



London Borough of Hackney

Draft Third Local Implementation Plan (2019-2022)

November 2018

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Foreword

I am delighted to introduce Hackney's draft 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.

We now invite your views on the plans as a first step to working together with you to make the plans outlined here become a reality.



Cllr Feryal Demirci

A handwritten signature in black ink, appearing to be 'Feryal Demirci', written in a cursive style.

*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 criteria¹. 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 NO_x, 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.

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.

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 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 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 will take place between November and December 2018, the results from this will be used to update the plan and a full consultation report will be produced and published on the council's website.

Stakeholder organisations

In addition, Hackney plans to consult directly with a variety of representative bodies. The council will write to each organization drawing attention to the consultation, where it can 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 is commissioning a strategic environmental assessment (SEA) and, as recommended, is producing an equality impact assessment (EQIA) on the proposals contained in its LIP. These assessments will consider the impact of the LIP outcomes and programmes on the environment and demographic and social groups in the borough and may recommend changes and mitigations where appropriate.

The SEA Scoping Report (**Appendix E**), and a draft of the EQIA (**Appendix F**) will be available on the borough's website during the consultation period. These reports can be viewed at hackney.gov.uk/street-consultations

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 LIP². 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 the east, Tower Hamlets to the south-east and the City of London to the south-west. In

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 of the borough is the Queen Elizabeth Olympic Park (QEOP) and large areas of canals and marshes in the Lea Valley. The Regent’s 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

Deprivation

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.

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 PM_{2.5}, 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).

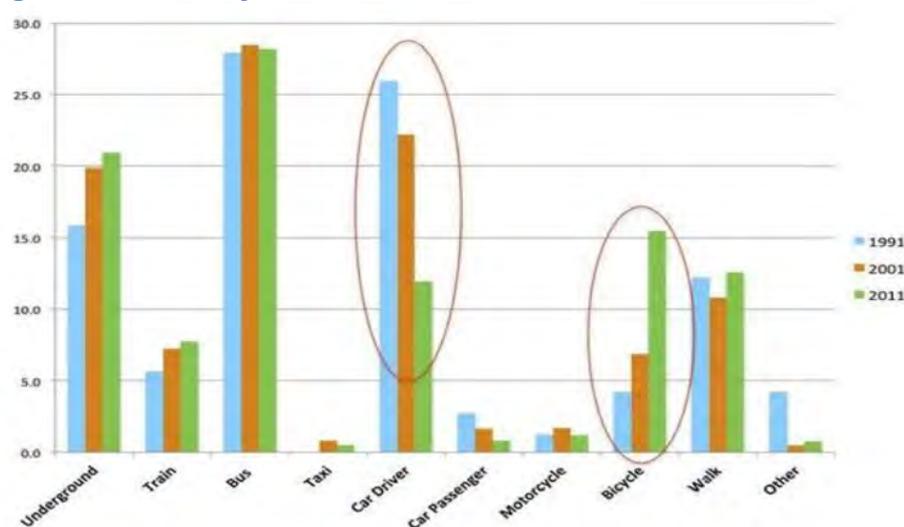
³ <https://www.hackney.gov.uk/media/2664/Facts-and-figures/pdf/facts-and-figures>, ONS 2016 Mid-Year Estimates, ONS, June 2017 and also London's Population by Age <https://www.trustforlondon.org.uk/data/londons-population-age/> citing ONS 2016 Mid-Year Estimates.

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

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 1991-2011⁵



- Approximately 85% of Hackney's commuters travel to work by means other than the private car.

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

- 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

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)

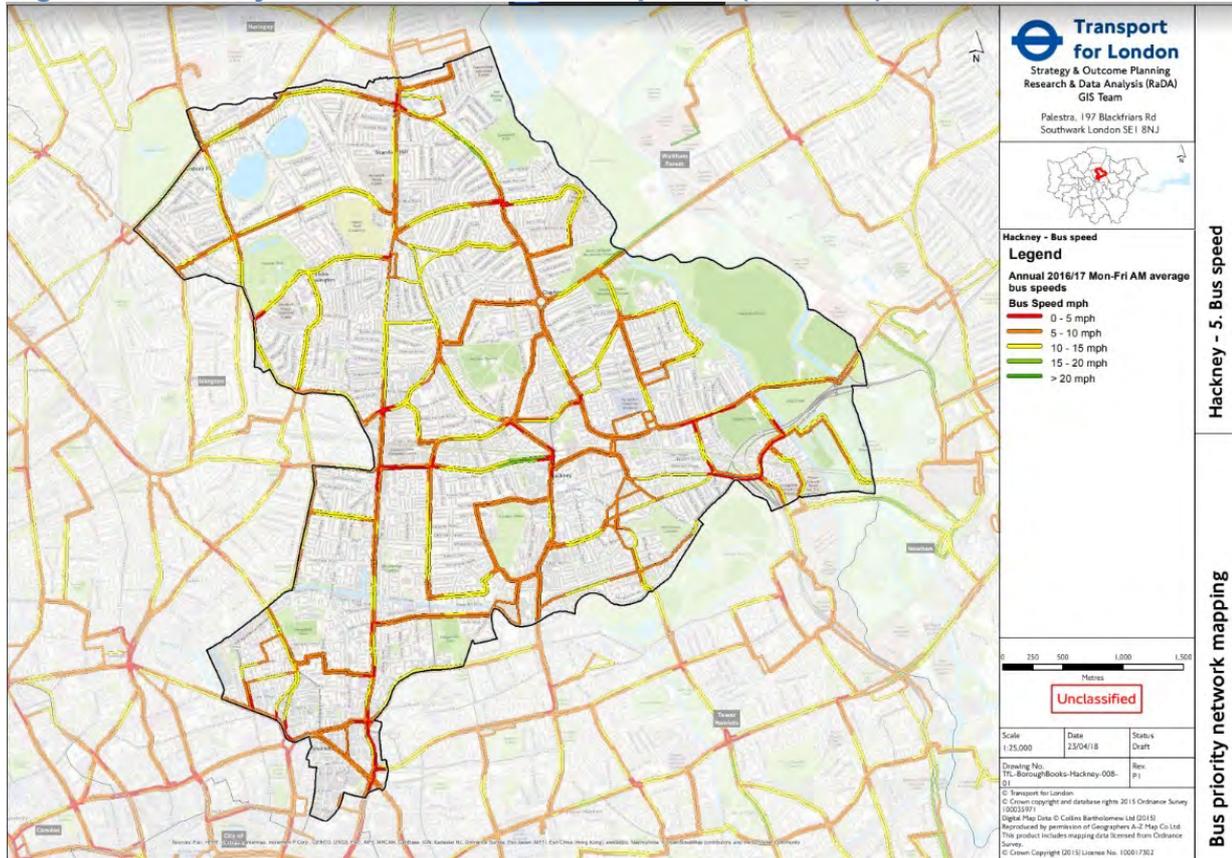
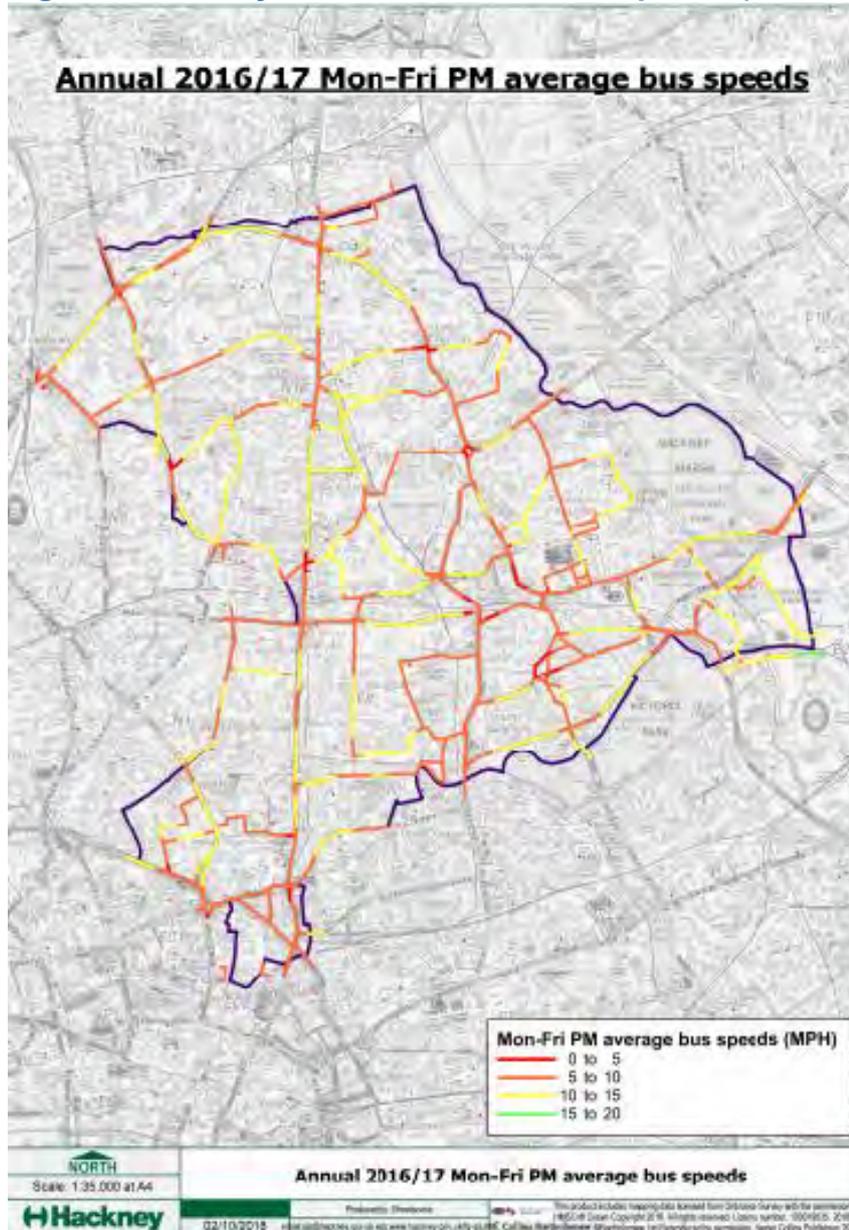


Figure 4 Hackney Bus Network PM Bus Speeds (TfL data)

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.

