownership and use and continue to support and build on our residents' high levels of walking, cycling and use of public transport.

The council will limit the availability of off-street parking and require all new residential developments in the borough within controlled parking zones to be car-free with the exception of wheelchair accessible parking which is required to be provided in accordance with best practice standards, as set out in the London Plan. Wherever off-street parking is provided (for disabled users or otherwise) it should include electric vehicle charging provision.

Objective 41: All new residential development in the borough will be Car Free. *(LP33)*

The council will also not issue on-street parking permits in connection with new residential developments in controlled parking zones and will use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits. The plan also encourages the provision of new car club services across the borough.

Parking for non-residential developments will need to be justified on a case-by-case basis by means of Transport Assessments and Travel Plans and should not in any event exceed the *maximum standards* set out in Hackney Transport Strategy's Sustainable Transport SPD. Hackney's car parking standards generally have lower maxima than those outlined in the London Plan. This is to better reflect the borough's unique local characteristics including relatively high levels of public transport accessibility.

Mitigating the transport impact of development

Development proposals are required to meet the transport needs of the development and address its transport impacts in a sustainable manner in accordance with best practice. Where the council considers that a development is likely to have a significant negative impact on the operation of transport infrastructure, this impact must be satisfactorily mitigated.

Hackney will require new developments to provide Transport Assessments in accordance with the thresholds or where a significant transport impact is expected from the development, or a cumulative impact is expected from different uses within a development or from a number of developments in the vicinity. A Travel Plan is the sister document to the Transport Assessment and both documents are required to be developed together. Travel Plans are the key management tool for implementing any transport solutions highlighted by the Transport Assessment / Statement, and are one of the primary tools for mitigating the negative transport impacts of development proposals.

New developments in Hackney need to minimise and mitigate as much as possible the impact of deliveries and servicing on the amenity and safety of residents and neighbours and are required to produce a delivery and servicing management plan. Wherever possible we will seek to discourage the use of on-street space for deliveries in favour of provision of such designated spaces within the boundaries of the development managed by Delivery and Servicing Plans whilst encouraging provision for consolidation, low-emission, sustainable last mile delivery modes.

The transport and environmental impacts of development construction need to be assessed through the Construction and Logistics Plans (CLPs) and details of how the impacts, specifically relating to reducing emissions, congestion and collisions, will be prevented. Mitigation measures need to be included in the CLP incorporating adherence to the Construction and Logistics Community Safety Scheme (CLOCS) and the Freight Operator Recognition Scheme (FORS). On-site machinery and vehicles used should comply with industry best-practice emission standards contributing to the council's air quality objectives.

Positive contributions
Hackney is committed to improving the quality of life for people who live, work or visit the borough. The draft Local Plan aims to build upon the Hackney Transport Strategy and the borough's success in creating liveable and sustainable neighbourhoods demonstrated by Hackney having both the third lowest levels of car ownership in England and one of the highest levels of cycling and bus usage in London.

Transport choices can have a huge impact on people's health. Active travel may be the main way that Hackney residents meet their physical activity needs and therefore all new developments must promote walking and cycling. New developments will, therefore, only be permitted where they improve the pedestrian environment by contributing towards achieving a world class public realm that is permeable, safe, adequately lit and contains high quality legible pedestrian and cycle routes.The council will also seek contributions towards the provision of cycle parking and cycle hire schemes, better station interchanges, accessible bus stops, etc.

Public space
All parts of Hackney's public realm (all spaces between buildings, from small alleyways to large public squares and parks) should be accessible, inclusive, safe, secure, functional and well-connected. The redesign and repurposing of road and public space should also to be guided by the concept that streets have both 'place' and 'movement' functions which are of different importance in different locations.

Developers will be expected to help create a greener cleaner, safer and healthier environment that is able to cope with changes to the climate including incorporating sustainable urban drainage systems.

Cycling provision
All new developments must provide cycle parking for building users and visitors to the development in accordance with Hackney's cycle parking standards (which have considerably higher minima than the London Plan). The cycle parking shall be secure, accessible, convenient, and weatherproof and will include an adequate level of parking suitable for accessible bicycles, tricycles and cargo bikes.

New developments will also be required to make provision for high quality facilities that promote cycle usage including workplace showers, changing rooms and lockers. The provision should be proportionate to the scale of development and cycle parking provided.

Objective 42: New development must provide cycling parking for building users and visitors in accordance with Hackney's cycle parking standards and will include provisions to support cycle usage. *(LP33)*

Mayor's Transport Strategy, Outcome 9: Transport investment will unlock the delivery of new homes and jobs

Hackney seeks to integrate sustainable transport and growth so that new jobs and homes are located together in places highly accessible to public transport with a high quality safe urban realm. This should mean that people of all ages and backgrounds increasingly choose to travel by walking, cycling and public transport bringing the health benefits of accessibility, physical exercise and clean air while encouraging the efficient use of limited street space by low-emission vehicles to ease traffic congestion.

Transport oriented development
LP33 sets out to ensure that new development serves the needs of the community - making sure the right development is built in the right place, that growth is managed in a thoughtful and considered way and that the council realises its vision for a fairer, safer and more sustainable Hackney.

Hackney's population has continued to grow rapidly; at the present rate of growth the population will reach around 320,000 by 2033, a growth of 43,000, since 2016. This will result in a need for more homes, jobs, services and community facilities such as schools and health care. It is expected that the number of jobs will increase by 24% between 2016 and 2033.

Hackney's Local Plan requires new developments to reduce the need to travel and encourage high-density and high-trip generating development around transport nodes and highly accessible areas. It also recognises the integration of land use and transport as a key element of sustainable development and therefore will encourage developments which support compact growth and regeneration.

Objective 43: New development will only be permitted where it

(a) reduces the need to travel by encouraging high-density and high trip generating development around transport nodes
(b) encourages mixed use development; compact growth and regeneration *(LP33)*

Designing for accessibility
The design and layout of new development in Hackney should promote ease of access to rail stations and bus services for residents and visitors. Ensuring ease of access and improvements for disabled people and those who are mobility impaired will be a priority for the council when assessing planning applications. Developments may be required to make financial contributions to new or improved bus services where this is appropriate.

New developments will be required to protect existing and proposed transport infrastructure, particularly routes for walking, cycling and public transport, from removal or severance which could compromise their use or operation. Proposals which are

contrary to the safeguarding of strategic infrastructure improvement projects, including Crossrail 2 will be refused.

Objective 44: New development must fully mitigate any adverse impacts upon the capacity of transport infrastructure and public transport services including pavements and other walking routes, cycle routes, bus and rail services, rail stations and roads *(LP33)*

Delivering new homes

The council will create the conditions for growth to deliver up to 30,000 new homes, increasing the supply of genuinely affordable homes, alongside community facilities through high quality urban neighbourhoods, to meet Hackney's needs. Development for all uses will be innovative, designed to a high architectural standard whilst respecting historic character.

The most significant growth is planned for town centres, high streets and employment hubs consisting of mixed use developments with residential, employment, retail, leisure and community facilities especially in Dalston, Hackney Central, Shoreditch and Hackney Wick.