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 be 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.

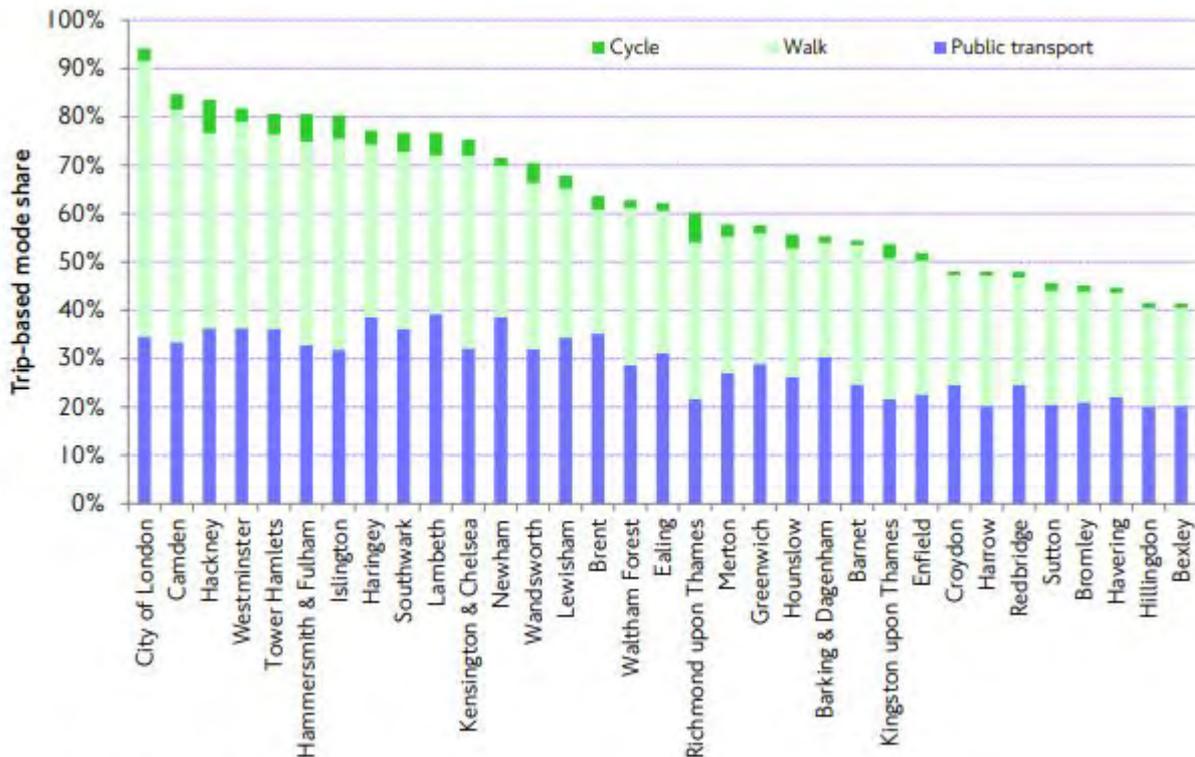
Cycling is also likely to have a key role to play in helping to reduce current and future overcrowding on the borough's public transport network. Demand is forecast to be 25% higher than it was in 2013 on the existing London Overground network by 2021, based on population and employment projections in 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 2017⁶

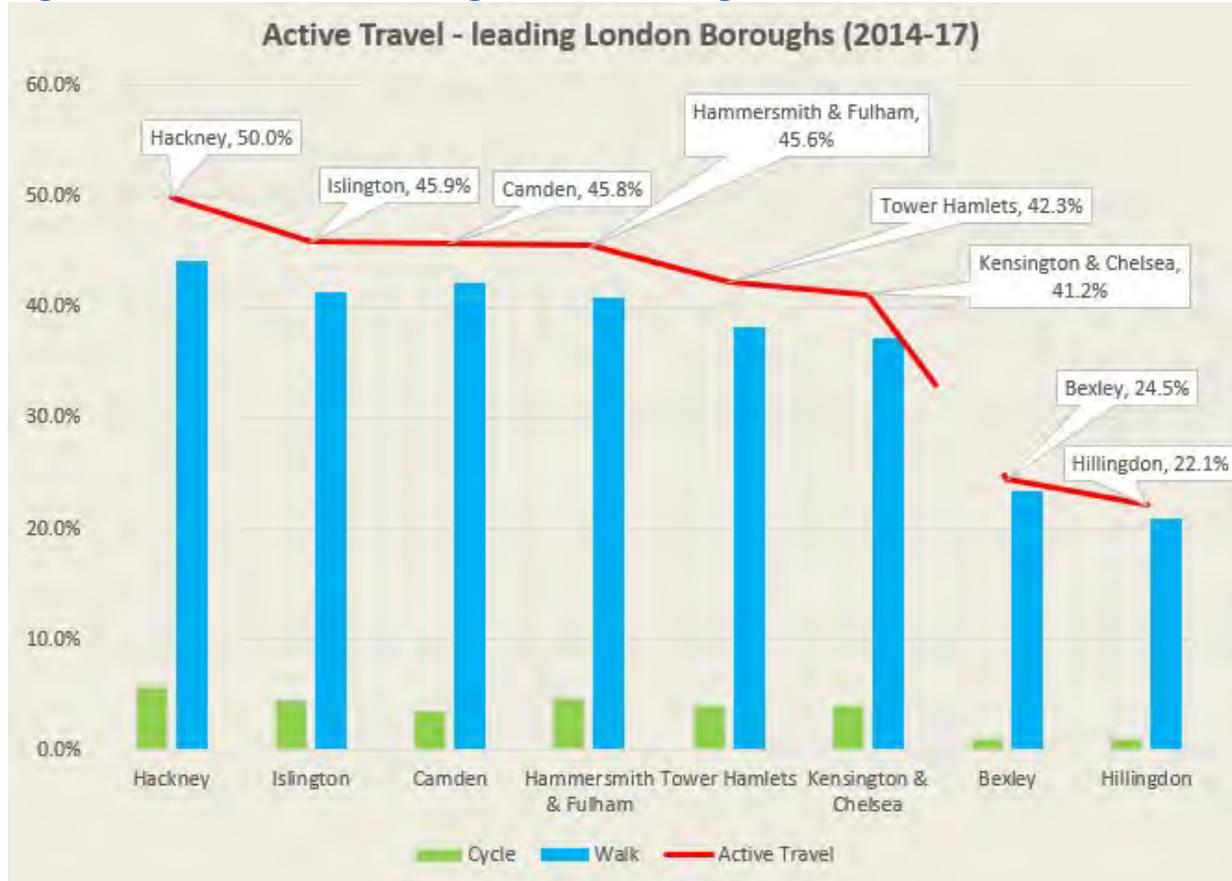


Source: TfL City Planning, Strategic Analysis.

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 Boroughs⁷

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 (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)

Walkable streets

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

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
- 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 (W2)

T4: Increase the proportion of Hackney residents walking to work to 15% by 2025 (W3)

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.

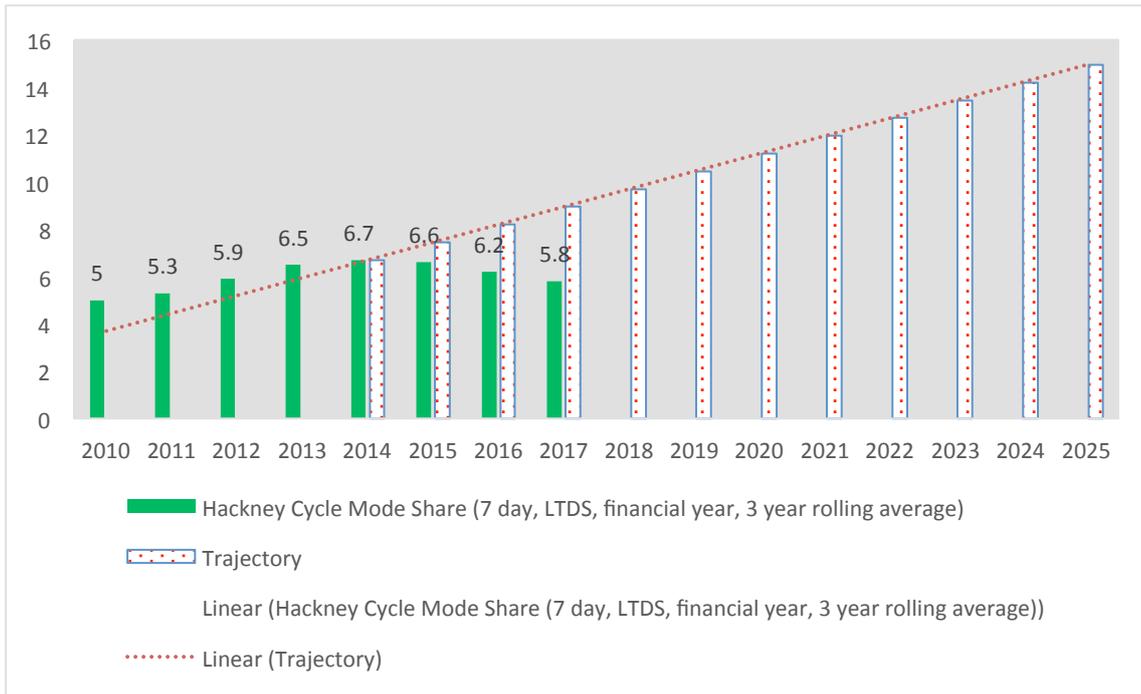
Encouraging children to cycle to school is another priority and 4.9% of Primary school children now get to school in this way – nearly double the rate of a decade ago.

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.

Figure 7 – Hackney cycle mode share 2025, target trajectory and actual data⁹

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.

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



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)**

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.

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

¹⁰ MTS 2018: TfL

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

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)

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.

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 trips¹³

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.

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

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

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 threats¹⁴

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 (35% do not have a car) and a lack of tube stations.

It has strong political support and a tradition of promoting sustainable transport and a young increasingly educated population open to modal shift and sustainable urban living and as a host borough has capitalised on the physical exercise behavioural and infrastructural legacy of the 2012 London Olympics

While motorised transport is ordinarily seen a means to an end, walking and cycling can

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

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.

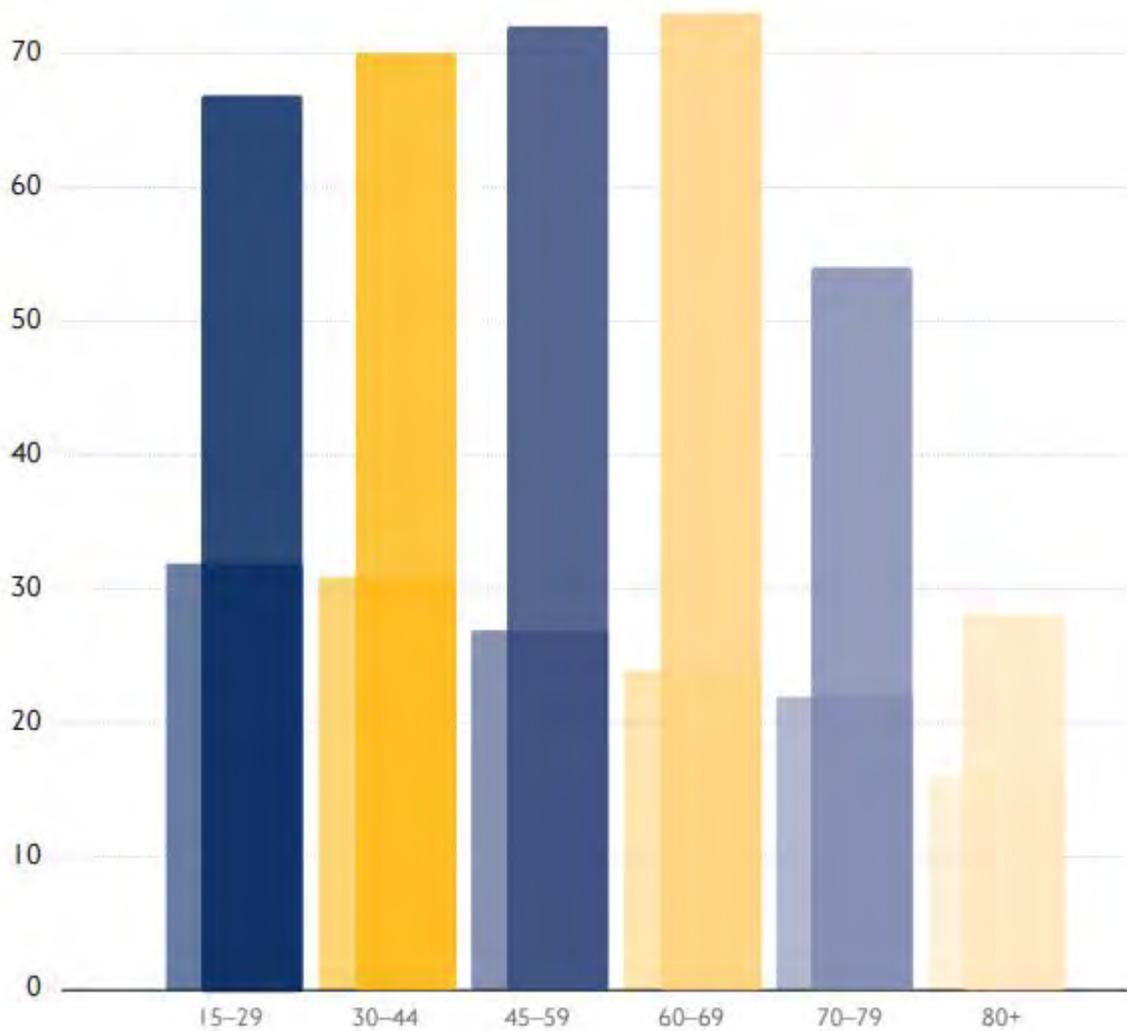
Boosting physical activity

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.

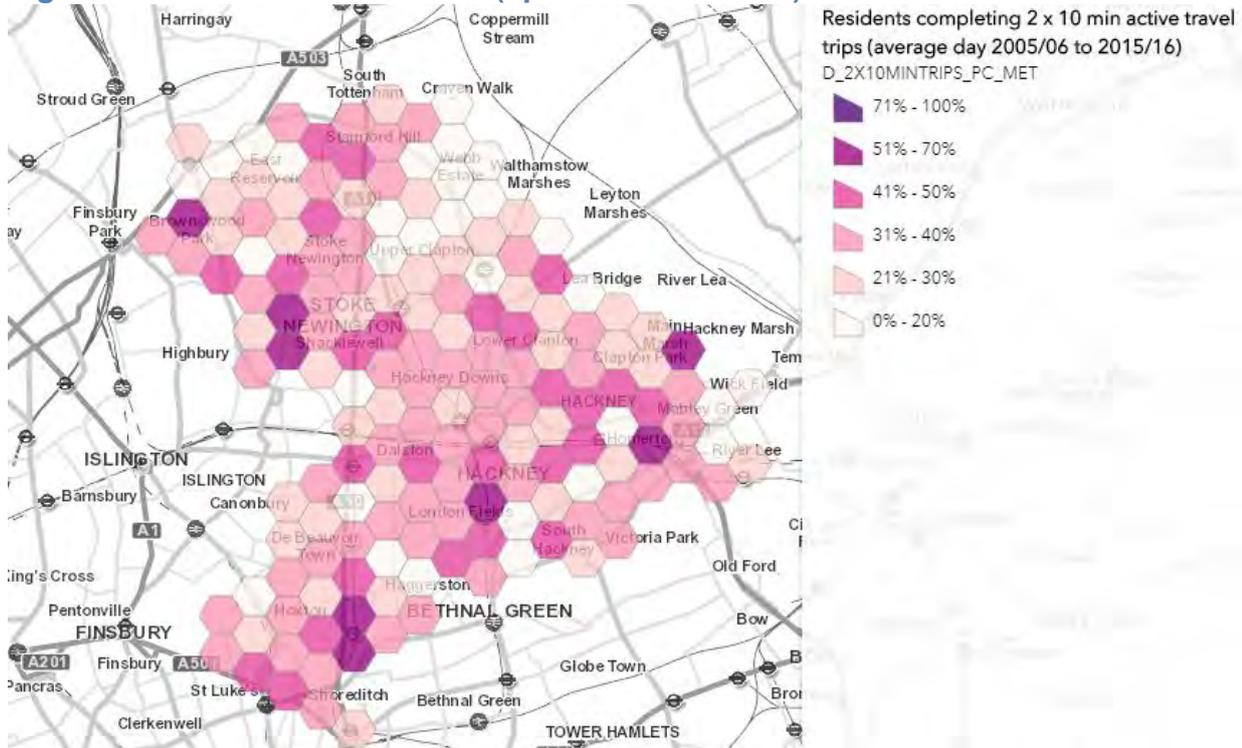
Some 37% of Hackney residents are currently meeting this level of active travel exercise. But as **Figure 8** below suggests, the potential to increase the proportion of Londoners meeting their physical activity needs through active travel is huge. The current spatial distribution of Hackney residents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

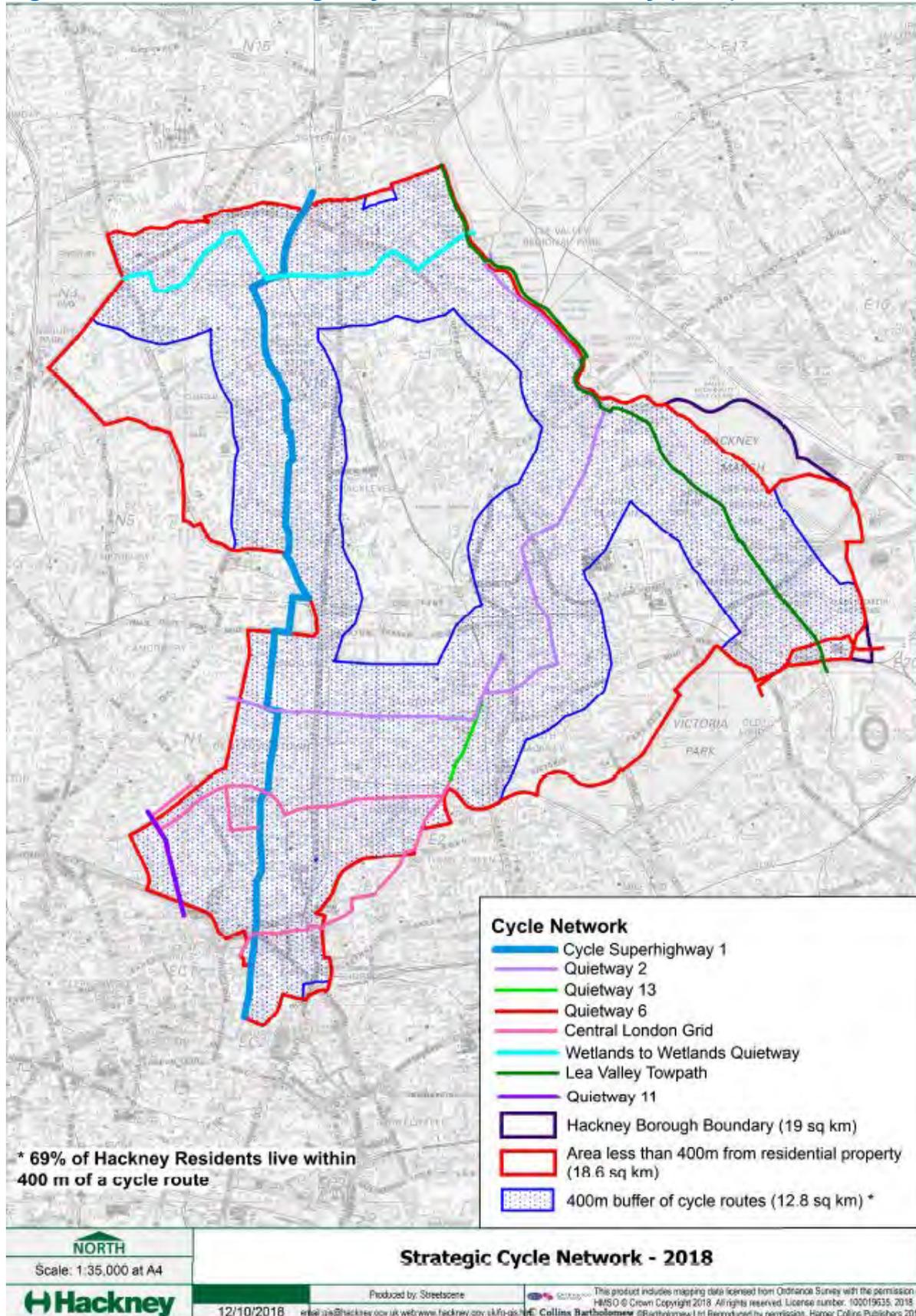
The council recognises that cyclists use a combination of routes depending upon their levels of confidence, and the fact that it is often difficult to avoid busier principal roads to reach a destination. Busier principal roads with heavier traffic flows also tend to be faster and more direct than quieter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