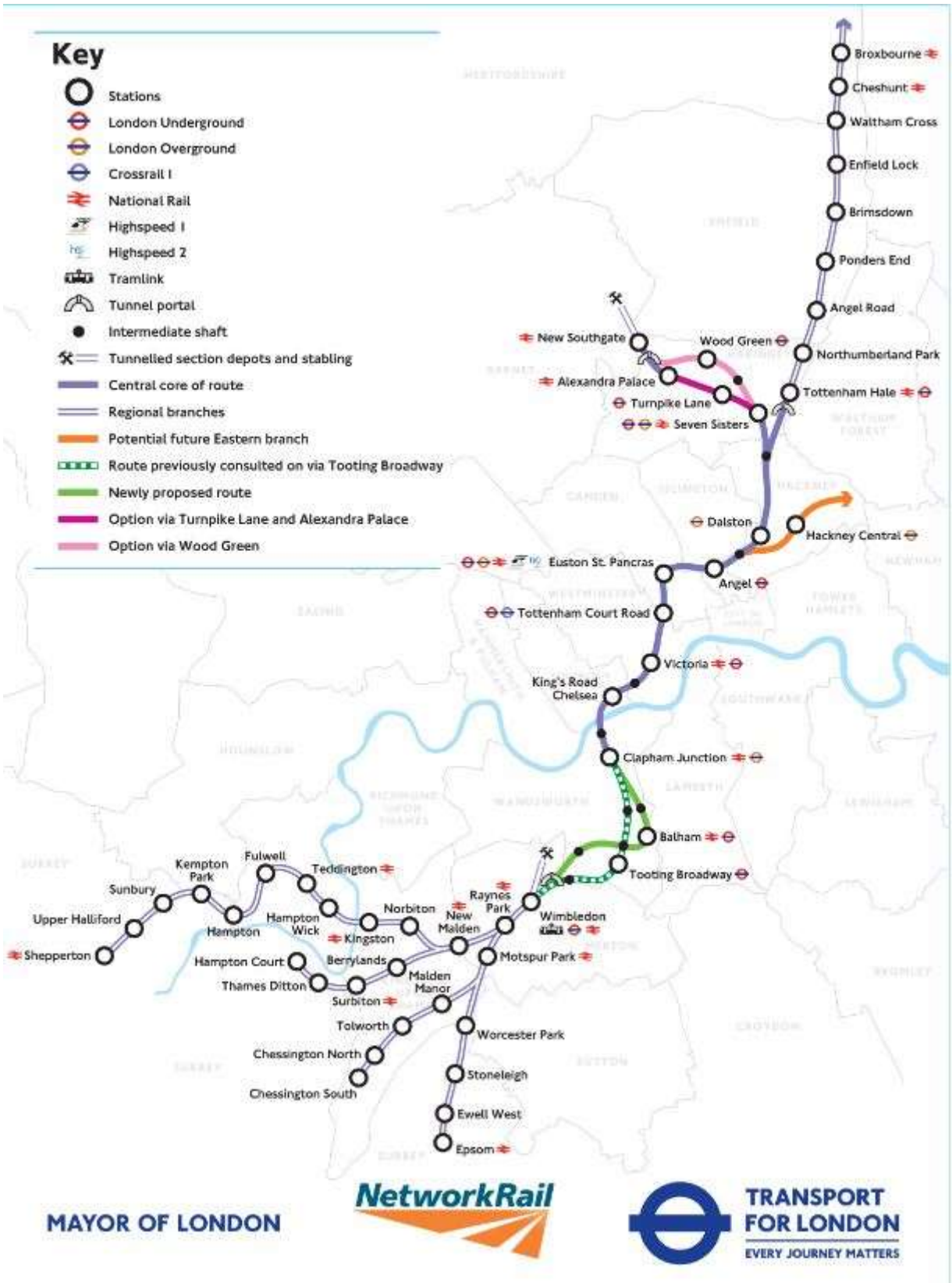
Hackney Central will have an enhanced and strengthened role as the borough's major civic and cultural hub providing new homes and jobs, and new retail and commercial floorspace along Morning Lane with improved links through to shops along the Narrow Way. The borough is also keen to see improved public realm and connectivity at Shoreditch High Street station as a result of the development of the Bishopsgate Goodsyard site.

The future of Dalston

The arrival of Crossrail2 in the early 2030s will further enhance Dalston's role as the borough's other major centre. Its arrival will support opportunities for significant growth in the area, which through careful and considered master planning, will be managed to ensure Dalston's unique creative and cultural character is maintained and enhanced, alongside the delivery of new homes, jobs and improved retail facilities.

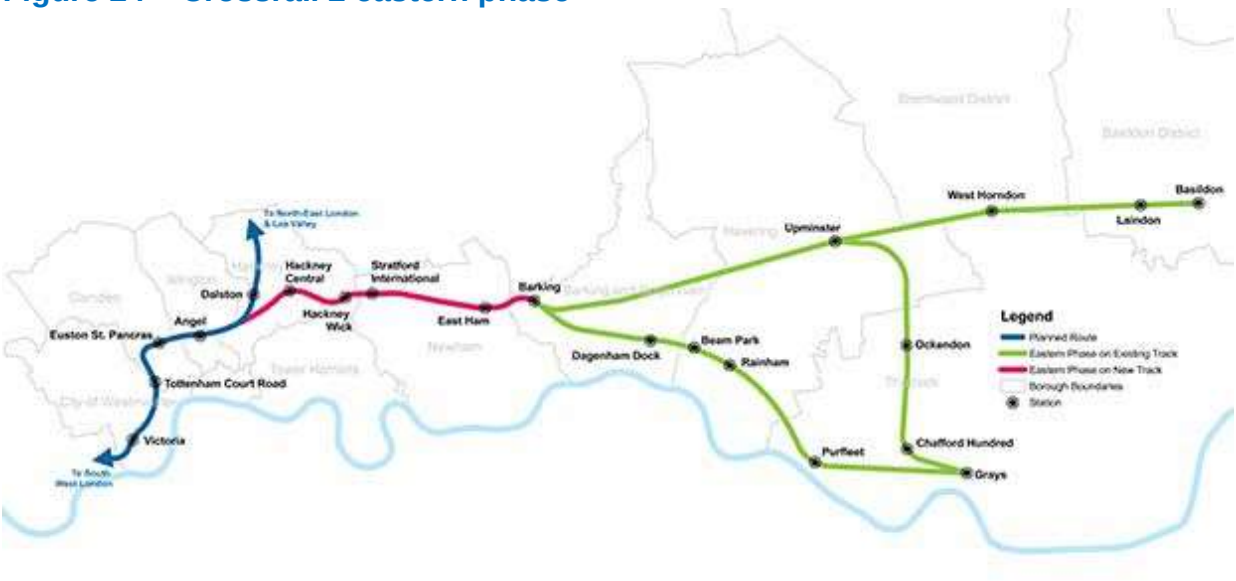
A new Crossrail2 station is planned at Dalston (see **Figure 23** for the proposed and there may be further potential for an eastern branch of Crossrail 2 which is mentioned in the MTS, with stations at Hackney Central and Hackney Wick. See **Figure 24** for possible alignments of this eastern branch. These transport improvements will improve capacity, accessibility and unlock development opportunities along this alignment. A detailed business case has been submitted to the Secretary of State for Transport and the project is awaiting Government approval.

Figure 23 – Current proposed alignments for Crossrail 2



The eastern connection
Hackney led on a new study into growth and transport in East London and Essex. It showed that an eastern phase to the rail-link would support a population growth of 89,800 new borough residents, as well as 34,000 new jobs and 40,800 new homes.

Figure 24 – Crossrail 2 eastern phase[29]



Mixed used, housing led development will be encouraged along the borough's key corridors to deliver improvements to the public realm, new community facilities and other measures that promote healthy streets that easily link different neighbourhoods, open spaces public transport hubs, and civic areas by walking and cycling.

Renewal and intensification
A borough wide characterisation study has helped identify locations for renewal and intensification enabling higher density development to deliver new homes in a way that enhances positive local character and the historic environment. Key areas for focus include:
● Kingsland Road: Stamford Hill - Stoke Newington - Dalston - Shoreditch.
● Clapton Road and Mare Street: Stamford Hill - Clapton - Hackney Central - Shoreditch via Hackney Road.
● Homerton: Dalston - Homerton - Hackney Wick - Stratford – with growth supported by improved transport links including a potential eastern branch to Crossrail 2 and enhanced Overground stations.
● Previously developed land along the Lea Valley Edge – making best use of the setting next to the River Lea and enhancing access to the Lee Valley Regional Park.
● A new centre at Clapton will be created through mixed use development

[29] Crossrail 2: Eastern Phase, Unlocking growth for jobs and home across East London and Essex: Study commissioned by GHD on behalf of LB Hackney and others, 2015

connecting Upper and Lower Clapton Road through remodelling of the Lea Bridge roundabout.

As work progresses on a masterplan for development options for the Lea Bridge roundabout / Upper and Lower Clapton Roads the retail status of this area will need to be reconsidered. It is believed that there is potential to remodel and redevelop the Lea Bridge roundabout and surrounding area by looking at under-utilised land currently owned by Transport for London.

Stamford Hill and the north of the borough

In the north of the borough, development will respond to the specific needs arising from larger families in the Stamford Hill area. An area action plan will help deliver new homes with a particular focus on housing for both large families, older people and single people, community facilities, jobs and workspace. It will build upon the area's distinctive local character and shopping centres, celebrate its diverse community and seek to enhance its architectural and landscape merits through an approach that promotes positive change and will maximise the use of undeveloped sites. The area will have better connected neighbourhoods, accessible by walking and cycling, which are designed around communities' specific residential, civic and economic needs.

The next phases of the redevelopment of Woodberry Down are taking place and developments along Seven Sisters Road and Green Lanes junction at Manor House will provide new homes and commercial uses with active frontages at the street level enhancing this gateway to the borough. TfL, Hackney and Berkeley Homes have been working together to redesign Seven Sisters Road to reduce the dominance of traffic and community severance; support new safe cycle facilities and improve the public realm. It is proposed that this scheme will commence in 2019.