The Council is open and willing to examine proposals for segregated and semi-segregated cycle lanes on principal roads but it will be considered on a case by-case basis.

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

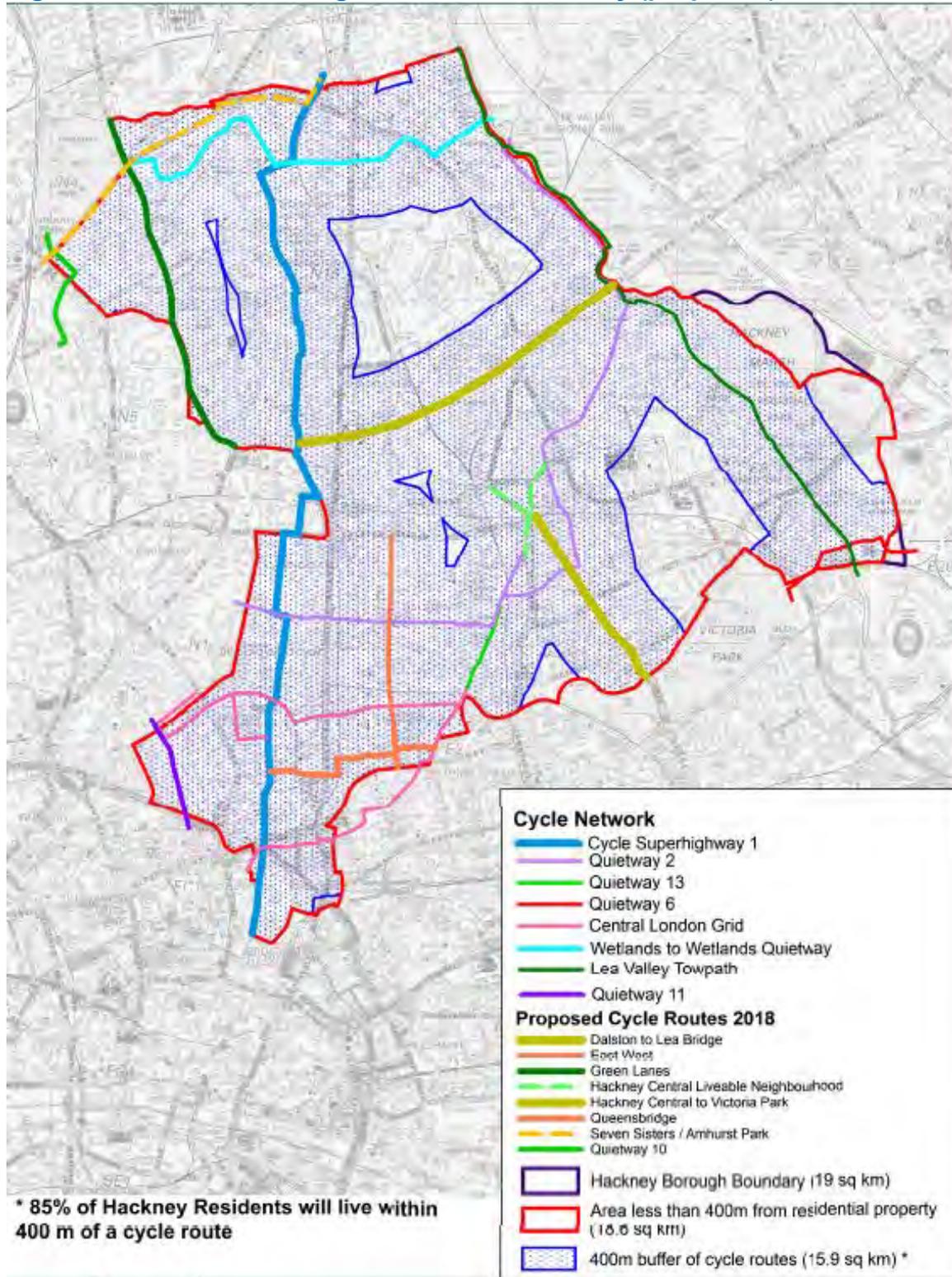
TfL Strategic Cycling Analysis (2017) identifies where future cycle routes could serve cyclists today but also future demand. Four of the top 25 routes identified in the report are in or pass through Hackney including:

- 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.

Figure 11 – London Strategic Network in Hackney (proposed)



 NORTH Scale: 1:35,000 at A4	Strategic Cycle Network - 2018 (plus proposed routes)
	Produced by: Shoalsians 12/10/2018 This product includes mapping data licensed from Ordnance Survey with the permission of OS/OS © Crown Copyright 2018. All rights reserved. License number: 100019635. 2018 © Collins Bartholomew Bartholomew Ltd. Reproduced by permission. Harper Collins Publishers 2018

Cycleable neighbourhoods

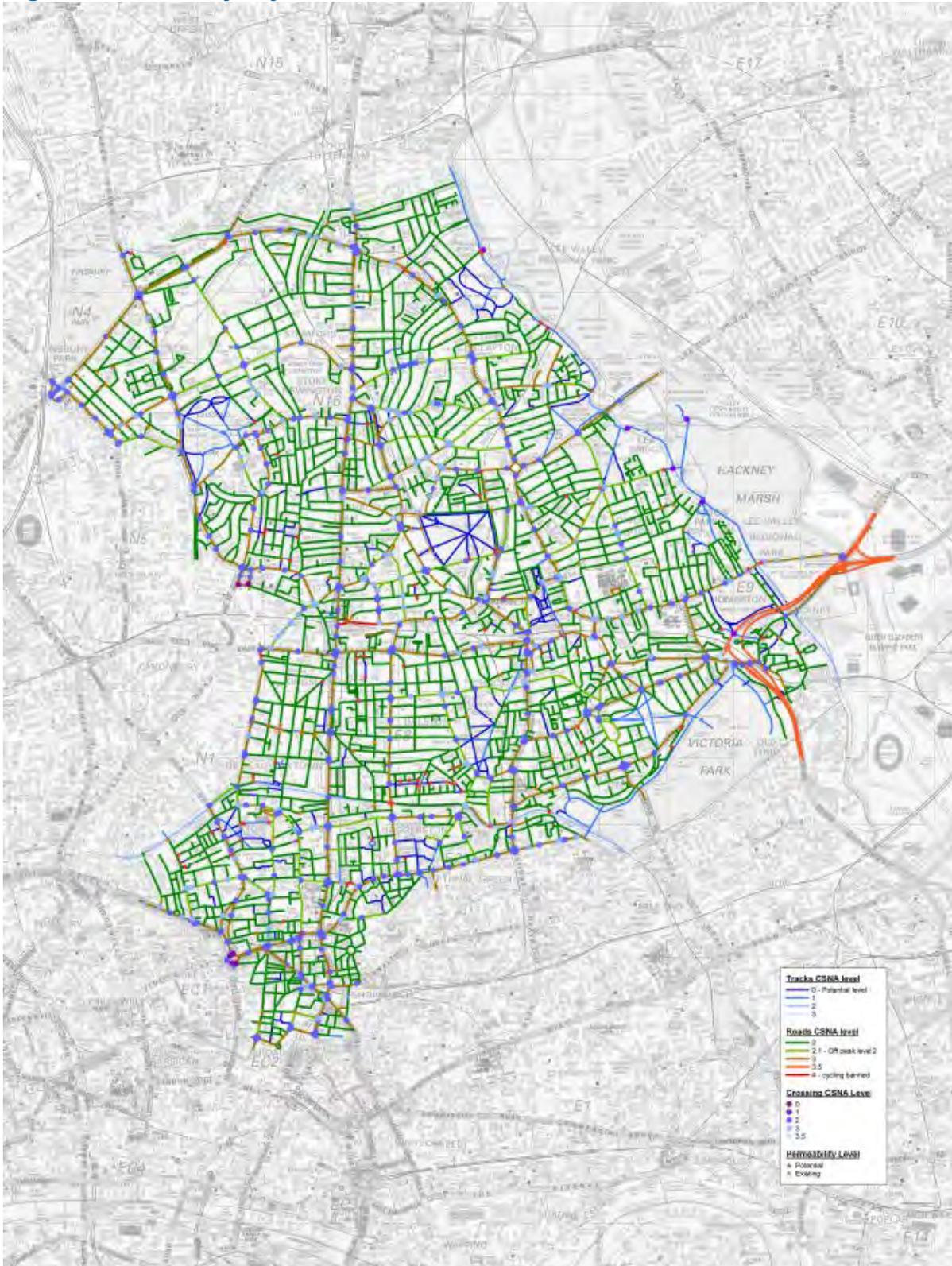
Hackney has been a long-standing proponent of using permeable filters on streets to allow cyclists to pass through neighbourhoods but not motor vehicles and has introduced a number of schemes which improve the environment for cycling whether this be to reduce the level of traffic, introduce contraflow 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 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.

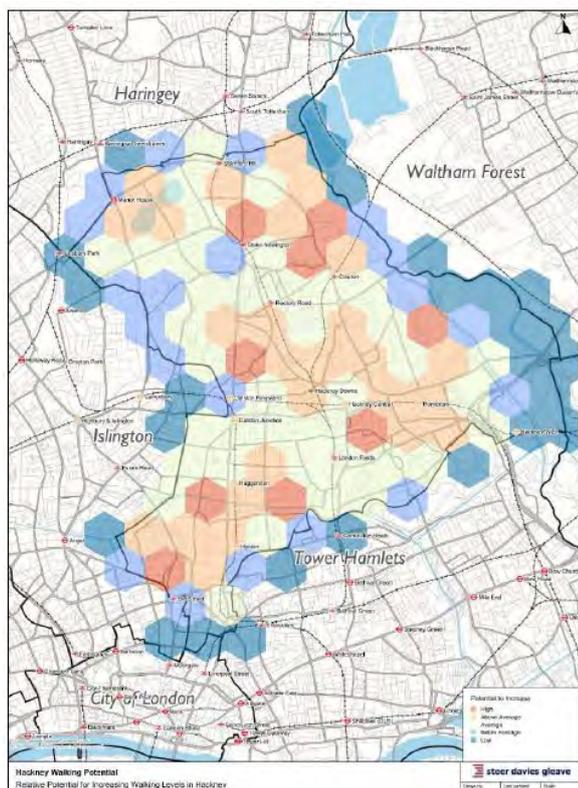
Hackney has been active in reallocating residential car parking to cycle parking and has the largest portfolio of residential cycle hangars in London with over 300 cycle hangars. Hackney has also installed hundreds of Sheffield stands in carriageway space, installed secure cycle parking solutions at stations in employment areas and 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 demographic¹⁸ 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 Strategy¹⁹. 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 1988²⁰ 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

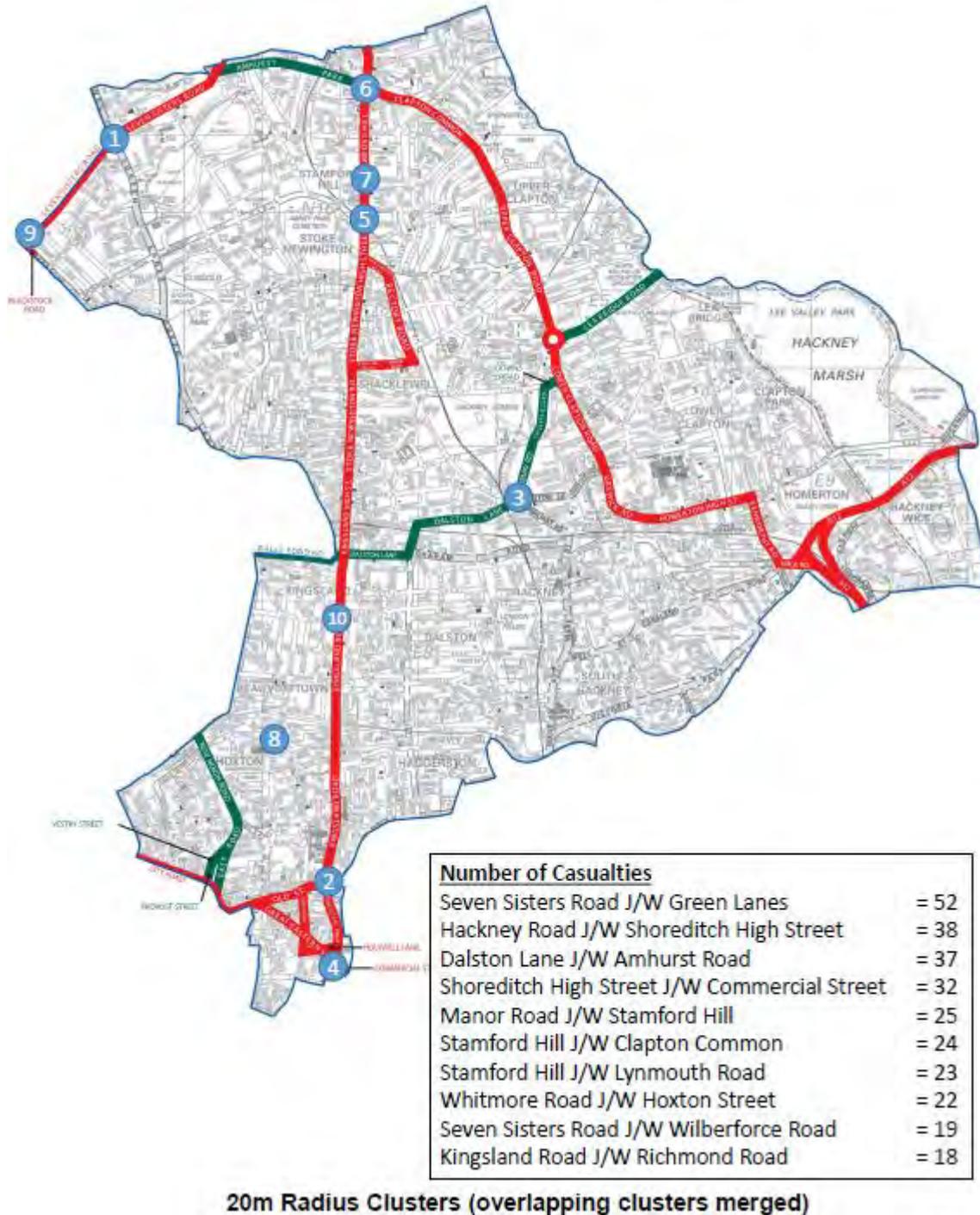
It can be seen from **Figure 14** that there is a high concentration of collisions on the TLRN which is maintained by TfL. For instance 51% of pedestrian casualties (between 2015 and 2017) occurred on just 22km of TRLN roads in Hackney. The remaining 49% of collisions were spread out over 239km of borough 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

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

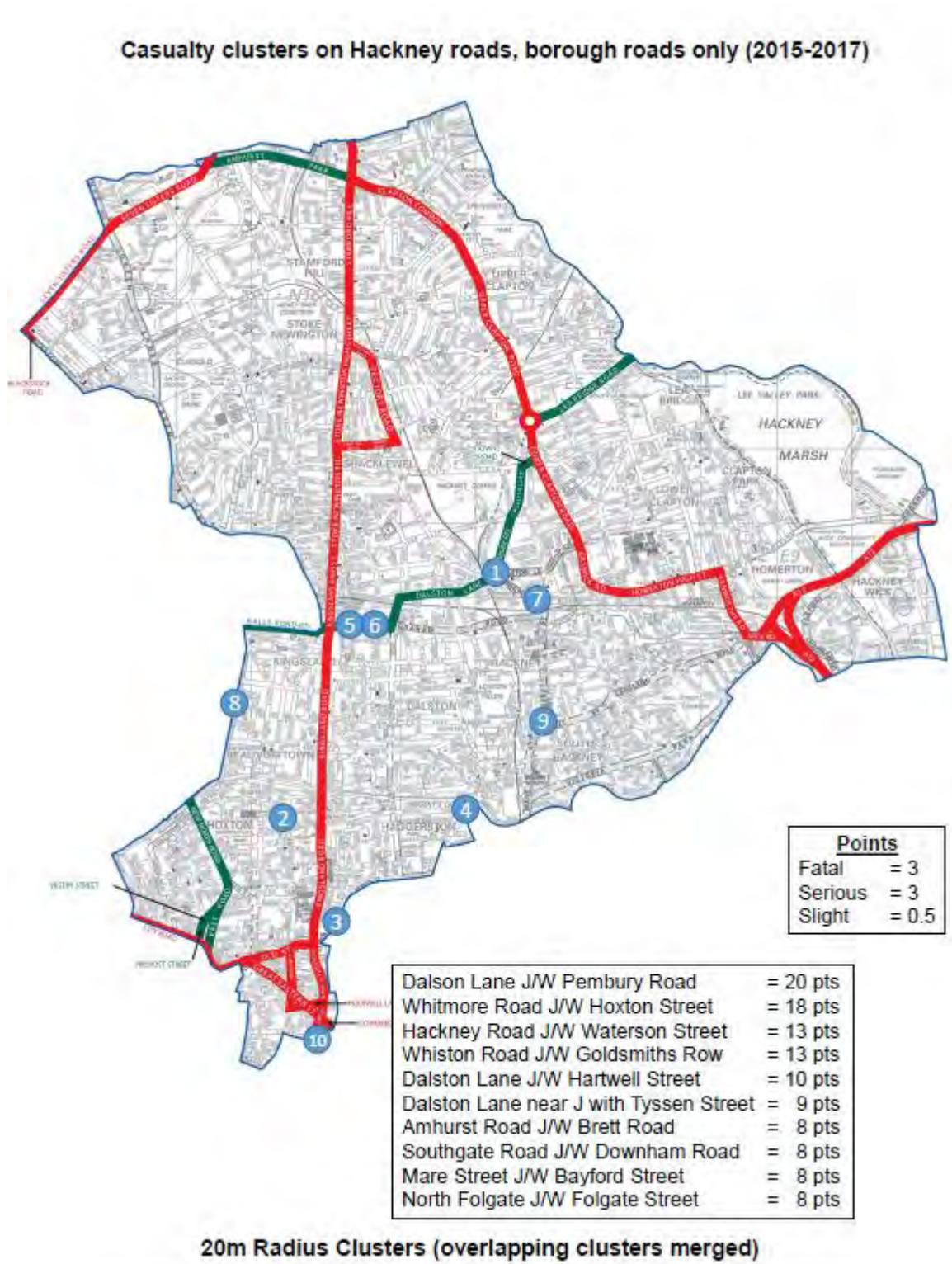
Figure 14 – Road collision casualty clusters on Hackney roads²¹