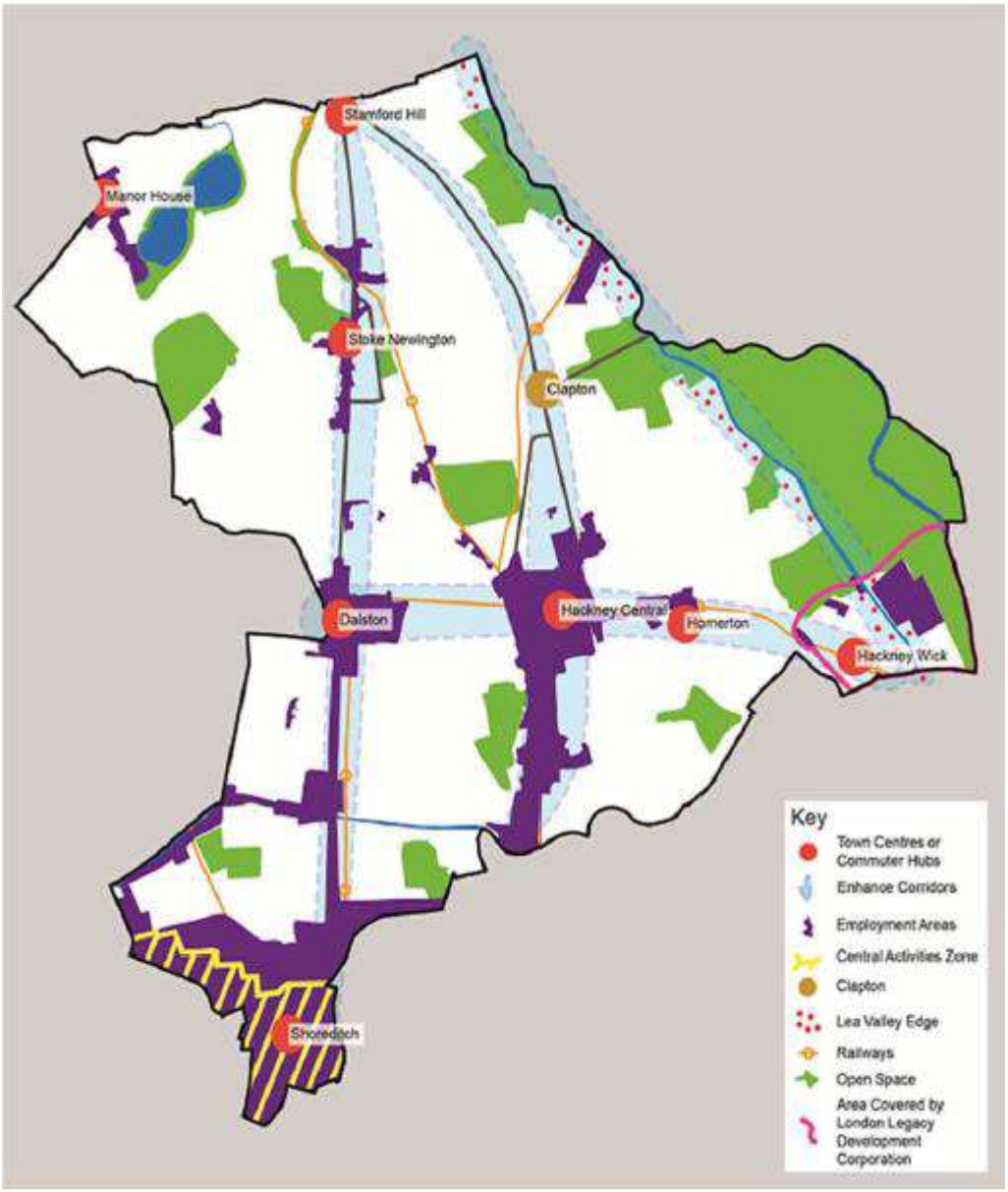
City fringe and the Overground corridors

Further intensification of mixed use development is expected in areas that have easy access to stations along the route of the London Overground network including 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.

The City Fringe is has been recognised as strategically important to the economy of London and has been identified as having significant development capacity. The council is seeking to support the established cultural, office, leisure and creative character of this area with mixed use development that will include approximately 530 new homes and approximately 175,000m^2 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 Shoreditch Plan. **Figure 25** shows the location of the borough's main growth areas.

Figure 25: Hackney's key growth areas[30]

[30] Local Plan 33


Stamford Hill
Manor House
Stoke Newington
Clapton
Dalston
Hackney Central
Homerton
Hackney Wick
Shoreditch
Key
Town Centres or Commuter Hubs
Enhance Corridors
Employment Areas
Central Activities Zone
Clapton
Lea Valley Edge
Railways
Open Space
Area Covered by London Legacy Development Corporation

Other Mayoral Strategies

Environment Strategy
Hackney is strongly supportive of the Mayor's Environment Strategy aim of for London to be a zero carbon city by 2050, with energy efficient buildings, clean transport and clean energy. Apart from the initiatives already set out elsewhere in this LIP, we are undertaking a wide range of work across the council to contribute towards meeting annual mean national air quality objectives for nitrogen dioxide and achieving WHO guideline values for particulate matter in Hackney and London. A few examples are listed below.

- Air Quality Monitoring, including a network of two referenced continuous monitors, three AQ Mesh pods and over 120 diffusion tubes aimed at identifying the impact of local schemes and longer term trends;
- Schools Air Quality Project, where we are working with schools and nurseries across the borough to communicate and directly mitigate against poor air quality including the development and rolling out of the Hackney Schools Air Quality Forecasting System;
- Hackney Fleet project, working across the council to make Hackney's fleet the greenest in London;
- Development, ensuring that we consider air quality in relation to every planning application and both provide advice and require actions where air quality may be adversely affected or to address any negative health affects;
- Managing and enforcing air quality controls on Non Road Mobile Machinery through Construction Management Plans as part of the planning system.

Hackney is also engaged in updating the councils own Air Quality Action Plan (2015-2019) including a reaffirmation of our commitment to meeting NAQO and WHO guideline values in the borough.

Connecting green spaces
The emphasis on Healthy Streets contained in the Mayor's Transport Strategy is complemented by Environment Strategy's National Park City initiative which aims to make London a city where people are nature are better connected. Hackney has been taking a lead in implementing this policy in the borough through its Connecting Green Spaces programme which aims to create 'parks without borders'

The borough is well placed to do this having one of the largest expanses of green spaces in inner-London, with 58 parks and green spaces totalling some 282 hectares - ranging from major parks and green spaces such as Hackney Marshes, London Fields and Clissold Park to small gardens like Hoxton Square and Church Street Gardens. The council has placed a high priority on improving its parks and green spaces and since 2010 there has been over £25m of investment in them, with further significant investment planned to take place over the next few years.

Although there is high satisfaction with Hackney's parks and green spaces, and twenty five of them have a prestigious Green Flag Award, many of them were designed in Victorian times and can sometimes still resemble private, fenced off gardens reserved for the few, rather than open green spaces accessible to all.

Since they were initially created, extra fences, walls and bollards have been added to many of Hackney's green spaces to control access further. Rather than being open and welcoming, therefore, some spaces have very rigid, inaccessible boundaries. These barriers sometimes separate them unnecessarily from the wider neighbourhood, creating islands' of disconnected green space.

Improved connections between parks and the public realm through 'green chains' and 'green corridors' are planned over the next ten years supported by funding from nearby developments, which will make it easier for people to access these spaces, encourage more people to actively travel through them, promote healthy lifestyles, improve habitats for wildlife and make Hackney a more liveable borough.

An initial pilot 'Connecting Green Spaces' project has been initiated at West Reservoir, to open up a green space that is currently completely inaccessible to the general public, and a scheme called 10 x Greener was launched in Daubeney Road in 2018. The 10 x Greener scheme seeks to improve green connections between Daubeney Fields and Hackney Marshes. It has seen residents planting up their gardens and balconies, and tarmac street corners being replaced with plants and sustainable urban drainage.

Healthy Lifestyles in Education

Promoting active travel on the school run is key part of efforts to promote a healthy city and it clearly links to other physical exercise strategies around education. For instance the 'Daily Mile' is a programme where primary and nursery school children run or jog – at their own pace in an outdoor environment with friends. Over 25 primary schools in Hackney take part in this.

Children can occasionally walk to catch their breath, if necessary, but should aim to run or jog for the full 15 minutes. The aim of The Daily Mile is to improve the physical, social, emotional and mental health and wellbeing of our children – regardless of age, ability or personal circumstances.

Research show that its impact can be transformational – improving not only the children's fitness, but also their concentration levels, education attainment, mood, behavior and general wellbeing.

Schools in Hackney are also involved in the Healthy Heroes scheme which focuses on healthy eating and lifestyle combined with increasing daily physical exercise. It is closely aligned to the London-wide and national obesity strategies. Closely related to this is the Healthy School London awards programme.

Sport Strategy

The draft London Sport Strategy outlines how community sport and major sports events will help achieve the Mayor's vision for London to be the most socially integrated and active city in the world. The link with transport is clear as promoting health-promoting physical activity through regular active travel is key part of the MTS.

Hackney is one of 12 areas awarded a share of £100m Sports England funding in 2017 which will be invested over 3-4 years in increasing participation in sport, physical activity and well-being in the Kingsmead and Clapton Park estates in the east of the borough.

Activities being considered will include active travel, walking and cycling for targeted populations as well as tackling barriers to accessing sport such as poor street lighting, transport and parks and open spaces. Residents of these estates currently suffer from some of the highest rates of hospital admissions from diabetes and cardiovascular diseases.

Hackney is also encouraging participation in active travel and sports though events such as Bike Around the Borough where over 1000 pupils from around 40 schools take part in a guided 10 mile bike ride around Hackney's streets. Another big local event is the 20,000-strong Hackney Half Marathon which is the centrepiece of the Hackney Festival of Fitness.

Hackney is working with two performance cycling organisations based in the borough, Cycle Club Hackney and Hackney BMX. Both organisations offer sport cycling opportunities for young people as a sustainable option from learning to cycle into competitive opportunities. These activities link well with other borough cycling initiatives such as the schools grass track league which both serve as a gateway for young people to look cycling as a viable independent transport option.

Housing and Economic Development Strategies

In line with the new London Housing Strategy (2018), and the Economic Development Strategy for London (2018), Hackney is embedding sustainable transport initiatives into its housing policies in both the management of existing homes and estate regenerations. On newly regenerated estates the council is adopting a Healthy Streets approach including moving towards a car-free policy in line with its Local Plan development management guidelines. Space previously allocated to car parking is being reprovided as shared car club bays, playgrounds, residents amenity space, greenery and cycle parking – the cycle parking at considerably higher levels than stipulated in the London Plan.

Hackney has also funded the largest programme in London to retrofit secure cycle parking on existing housing estates. In some cases this has been accelerated by fly parking concerns raised in the context of fire safety inspections. Hackney has also been promoting sustainable transport on its existing estates through personalized travel planning; the distribution of travel options guides and the development of cycle hubs.

3. The Delivery Plan

Introduction

This chapter sets out the Delivery Plan for achieving the objectives of this LIP. It includes:

- Linkages to the TfL Business Plan
- List of potential funding sources for the period 2019/20 to 2021/22;
- Long-term interventions to 2041
- Three year indicative Programme of Investment for period 2019/20 to 2021/22

TfL Business Plan

In developing and preparing the borough's programme of works (as outlined in the Delivery Plan), the borough has considered the Mayor's aspiration to deliver the major projects in TfL's Business Plan and the milestones associated with these projects.

The following TfL projects have implications for the borough:

Stoke Newington Gyratory

The removal of the gyratory will reduce severance and is designed to improve safety for cyclists and pedestrians as well as providing improved bus access to Stoke Newington High Street in a southbound direction.

It will feature new cycle lanes (some contra-flow) , an improved public realm with planting as well as improved crossing facilities for pedestrians with new directional signing.

The removal of the gyratory will also enable the simplification of the local bus network whilst retaining some level of service down Rectory Road to maintain a good level of accessibility to bus users in the area.

Consultation is due to take place in the Autumn with implementation in 2019/20. The cost of the scheme is forecast at £12.5m and this is being funded by TfL.

Seven Sisters Road

The council has been working with TfL, Berkeley Homes and local stakeholders to improve safety for pedestrians and cyclists as well as maintaining bus priority on Seven Sisters Road between Amhurst Park and Manor House.

The scheme forms part of the regeneration of Woodberry Down - a major regeneration initiative which is delivering much needed new homes in the area. The purpose of the scheme is to reduce the severance and negative environment for residents caused by the current six lanes of traffic and it will feature improved landscaping as well as an enhanced public realm.

The cycle lanes now form part of the Tottenham Hale to Camden cycle route. The scheme is being primarily funded through S106 monies from the Woodberry Down development (about £7m) with consultation planned in the Autumn and completion by 2020.

Shoreditch Triangle
The Shoreditch Triangle is a gyratory in the south of the borough, it is made up of Great Eastern Street, Curtain Road, Old Street and Shoreditch High Street. At present, the environment for pedestrians and cyclists is poor and suffers from a high level of collisions involving pedestrians and cyclists, suggesting that any intervention(s) in this area provides an opportunity to improve road safety.

Hackney officers have been working with TfL on possible options to take forward which provides protected cycle tracks and improved pedestrian environments but this work was placed on hold due to large scale developments being delayed and therefore no confirmed S106 contribution to fund the scheme.

Currently the environment is poor for pedestrian and cyclists and this is supported by the 165 collisions in the 36 months up to Dec 2014 (of which 21 was KSI). The area forms part of the inner ring road and has high cycle flows, particularly on Shoreditch High Street and Old Street. Air pollution in the area is the worst in Hackney and exceed EU limits, TfL modelling suggests that with the introduction of the ULEZ to North and South Circular Roads still does not bring this in line with EU limits by 2025, which is a concern to Hackney.

Hackney would like to see the gyratory remain as this will provide the opportunity to introduce segregated tracks on Shoreditch High Street which is currently a busy cycle route into the city. Hackney would also like a contra flow cycle track to be introduced on Curtain Road and significant public realm improvement to reduce the severance of the traffic through this area.

Hackney are undertaking a number of projects within the area which will complement the scheme. The area is a Low Emission Neighbourhood and improvements include public realm projects to support walking and cycling and reduce the dominance of vehicles, Zero Emission business engagement to encourage businesses and residents in the area to adopt low emission practices.

Old Street Roundabout
The Old Street Roundabout (colloquially known as Silicon Roundabout because of the prominence of technology firms in the area) is a multilane roundabout on the southwestern boundary of the London borough of Hackney on the inner London ringroad. It is located at the intersection between City Road (forming its northern and southern arms) and Old Street (its western and eastern arms). There also surface-level pedestrian crossings on three of the four arms.

There are a series of ramps and stairs which lead to the roundabout island where there is a station with tube and Network Rail connections as well as a large number of small retail concessions, bars and eateries.

The junction creates major severance issues for Hackney pedestrians and cyclists. Navigating the roundabout is frightening to all but the most confident cyclists creating a major barrier on one of the most direct routes from the borough into the West End. The network of underground walkways can also be very intimidating for pedestrians because of anti-social behavior fears.

The current TfL project, which is scheduled to begin construction in early 2019, is being led by LB Islington and aims to transform the area into a more pedestrian and cycle-friendly environment by closing off the northwestern quadrant of the roundabout to create a new area of public realm on this side of the junction linking to the station. While welcoming the improvements to the junction, which by introducing segregated cycle lanes and improved public space will create a safer, more attractive area that can be enjoyed by everyone, Hackney remains concerned about the risk that traffic on the approach roads to the remodeled junction could end up queuing and seek rat-runs through local residential streets and is seeking funds to implement mitigation measures

Sources of funding

The council's LIP funding allocation for the period 2019/20 – 2021/22 as well as the council's own capital and revenue funding and a breakdown of other funding third party funding sources for this period is outlined in Table 3 below

Table 3: Potential Funding for LIP Delivery

Funding source	2019/20 (£k)	2020/21 (£k)	2021/22 (£k)	Total (£k)
TFL/GLA funding				
LIP Formula funding - Corridors & Supporting Measures	1,765	1,765	1,765	**5,295**
Discretionary funding	2,400	2,600	3,000	**8,000**
Strategic funding	2,600			**2,600**
GLA funding				
Sub-total	**6,765**	**4,365**	**4,765**	**15,895**
Borough funding				
Capital funding (highway maintenance, drainage replacement, bridge works, trees)	4,650	4,650	4,650	**13,950**
Revenue funding (highway maintenance, street lighting & furniture, drainage, trees)	2310	2310	2310	**6,930**
Parking revenue	100	100	100	**300**
Sub-total	**7,060**	**7,060**	**7,060**	**21,180**
Other source of funding				
S106	1,000	1,000	1,000	**3,000**
Sub-total	**1,000**	**1,000**	**1,000**	**3,000**
TOTAL	**14,825**	**12,425**	**12,825**	**40,075**

The LIP allocation figures in the table are formula based and, in addition to these values, the council will bid for principal maintenance and Liveable Neighbourhood major scheme from TfL during the life of this LIP3. Additional sources of funding may also be secured as

the opportunities arise including Section 106 developer contributions, CIL, bids (such as Mayor's Air Quality Fund) and other sources.