Casualty clusters on Hackney roads (2015-2017)



²¹ Accsmap, Stats 19

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

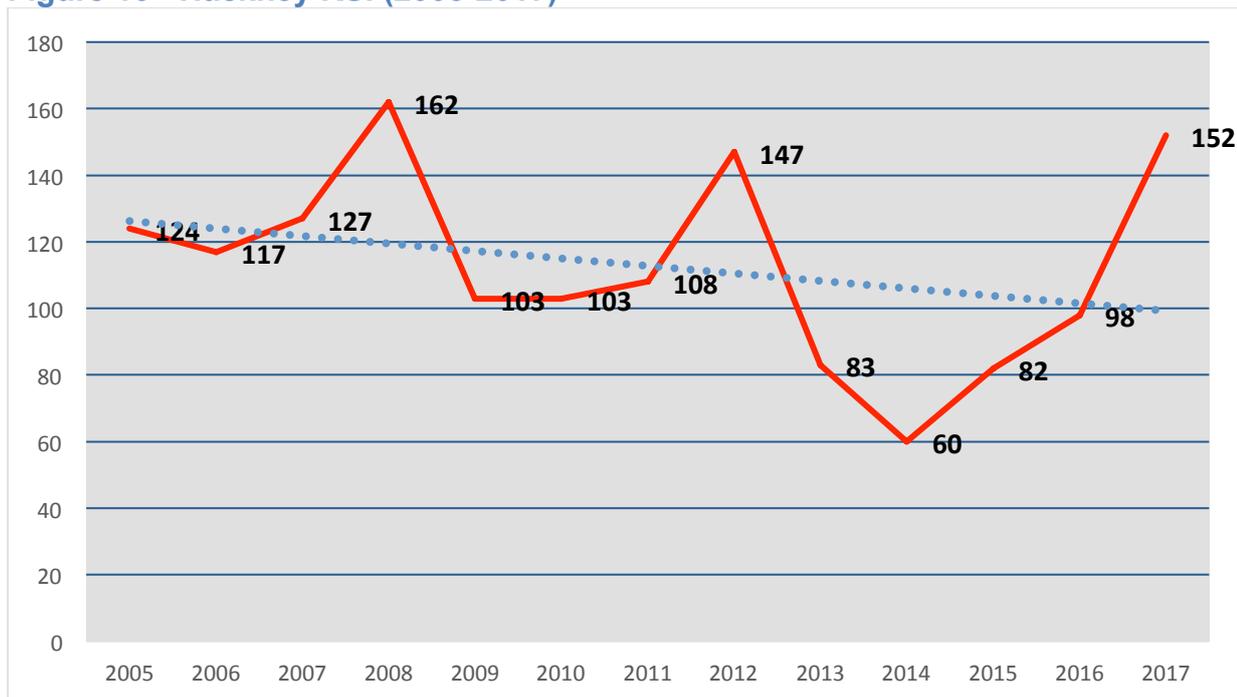


²² Accsmap, Stats 19

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.

The road to 'Vision Zero'

The MTS with a long term vision of zero KSI by 2041, sets a short term target of a 65% reduction in the number of people killed or seriously injured on London's streets by 2022 (against 2005-09 levels) and a 70% reduction by 2030 (against 2010-14 levels). The Hackney Transport Strategy target is to reduce KSIs by 40% from the 2005-2009 baseline. Hackney's KSI average for 2005-09 was 127 – level which had fallen to 100 during the 2010 to 2014 period.

The Hackney Transport Strategy target is reduce KSIs in Hackney to 76 by 2020 - a 40% reduction from a 127 baseline. The MTS short term target is reduce KSIs in Hackney to

²³ Stats 19

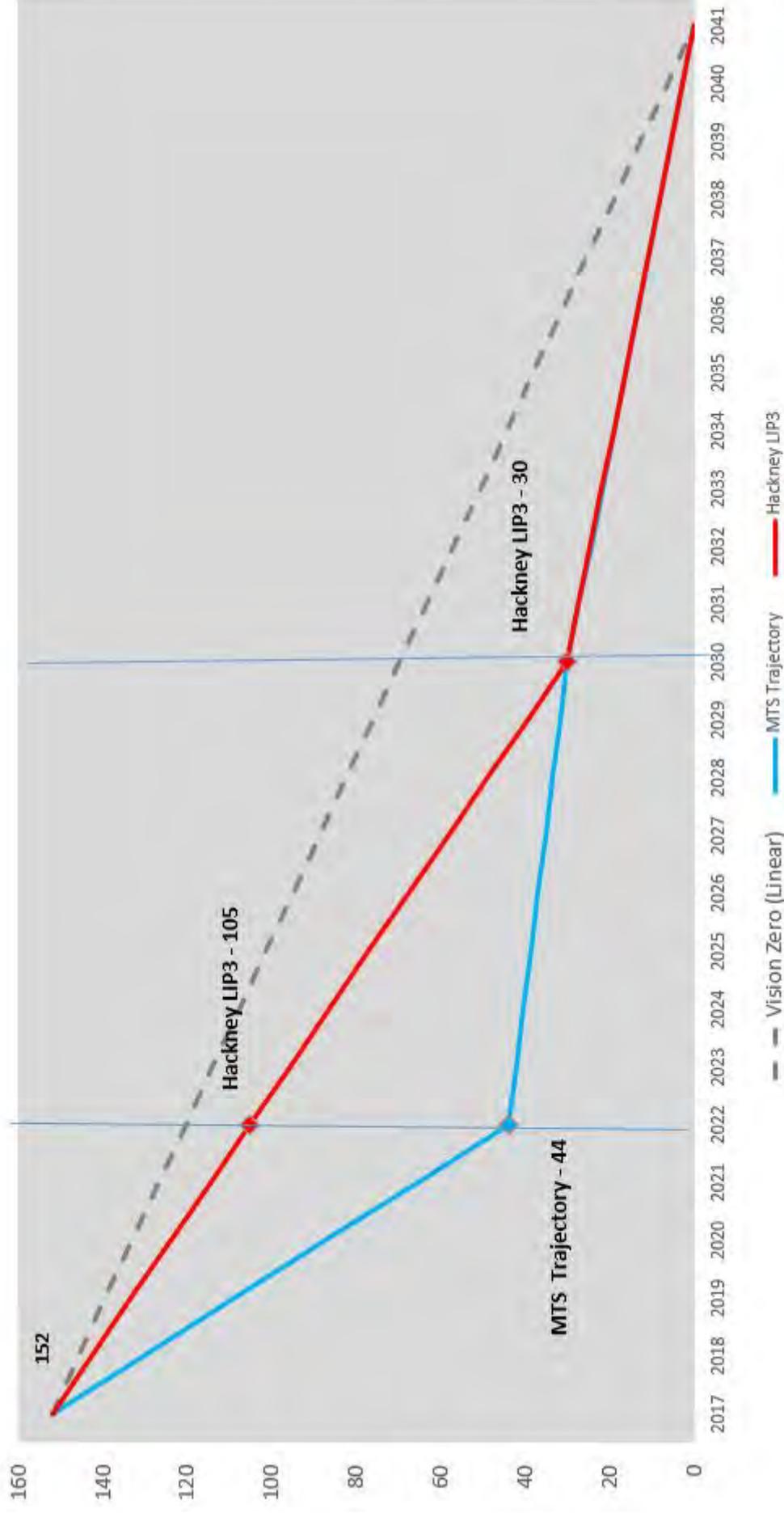
44 by 2022 – a 65% reduction from a 127 baseline.

Hackney believes that both of these short term targets are now unrealistic and suffer from the same shortcoming, a baseline based on an old methodology with current performance based on COPA.

Hackney remains strongly supportive, however, of making progress towards the long term Vision Zero objective, but we believe that the best option is to aim for the MTS medium term target for 2030 which is to reduce KSIs to 30 by 2030 - a 70% reduction from the 2010-2014. The trajectory between the current number of KSIs (152) reducing to 30 by 2030 suggests that a short term target of reducing Hackney's KSI to 105 by 2022 would be appropriate. This represents a 17% reduction from the 2005-2009 baseline. The LIP3 target is outlined below in target **T10** and the longer-term KSI target trajectory for Hackney (which merges with the MTS trajectory from 2030 is shown below in **Figure 17**

T10: Reduce the number of KSI casualties by 17% from a 2005-2009 baseline average of 127 to 105 on all roads, by 2020 and by 70% (from the 2010-2014 baseline of 100) to 30 by 2022 (RSP, MTS)

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



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. 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 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

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.

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 the borough's perception 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.