The key source of funding is the borough's LIP allocation. Figures provide by TfL indicate that the borough will receive £1.765m each year for the next three years. This is yet to be approved in TfL's business case. It is believed that TfL will confirm the LIP level of funding prior to submission of the final LIP3 document to the Mayor of London for approval.

The main sources of funding aside from the LIP are the council's capital and revenue funding for highway maintenance and improvement together with Section 106 developer contributions secured through planning obligations, and Olympic Park associated funding. The list is subject to amendment and additions over time as new interventions are justified and / or new funding sources are identified.

Scheme Prioritisation

The following parameters were considered when deciding on the interventions and schemes to implement over the lifetime of the LIP3.

The following four considerations were used to form a **longlist** of schemes

- Mayor of Hackney's 2018 manifesto commitments
- Mayor's Transport Strategy goals, challenges and outcomes
- Hackney Transport Strategy 2015-2025 Objectives
- LIP Objectives

The **shortlisting** for schemes was then undertaken taking on board the following policy considerations

- Health Streets criteria
- Modal shift towards sustainable modes (walking, cycling and public transport) and away from private cars
- Road traffic reduction
- Air quality improvement benefits
- Encourages active travel (walking and cycling)
- Road user hierarchy
- Road network hierarchy
- Road safety & accident reduction benefits (Vision Zero)
- Accessibility improvement benefits
- Public transport congestion relief
- Road congestion benefits
- CO2 reduction benefits
- Regeneration of town centres and local centres
- Public transport reliability improvements
- London Sub Regional Transport Plans
- Sustainable Community Strategy
- Local Plan objectives

The following **strategic corporate** criteria were also used to shortlist schemes

- Value for money
- Indices of deprivation in areas affected
- Synergies between proposed transport schemes
- Complementarity between proposed and completed schemes
- Complementarity between proposed schemes and schemes completed and proposed in other service areas of the Council such as Housing, Regeneration, Education, Social Services, and Community Safety etc.
- Schemes with lack of alternative funding sources
- Schemes already commenced needing completion
- Schemes capable of meeting multiple objectives
- Schemes contributing to equitable social and economic outcomes across the borough

It should be noted that many of the above parameters were developed by Head of Service and officers for LIP2 and remain valid for LIP3. The shortlist of schemes were then agreed by the Deputy Mayor and Cabinet Member for Health, Social Care, Transport and Parks.

Long-Term interventions to 2041
Hackney has developed an Infrastructure Delivery Plan (IDP) which is supporting document to the Local Plan (LP33). Hackney has identified a number of medium and long term projects which will support the delivery of polices in the Local Plan and Hackney Transport Strategy, to support growth, access to jobs, services and amenities and social cohesion.

It is likely that items listed will alter over time as infrastructure requirements are further clarified or as developments come on line and as technology and nest practice change.

The IDP schedule and the table listed below in **Table 4** specifies the infrastructure projects currently identified and where known provides an estimate on the timeframe for delivery, the estimate costs and known funding streams available to implement the schemes.

In the majority of cases, match funding from a number of sources will be required to ensure that planned transport infrastructure projects come to fruition. Funding for public realm schemes will primarily come from a variety of various funding sources including annual LIP allocations and major scheme funding from TfL, air quality funding, community infrastructure levy, Section 106 (S106) planning contributions, London Legacy Development Corporation, GLA, and the council's own revenue streams.

The significant population and employment growth within Hackney has obvious implications for the borough's transport network. Likewise, the Borough's strategic location between a number of nationally and regionally significant regeneration corridors means that Hackney will continue to be a focal point for change. On a sub-regional basis, employment and housing growth within London's Opportunity Areas and 'Areas of Intensification' in Stratford, Enfield, Central London and the wider East London sub-region will mean that Hackney and its partner organisations will need to carefully manage growth to the benefit of its local residents and economy, while facilitating the demand for

travel in a sustainable manner.

Hackney's existing transport infrastructure reflects a historic legacy with severe constraints on the road and public transport network and that current and future travel demands far exceeds the capacity of the original network. The outcome is a severely stretched surface transport network resulting in congestion, air pollution, collisions and delay. Congestion on the transport network has an adverse impact on economic activity and can make areas less attractive to live, work and invest. In order to overcome some of these issues it is imperative that active and sustainable travel choices are priorities over other modes.

Addressing the issues identified in chapter two will require a significant uplift in public transport capacity provision over-and-above those committed in the MTS and a series of policy initiatives promoting a shift to greater walking and cycling levels to reduce pressure on the existing transport network.

The council's Transport Strategy 2015-2025, and chapter two, contains a number of policies and proposals to facilitate modal shift including the reallocation of road space for more sustainable uses and calls for significant investment in public transport provision in relation to Crossrail 2 stations in Hackney and improving accessibility in our town centres, public realm and targeted areas such as in the east of the borough.

Given some of the local and sub-regional demand pressures identified in the Hackney Transport Strategy (2015-2025), the MTS and TfL's sub-regional plans, the council is committed to lobby for the following additional and new infrastructure improvements to the rail network in the medium term:

- Crossrail 2-Chelsea to Hackney Line by 2030 with stations in Dalston and Hackney Central, and possibly Hackney Wick
- Further capacity increase on the Lea Valley Line including Coppermill Junction improvements post-2019
- Hackney Central station improvements
- Promotion of Stratford as a regional and international hub

Investment in the borough's highway network will necessitate a holistic approach between Transport for London and Hackney Council for example, as part of the Mayor's new Healthy Streets agenda.

LB Hackney, together with TfL, will continue to invest in improving the pedestrian and cycling pedestrian infrastructure over the lifetime of the plan. The infrastructure capacity issues to support increased demand for cycling tend to be less resource intensive than infrastructure to support rail, underground or other road based transport. The emphasis will be on creating safer, and in some instances dedicated, cycling and walking routes.

Table 4: Long Term Interventions to 2041

Project	Description	Approx. date	Indicative cost	funding source	Comments
Crossrail 2	New station at Dalston	2030	£30bn	Govt, TfL, CIL	London-wide project to reduce Tube congestion and improve connectivity and access to jobs and services.
Crossrail 2 - Eastern extension	Crossrail 2 eastern extension with potential stations at Hackney Central, Dalston & Hackney Wick	2030	tbc	Govt, TfL, CIL	Eastern extension not confirmed.
Hackney Central – Phase 1	Graham Road entrance and upgraded station with new ramps, larger entrance with full DDA access to street.	2020-2024	£9m	TfL/Hackney LIP/CIL	The new entrance will be used by 30% of passengers and thereby providing congestion relief for the station. There will also be improved safety and interchange facilities.
Hackney Central – Phase 2	Crossrail 2 built. New Hackney Central Station required. New underground station built as part of Crossrail 2	2041	£600m	DfT/Treasury /MCIL	Will boost regeneration in the local area Note phase one upgrade will be required regardless of whether or not the eastern extension of Crossrail 2 is built.
Clapton station - lift access	Provide lift access to all platforms	2022	£1m	DfT/TfL	No proposals coming forward at the moment
Homerton station improvements	New larger ticket hall on north side	2025	£2m	S106	Dependent on delivery of adjoining site development site
Stamford Hill station - lift access	Provide lift access to all platforms	2022	£3m	DfT/TfL	this would be phased with northbound access being realised in phase one ahead of 2022
Borough-wide traffic reduction	Exploring and implementation of measures to reduce the levels of through traffic in the borough	2022		Unknown	Currently undertaking research to inform traffic reduction strategies and measures to take forward. Cost and timescales will depend on measures taken forward
Shoreditch Triangle improvements		2022	£10m	TfL	Scheme proposals on hold as dependent on new developments in area

Project	Description	Approx. date	Indicative cost	funding source	Comments
Green lanes	Walking and cycling improvements to whole route, included protective cycle facilities where possible	2022	£5m	Unknown	Scheme is being delivered in phases. Delivery timescale dependent on funding sources
Stoke Newington Gyratory mitigation measures	Side road mitigation measures associated with gyratory scheme	2022	£1m	Unknown	
Removal of Lea Bridge Road roundabout	removal of roundabout to create Clapton town centre	2030	£20m	CIL/S106	Scheme will be linked to new development opportunities including housing
South Hackney one-way review	To review system of one-way roads around Wick Road, Victoria Park Road and Cassland Road with view to implement two-way working where feasible	2031		Unknown	Wick Road scheme underway
Freight Consolidation Centres	Introduction of micro, local and distribution centres to support consolidation of freight movements	2022		Unknown	Will form part of Freight Action Plan to be developed during 2018/19. Development of centres will require land and construction which is likely to be a longer term project
Regents Canal Parallel Route	Alternative route for cyclists and pedestrians	2025		S106/LIP	Small sections completed. Other sections dependent on S106 contributions
Foot/cycle bridge over Kingsland shopping centre and Ridley Road over railway	Improvements to walking and cycling permeability around Dalston	2030		Private	Council aspiration but will depend on new development
Connecting Green Spaces	Project to connect green spaces with walking and cycling links and opening parks with public realm	2030	£10m	S106/unknown	Schemes will be phased
EVCP	Charge point facilities on all streets	2030	£3m	Unknown	Further expansion of EVCP network across borough

Hackney LIP Delivery Programme (2019-2022)
The council has a three year programme of transport initiatives and investments designed to attain the goals set out in this document. Schemes and projects detailed in **Appendix D** are identified in anticipation of LIP funding from TfL. This Delivery Plan (aligning with the nine MTS Outcomes) will be reviewed every year with 2020/21 and 2021/22 programme being more provisional, thereby aligning with the council's, TfL's and other organizations' funding programmes.

Commentary
The above programme seeks to co-ordinate transport, re-allocate highway space, enhance interchanges, develop trip-chains and implement area treatments to achieve an integrated transport system (ITS). We take into consideration the way journeys are undertaken including trip chains whereby the door-to-door journey is taken into account. In addition, we ensure that the linkages between modes are fully exploited often through designated interchanges such as bus terminals at railway stations and cycle parking in town centres. We also recognise non-designated interchanges where people are for example changing between bus routes or walking short distances to interchange between railway stations. There is specific focus on making efficient use of road space and allocating it to different modes to provide choice, identifying corridors of multi-modal movement which serve key desire lines, providing a transport network for all modes that is seamless and recognising that walking is a fundamental transport mode. By providing an integrated network, the opportunities for travel choice are greatly enhanced. This is not only an efficient way to operate a transport network, it is also fair in that it provides transport opportunities for everyone.

Corridors
All future schemes identify corridors, and base proposals on an analysis of the movement of different users and modes, balancing these against overall policy objectives. In addition it is important to recognise that a transport corridor such as a road will have different functions along its length - for example at one location it may have a primary function as a traffic link between areas, while in another it becomes part of a 'place' in a busy town centre. Therefore, roads can be classified according to their status as a link (e.g. nationally important route) as well as their status as a place (e.g. where the road passes through an important local centre). This analysis helps to identify the importance of different needs to ensure that a balanced approach is taken to future proposals and the use of a transport corridor.

Neighbourhoods
These are defined zones incorporating both residential areas and town centres and generally cover the areas between corridors. In general, these are areas where the needs of the local residents are prioritised over those of the car users, and should be the preserve of local activities with an emphasis on calming traffic, displacing through traffic and providing streets that are not dominated by the car. These neighbourhood areas that are suitable for local environmental treatments, traffic restrictions for example through filter permeability, car club bays, cycle parking facilities and electric vehicle charging bays etc.

Healthy Streets
The council supports the Healthy Streets agenda and schemes delivered to date shows that Hackney have already been considering these indicators as part of the street design.

Hackney will continue to implement schemes that reflect as many of the indicators wherever possible, as well as requiring developers to incorporate them into the design of their developments. A number of schemes have been identified as part of the LIP3 delivery programme to received Healthy Street interventions. This principal will be used to make changes to the streets to make improvements against the healthy Streets indicators and Hackney policies.

Smarter Travel
This is the term for initiatives designed to achieve more sustainable travel by encouraging people to change their behaviour through travel planning, information and publicity. Smarter travel initiatives are often linked to changes to infrastructure and services. Providing information about available travel choices and support to change old habits can lead to people embracing new modes and routes, more suited to their current lifestyle. Smarter travel techniques tend to fall into two categories: those that target particular journeys and destinations, and those that target particular types of people. Destination, hospital, school, workplace and faith centre travel plans all fall within the first category. Personal travel planning and car clubs fall into the latter. As well as specific smarter travel techniques, many smarter travel programmes are supported by social marketing campaigns to raise awareness of travel issues among target populations.

Maintenance
The council's objective is to ensure that all our roads, bridges and footways are in a good state of repair. A well maintained transport network is crucial to enabling and ensuring the efficient and safe passage of people and goods around Hackney. The financial demands placed on Hackney to maintain an old, worn out inner urban infrastructure requires considerable investment. The public highway network is inspected at least quarterly (main road network monthly) and priority given to those structural elements that have failed or are about to fail. TfL have cut principal road maintenance during the period 2018/19 – 2020/21 and therefore not maintenance schemes are proposed during this time. This funding allocation is proposed to be reinstated in 2021/22.

2019-2020 LIP Programme
The annual programme of schemes and initiatives has been completed on Proforma A and submitted to TfL via the Borough Portal. The programme of schemes will be updated annually. This section provides a commentary for the borough's schemes and programmes for 2019-2020.

Healthy streets
Hackney is strongly committed to creating liveable and healthy street environments including promoting new ways of looking at kerbside space such as trials of parklets and installation of on-street cycle parking hangars. Pocket parks are also being installed in underutilised pieces of public realm where the opportunity arises. In some places former on-street parking bays are being converted into small parklets in residential and commercial locations. Many of these schemes are closely coordinated with tree planting and the expansion of sustainable urban drainage.

This is one part of a broader effort to support walking trips in the borough through a broad ranges of accessibility improvements interventions to improve walkability including wider pavements, dropped kerbs; Legible London signage and improvements to

crossings such as installing pedestrian countdown facilities (PCaTs). Some 75 existing signal sites still do not have pedestrian countdown.

Pedestrian improvements are one of the main drivers behind the Ravensdale Road scheme. The Council is proposing Healthy Streets public realm works designed to address complaints regarding safety and speeding on this busy residential bus route which provides access for local synagogues, a church and schools.

The Council also supports 'Walk once a Week campaigns in conjunction with Living Streets. -Healthy Streets upgrades prioritized in the programme include schemes on Southgate Road, Downham Road, Graham Road, and Church Street. Southgate Road and Downham Roads are close to CS1 and the Islington borough boundary and have both generated a number of complaints regarding safety and speed in recent years.

The A1027 Graham Road (on an east-west axis between the B108 Queensbridge Road and the A107 Mare Street) suffers from similar issues as well problems relating to the high number of HGVs passing along the street. The scheme here will be closely coordinated with the changes planned in the Hackney Central Liveable Neighbourhood. The Healthy Streets upgrades planned for Church Street in Stoke Newington are also related to a nearby major scheme in this case the removal of the Stoke Newington gyratory. This local high street has long suffered from a high volume of traffic which has generated a number of concerns from residents.

While Local Implementation Plan funding allows the borough to schedule-in schemes, by its nature this work tends to have to be done incrementally as opportunities to refresh the public realm often arise in the context of new externally funded developments and section 106 agreements.

Hackney is ensuring that developers make commitments to improve both the immediate area within and around the buildings that they construct but also to mitigate any detrimental effects on the transport network. This latter part of development management process involves an ongoing need for the borough to monitor business and residential travel plans. The Council also has its own travel plan which monitors the way that Council staff travel to work and aims to make it more sustainable.

Cycling schemes

Hackney also continues to support cycling through its long-standing offer to provide free cycle training on demand to every adult who lives in the borough. This is just one of an extensive range of LIP-funded education, training and publicity activities for sustainable transport which include support for 'Cycle Pitstops', promotion at events and festivals and the printing of marketing materials. A related workstream is support for cycling in the community through Smarter Travel Estates and Community Cycle hubs including personalised travel planning; help accessing bikes, learning to ride, learning maintenance, confidence building and cycling as family.

Retrofitting secure residential cycle parking continues to be a high priority for the borough with the current emphasis on on-carriageway locations involving the reallocation of car parking spaces for cycle hangars. Other high priorities include social housing estates and train stations. We are currently reviewing the way we maintain and manage our hangars with a view to making the programme self-financing.

The borough is also currently upgrading Hackney's cycle network with the aim that every resident will live within 400 metres from a high quality cycle route by 2021. We are planning to achieve this rollout with investment in new designated cycle routes including three London Strategic Cycle Network routes and a review of the delivery arrangements in the section of Quietway 13 in Broadway Market.

About 2km of segregated cycle lanes as well as improved pedestrian facilities are being built in the Hackney section of the A105 Green Lanes as the first stage of a neighbourhood development scheme there. The Council also has a programme of local schemes aimed at improving cycle permeability. Many of these follow suggestions from members of the public and are often aimed at developing local connectors between other routes such as the Central London Cycle Grid, CS1 or the Quietways.