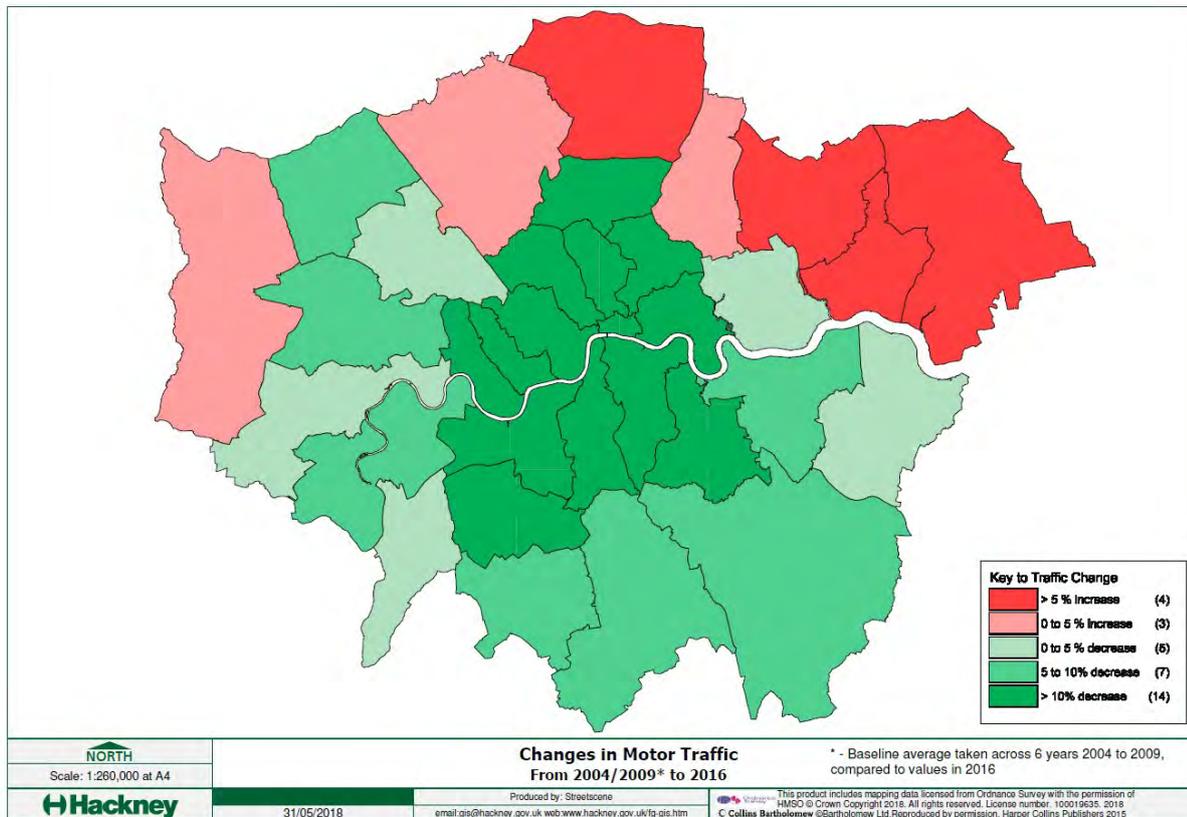
Motor traffic levels

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 2016²⁵

Serious congestion problems

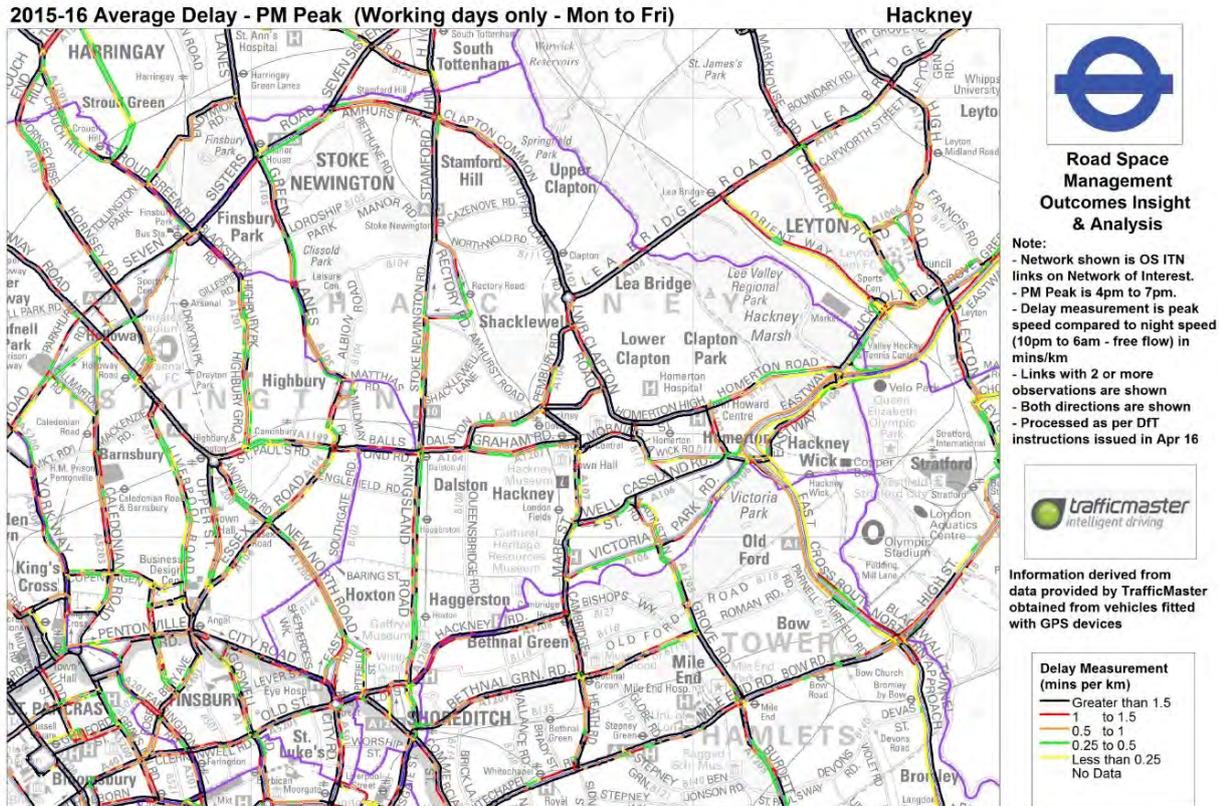
Despite declining traffic levels, congestion is a continuing and serious problem in Hackney. The data shows serious and worsening delays taking place in Central Hackney, Eastern Hackney, Upper Clapton Road the A10, Seven Sisters Road and in the south of the borough around the boundary of the Central 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 in Hackney will be a key first step to this aim.

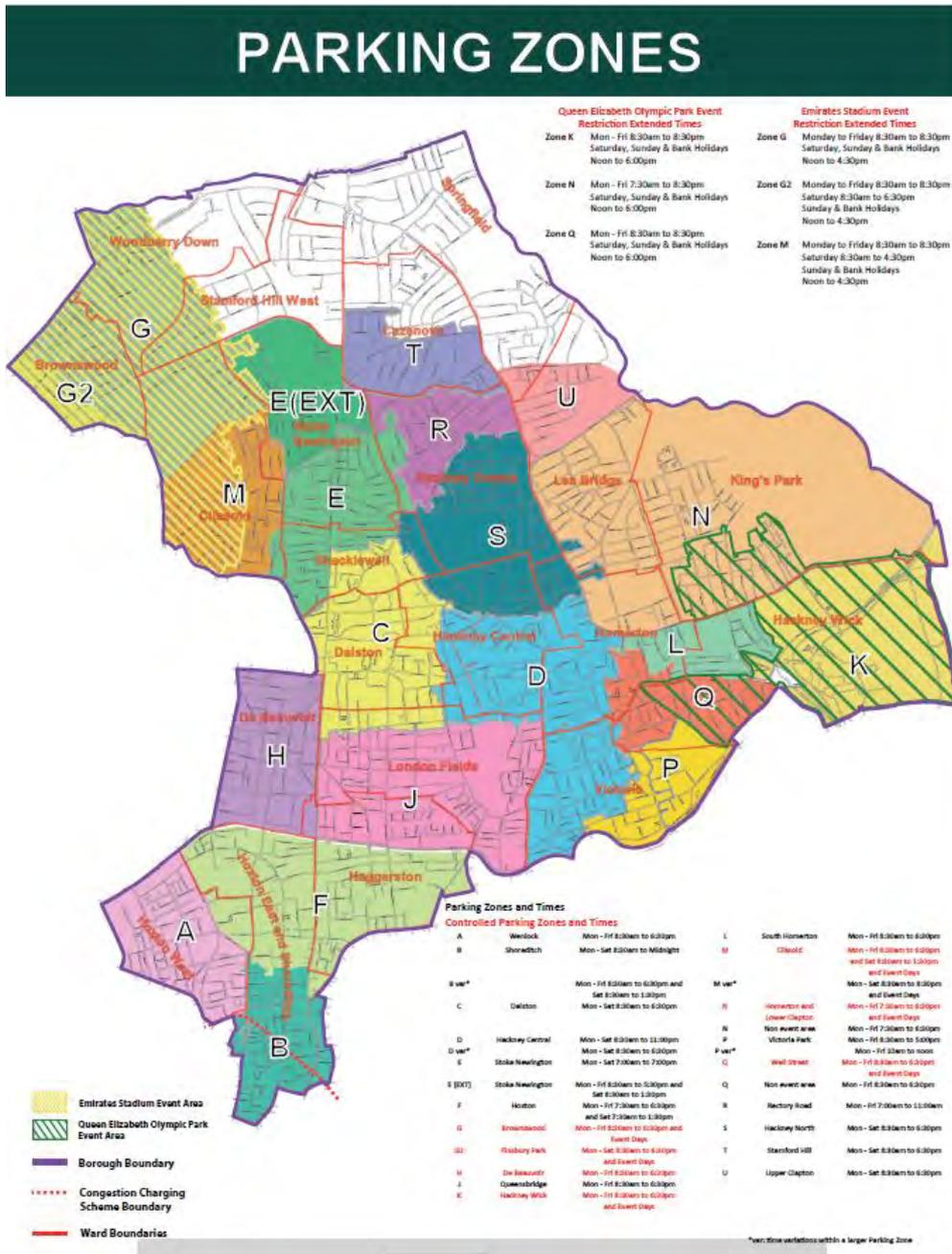
Objective 18: Reduce the level of motor traffic in Hackney (HTS, MTS, LN)

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 CO2 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 (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 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

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)

to service our economy.