Road traffic reduction

The borough's walking and cycling schemes are all guided by a continuing programme of information gathering about movements on the Hackney street network including local traffic counts, surveys and modelling. Part of this involves compiling information about motor traffic to enable strong evidence-based road danger reduction campaigns. Road safety work in the borough guided by Vision Zero targets are increasingly focused on vulnerable road users which include riders or powered two wheelers and older people as well as pedestrians and cyclists.

Vision Zero interventions will adopt a 'safe systems' approach including work on achieving safe streets; safe vehicles; safe speeds and safe behaviours. Details of this can be found in the Vision Zero commentary under Outcome 2. Care has also been taken to embed Vision Zero thinking in all borough funded engineering projects.

Beyond preventing collisions it is often the fear of traffic dominated streets that discourage people from choosing active travel as a means to get around. Reducing speeding can not only reduce the number and severity of road collisions but can create a calmer feeling in public spaces and reduce motor traffic domination. This can be helped by the introduction of speed-measuring 20mph electronic signage. The Council is also seeking the ability to deploy mobile units (which will also be able to measure flows and speeds) at locations where residents report speeding issues. This should help reassure residents that their concerns are being taken seriously even where permanent or semi-permanent electronic signage is not installed.

Efforts to reduce the speed of traffic complements work to reduce the volume of traffic on local roads through reducing rat running in local neighbourhoods, part of which may be derived from traffic from outside the borough.

One focus is traffic reduction and rat-running in the London Fields area with a series of traffic management schemes planned at Richmond Road, Triangle Road and Sheep Lane. A School Street and associated bus gate has been implemented on a trial basis in the London Fields area in 2018. Work is continuing to develop the proposals wider, in this case to the east of the existing scheme, to keep vehicles away from the area completely (unless they need access). This scheme would contribute toward improving air quality in the local area and would be complementary to both the existing scheme and the forthcoming proposals for Broadway Market, being developed as part of the Quietways

programme.

The Council also wishes to develop an area wide scheme to address rat-running, safety and speeding concerns reported by local residents in the area to the north-west of Lea Bridge Roundabout, bounded by the A107 Upper Clapton Road, B111 Northwold Road, A10 Rectory Road and Kenninghall Road. Initially individual roads were considered, but it is clear that options need to be developed on a wider basis.

One of the consequences of implementing the CS1 through Hackney was increased traffic on Crossway. Although not a designated road, this is a local road which carries buses and is an important connector route to Islington. However it is comparatively wide and therefore the Council wishes to implement a scheme in accordance with the Healthy Streets principles, to change how this road is used and also improve local air quality.

Working with schools

Tackling the peak-time traffic, health and environmental concerns associated with children travelling to and from school is a high priority for Hackney Council. Reducing the prevalence of motor vehicle use for the school run is a large part of this.

Through school travel planning (specifically TfL's STARS Accreditation scheme) the borough continues to work directly with schools to identify barriers to sustainable travel, and to encourage children, parents and school staff to walk, cycle or use public transport to get to school.

Implementing sustainable travel initiatives and programs is central to school travel planning. One of the project that aims to mitigate the negative effects of the school run is the expansion of Hackney's successful School Streets project where cars are banned from entering certain streets around schools during this period. Similarly, temporary road closures (Play Streets) will continue to be supported by Hackney to enable children to play in the street close to their home. As of July 2018 there were 43 streets that were hosting a play street with 13 estates having taken part in play streets and estate play sessions on public spaces.

Also integral to school travel planning is Hackney's LIP funded road safety education curriculum delivered to all primary and secondary pupils in the borough. The promotional aspect of this work is supported by infrastructural improvements designed to reduce road danger around schools such as new road crossing facilities and local traffic reduction schemes.

Reducing emissions is an objective of several LIP-funded schemes including air quality (AQ) monitoring where a network of two referenced continuous monitors, three AQ Mesh pods and over 120 diffusion tubes is aimed at identifying the impact of local schemes and longer term trends. The installation of electric vehicle charging points where LIP money is being used in combination with funding from the Go Ultra Low City Scheme is also a major part of the borough's air quality work. A shift towards car sharing including the use of car club schemes (which the borough also continues to fund out of the LIP) can often help in this transition. There are currently three car club firms operating in the borough, Zipcar, DriveNow and Enterprise Car Club. Improvements to public transport including making buses reliable and easier to use also have a role in improving air quality.

As well as these LIP-funded schemes Hackney is also working on the implementation of its £8.7m Hackney Central Liveable Neighbourhoods programme, which is supported by £2.6m match funding from the LIP and developer contributions

This scheme aims to create a Liveable Neighbourhood in Central Hackney by improving the sense of place in this commercial heart of the borough, with the help of traffic reduction (removing through traffic from Amhurst Road) linked to improved walking and cycling routes throughout the area. The scheme will also treat in one coordinated intervention the three of the currently most dangerous junctions on borough-controlled roads and improve accessibility at two railway stations.

Risks to the delivery of the three-year programme

There are risks associated with any major investment programme and it is highly likely that there will be external factors affecting the full implementation. The council is experienced in carrying out complex projects and over recent years has been acknowledged for its effectiveness in managing and mitigating any potential risks. These envisaged risks and mitigating measures are set out

Table 5 below shows the principal risks associated with delivery of the LIP together with possible mitigation actions for the three-year programme. The risk register summarises the strategic risks identified that could impact on the three-year programme of schemes/initiatives

Table 5: Risk Assessment for three-year programme 2019/20-2021/22

Risk	Likelihood			Potential mitigation measures	Impact if not mitigated
	H	M	L		
Financial					
Insufficient funding to implement and / or complete all programmed schemes.		x		Identify new and / or reallocate funds where possible. Otherwise, schemes to be prioritised according to how they relate to the borough's transport objectives and MTS goals and implement less schemes.	Will impact on the delivery programme with schemes with large number of schemes affected rather than lower priority schemes being removed from delivery programme

Increase in unforeseen costs due to environmental factors.			x	Contingency funding to be incorporated into all scheme / project budgets.	Impact on delivery programme and implementation of schemes
Statutory / Legal					
Third Party					
Lack of support & co-operation with partner suppliers and infrastructure owners.			x	Discussions will be held with all interested parties and approval obtained before the work is commissioned on site. If require, the scheme will be amended or an alternative proposal will be pursued.	Impact on delivery programme
Procuring new service provider			x	The contract with our existing service provider is coming to an end so a new contract will be procured. Hackney will end that there is no gap in contracts to ensure delivery can continue	Service contractor unable to delivery due to changing contracts

Public / Political					
Scheme approval may be delayed or not given due to councillor / resident opposition.			x	The council has well defined democratic processes to inform and obtain support both from residents and local elected	
Residents and/or councillor's request schemes / projects that do not contribute towards achieving LIP			x	Clarification will be given that all schemes / projects must contribute towards the borough transport objectives and the	
Elections result in change of political priorities			x	Projects and programmes are rooted in a strong evidence base with multiple positive outputs and benefits meaning that programmes can be modified in the light of new political priorities rather than abandoned.	Existing projects and programme become undeliverable.
Changes due to Brexit result in change of political priorities			x	Projects and programmes are rooted in a strong evidence base with multiple positive outputs and benefits meaning that programmes can be modified in the light of new political priorities rather than abandoned. Seek new funding sources. Accept risk.	Existing projects and programme become undeliverable.

Programme & Delivery					
Managing demand for road space from different users	x			Reducing overall levels of vehicles on our roads is a priority Reallocating road space to pedestrians, cyclists and bus users	Create conflict and negatively impact on a particular user.
Increasing vehicular traffic congestion and delays on the road network		x		LBH are exploring traffic reduction measures. Other measures include traffic restriction to prevent rat running and mode shift to sustainable transport	Congestion continues to get worse and bus services are suffering further delays as a result and unable to take forward schemes.
Demand for public transport and increasing overcrowding			x	Mode shift from public transport to walking and cycling Behaviour change tools Additional public transport provision/services New public transport infrastructure, i.e. Crossrail 2 Improved bus priority Station accessibility improvements Lengthening platforms/concourse capacity	Increase in congestion at stations

Reduced funding for bus services and therefore cuts to existing services	X			Lobby and work with TfL to keep existing bus provisions.	Impact on bus users in Hackney as access to few buses and routes
Climate Change			x	Greening streets and tree planting Retrofitting public realm with sustainable urban drainage systems and bio-retention ponds	
Air Pollution	x			LBH are exploring traffic reduction measures. Other measures include traffic restriction to prevent rat running and mode shift to sustainable transport. Other measures include: air pollution interventions such as greening, zero emission zones etc	Air quality is set to improve, however this could be slower than expected and will impact on the health of our residents and workers.
Road casualties – particularly cyclists, pedestrians and Powered two wheelers	x			Behaviour change/education campaigns Cycle training Driver training Speed reduction on TLRN Scheme to support the 20mph speed limit already in place where there is a known issue	Increase in casualties

Monitoring the delivery of the outcomes of the Mayor's Transport Strategy
Performance monitoring is an essential part of the delivery process. The council places considerable emphasis on delivering services efficiently and effectively.

Achieving the best use of resources will be vital in delivering the LIP, and other transport improvements in Hackney, as there is much to be done with ever-increasing pressures on funding. Without understanding what is being delivered, it is simply impossible to assess whether resources are being used effectively. Therefore, in order to monitor delivery of our LIP objectives and intended outcomes, we have identified a number of targets and indicators. These include:

- Core targets - locally specific targets for the MTS Strategic Indicators relevant to boroughs, for which all boroughs are required to set and agree targets with TfL, and which will be used to assess delivery of MTS outcomes at a borough level.

- Local targets - additional targets for local performance indicators, covering other outcomes which are a local priority for Hackney

The council's proposed LIP indicators and targets combine the mandatory Mayoral indicators and those indicators that the council has adopted locally which have been agreed as part of the Hackney Transport Strategy. Both of these types of indicators are listed in **Table 6**.

Ensuring effective delivery of the LIP will require ongoing monitoring. With increasing pressure on public funding and services, it is essential to confirm that actions taken to deliver the LIP are having the desired effect. We will monitor and evaluate our progress against targets and indicators on an on-going basis. Where a target is not on track we will seek to identify causes, and consider altering our investment and scheme programme to get the target back on track. This process complements our approach to budget management and helps achieve value for money.

The borough will monitor and record the delivery indicators and report to TfL once a year in June using Proforma C. TfL hold data for some indicators and therefore we will require TfL to report back to the borough to ensure inclusion in Proforma A.

Table 6: MTS and borough outcome indicators

Objective	Metric	Borough target	Target year	Additional commentary
Overarching mode share aim – changing the transport mix				
Londoners' trips to be on foot, by cycle or by public transport	Active, efficient and sustainable (walking, cycling and public transport) mode share (by borough resident) based on average daily trips. Base period 2013/14 - 2015/16.	Sustainable transport mode trips by Hackney residents to reach 91%	2041	While the London-wide target for travel by sustainable modes is 80%, Inner London targets have been set higher than this by TfL to compensate for lower levels of modal shift expected in Outer London
		Maintain the overall walking mode share at 40% of all journeys made by Hackney residents 7 days a week	2025	

		Increase the mode share for Hackney children walking to school to 70%	2025	
		Increase the proportion of Hackney residents walking to work to 15%	2025	
		Increase the proportion of Hackney residents cycling to work to 25%	2025	
		Increase the proportion of Hackney Council Staff cycling to work to 28%	2025	
		Achieve 5% of Hackney primary school children cycling to school	2025	
		Achieve 15% cycling mode share for all journeys made by Hackney residents 7 days a week	2025	

Healthy Streets and healthy people				
Outcome 1: London's streets will be healthy and more Londoners will travel actively				
Londoners to do at least the 20 minutes of active travel they need to stay healthy each day	Proportion of London residents doing at least 2x10 minutes of active travel a day (or a single block of 20 minutes or more).	44% of Hackney residents to be reporting two periods of ten minutes spent walking or cycling on the previous day	2021	Current percentage is 37%
		70% of Hackney residents to be reporting two periods of ten minutes spent walking or cycling on the previous day	2041	

Objective	Metric	Borough target	Target year	Additional commentary
Londoners have access to a safe and pleasant cycle network	Proportion of Londoners living within 400 metres of the London-wide strategic cycle network.	85%	2022	Current % as of 2018 is 69%
		100%	2041	
Outcome 2: London's streets will be safe and secure				
	Deaths and serious injuries (KSIs) from road collisions, base year 2005/09 (for 2022 target)	114	2022	This represents a 48% reduction from the 2005-2009 baseline rather than the 65% target outlined in the MTS. Reasons for the modification of this target are described in Chapter 2.
	Deaths and serious injuries (KSIs) from road collisions base year 2010/14 (for 2030 target)	53	2030	This is the Hackney target and matches the MTS target of a 70% reduction in KSIs from the 2010-2014 baseline

	Deaths and serious injuries (KSIs) from road collisions	0	2041	Vision Zero target
Reduce cycle theft	Provision of secure on-street and estate cycle parking	50% households	2025	
Outcome 3: London's streets will be used more efficiently and have less traffic on them				

Objective	Metric	Borough target	Target year	Additional commentary
Reduce the volume of traffic in London.	Vehicle kilometres in given year. Base year 2015. Reduce overall traffic levels by 10-15%.	Reduce volume of traffic in borough to 465 million vehicle km	2021	Base level traffic in 2015 is 465 million vehicle km but there is the beginnings of trajectory of rising traffic levels with 468 million vehicle km being recorded in 2016. The short term target is, therefore, to halt and reverse this recent rise.
		20% reduction in volume of traffic to 372 million vehicle km	2041	From base year which is 2015 which traffic levels were at 465 million vehicle km.

Reduce the number of freight trips in the central London morning peak.	10% reduction in number of freight vehicles crossing into central London in the morning peak period (07:00am - 10:00am) by 2026.	N/A	N/A	N/A
Reduce car ownership in London.	Total cars owned and car ownership per household, borough residents. Quarter of a million fewer cars owned in London. Base period 2013/14 - 2015/16.	Reduce the levels of car ownership in Hackney to 39,700	2021	DVLA figures show the number of cars owned in Hackney rising in the three most recent years as follows: 2014 - 41,129 2015 - 42,394 2016 - 42,883 This target aims to halt this rise and put it into reverse.
		32,300	2041	This represents a 25% reduction from current levels of ownership.
Outcome 4: London's streets will be clean and green				

Objective	Metric	Borough target	Target year	Additional commentary
Reduced NO_X emissions.	NOX emissions (in tonnes) from road transport within the borough. Base year 2013.	160	2021	Hackney NOx emissions total in 2013 was 530 tonnes
	NO_X emissions (in tonnes) from road transport within the borough. Base year 2013.	20	2041	
Reduced CO_2 emissions.	CO2 emissions (in tonnes) from road transport within the borough. Base year 2015/16.	104,800	2021	Hackney 2013 emissions was 126,700 tonnes
	CO2 emissions (in tonnes) from road transport within the borough. Base year 2015/16	25,900	2041	
Reduced particulate emissions.	PM10 emissions (in tonnes) from road transport within borough. Base year 2013.	32	2021	Hackney PM10 emissions in 2013 was 40 tonnes
	PM10 emissions (in tonnes) from road transport within borough. Base year 2013	18	2041	

	PM2.5 emissions (in tonnes) from road transport within borough. Base year 2013	15	2021	Hackney PM2.5 emissions in 2013 was 23 tonnes
	PM2.5 emissions (in tonnes) from road transport within borough. Base year 2013	9	2041	
	Introduce at least 12 School Streets and implement mitigation at the most affected schools to reduce pupil exposure to air pollution.	12	2022	
	Proportion of car club/sharing vehicles in the borough which are zero tailpipe emissions capable.	50%	2025	
	Proportion of residents within 500m of an electric vehicle charging point	80%	2022	
	Proportion of residents within 500m of an electric vehicle charging point	100%	2025	
	Increase LB Hackney tree canopy coverage	25%	2025	2015 canopy coverage is 18.5%
A good public transport experience				

Outcome 5: The public transport network will meet the needs of a growing London				
Objective	**Metric**	**Borough target**	**Target year**	**Additional commentary**
More trips by public transport - 14-15 million trips made by public transport every day by 2041.	Trips per day by borough of residence. Reported as 3yr moving average. Base year 2013/14 - 2015/16.	214,000	2021	Current number of trips originating in Hackney is 181,000
		265,000	2041	
Outcome 6: Public transport will be safe, affordable and accessible to all				
Everyone will be able to travel spontaneously and independently.	Reduce the difference between total public transport network journey time and total step-free public transport network	Reduce step-free penalty on Hackney's transport network to 3 minutes	2041	The target is expected to be met primarily by installing Step Free access at Hackney's train stations.
Outcome 7: Journeys by public transport will be pleasant, fast and reliable				

Bus journeys will be quick and reliable, an attractive alternative to the car	Annualised average bus speeds, base year 2015/16	8.3mph	2021	Current average bus speed in Hackney is 8mph
	Annualised average bus speeds, base year 2015/16	9.2mph	2041	
New homes and jobs				
Outcome 8: Active, efficient and sustainable travel will be the best options in new developments				

Objective	Metric	Borough target	Target year	Additional commentary
Outcome 9: Transport investment will unlock the delivery of new homes and jobs				
No outcome indicators				