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 £3.7 billion.

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 NO_x 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 NO_x 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 (NO₂) 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

²⁶ Kings College London, 2015

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.

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 PM_{2.5} will all be monitored as part of the delivery of this LIP. (LN3) (MC)

T15: Reduce NO_x 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)

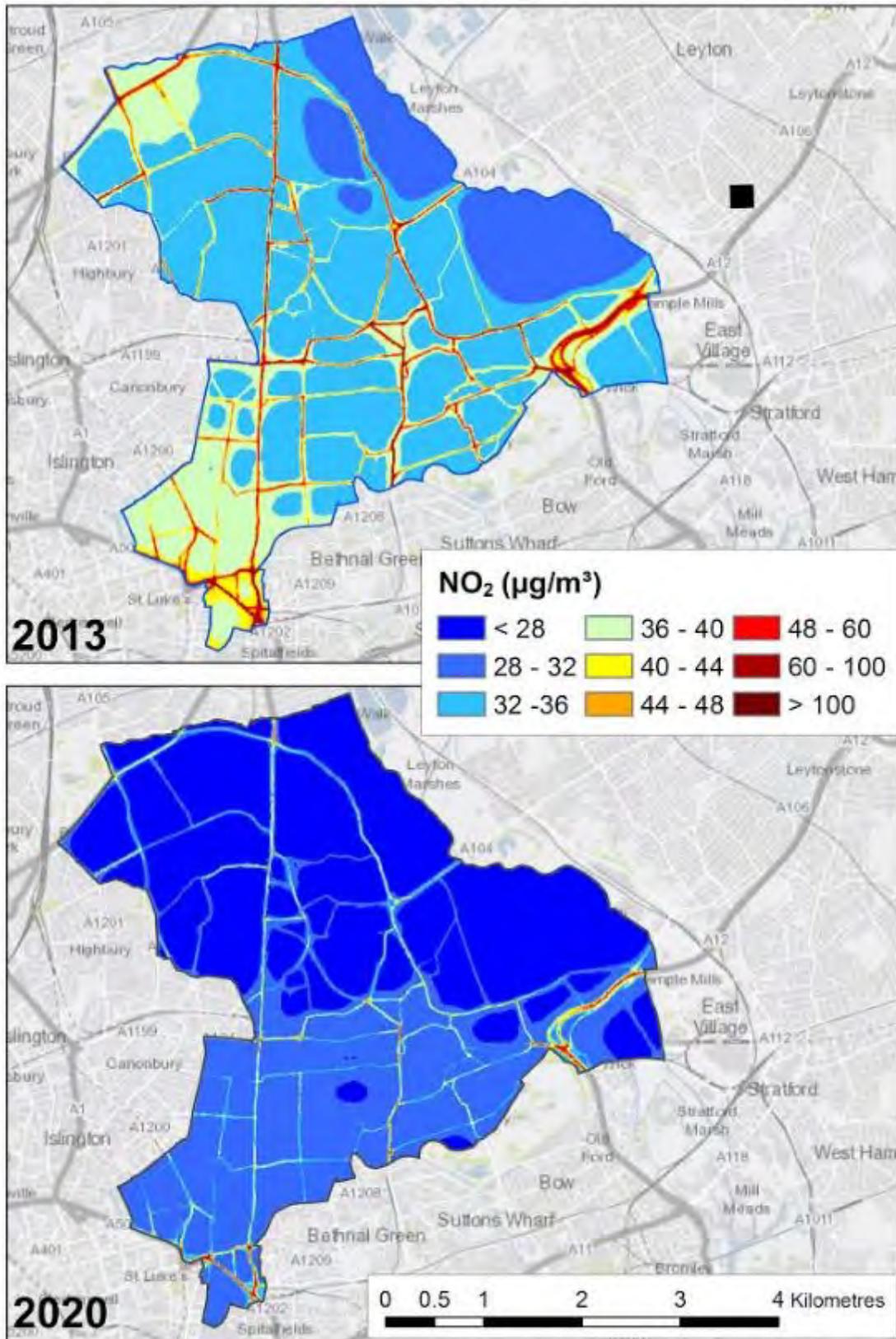
T17: Reduce PM₁₀ emissions in Hackney from the current 40 tonnes to 32 tonnes by 2021 and 18 tonnes by 2041 (MTS)

T18: Reduce PM_{2.5} 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 2020²⁷



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 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 brake and tyre wear, 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.

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 bus stops and obstructions in roads result in localised air pollution. These may be significant when situated near to a sensitive use such as a school or surgery.

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. Charging points should not unduly restrict footway widths and on-carriageway locations will be considered where suitable. Minimum clear footway width criteria will be developed and applied in this context. 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 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)

As part of the council's public realm improvement programme Hackney will create new pocket parks or public spaces through the reallocation of road space to pedestrians. In July this year, Hackney launched a residential parklet scheme which allows residents to convert a car parking bay into a small urban park

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

Objective 29: Hackney will better connect green spaces to each other and to the wider public realm, creating parks without borders (*MC*)

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 overcrowding 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 station.

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 is weak while there are parts of Hackney particularly in the east, north, and west and areas of social housing that have 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 will 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 Lee 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 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.

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)

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 complete.

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, 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.

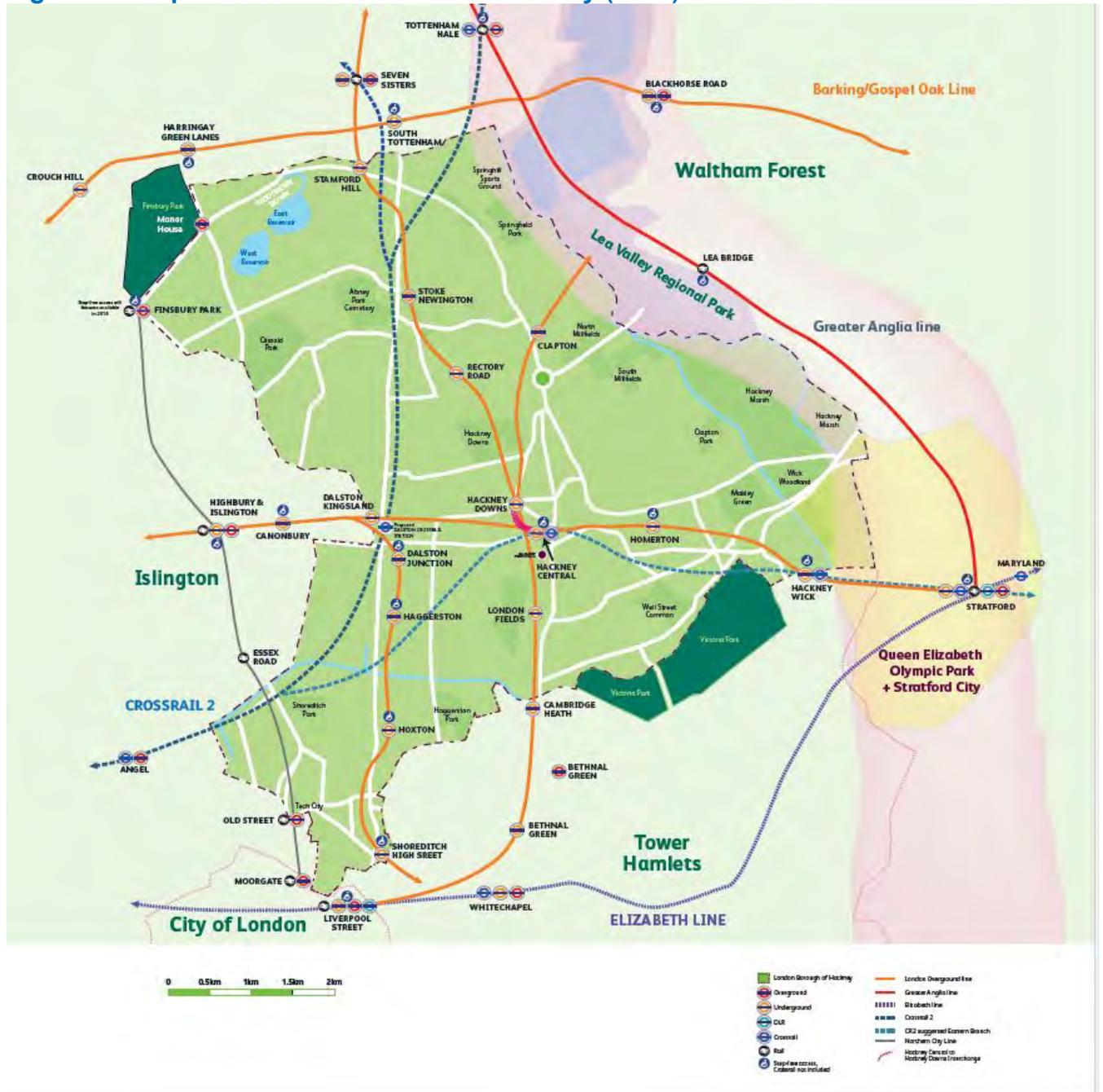
The MTS's Accessibility Implementation Plan is welcomed but Hackney feels that the target to deliver 5-10 stations every 5 years during the Plan period is too low. We will look to other funding sources to see if we can provide match funding to bring forward improvements at selected stations, identifying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

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. 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 been 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 which 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 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 and the council is concerned that movement of freight remains a barrier to service enhancements.

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 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, 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, 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 the designated town centres of Dalston, Hackney Central and Shoreditch.

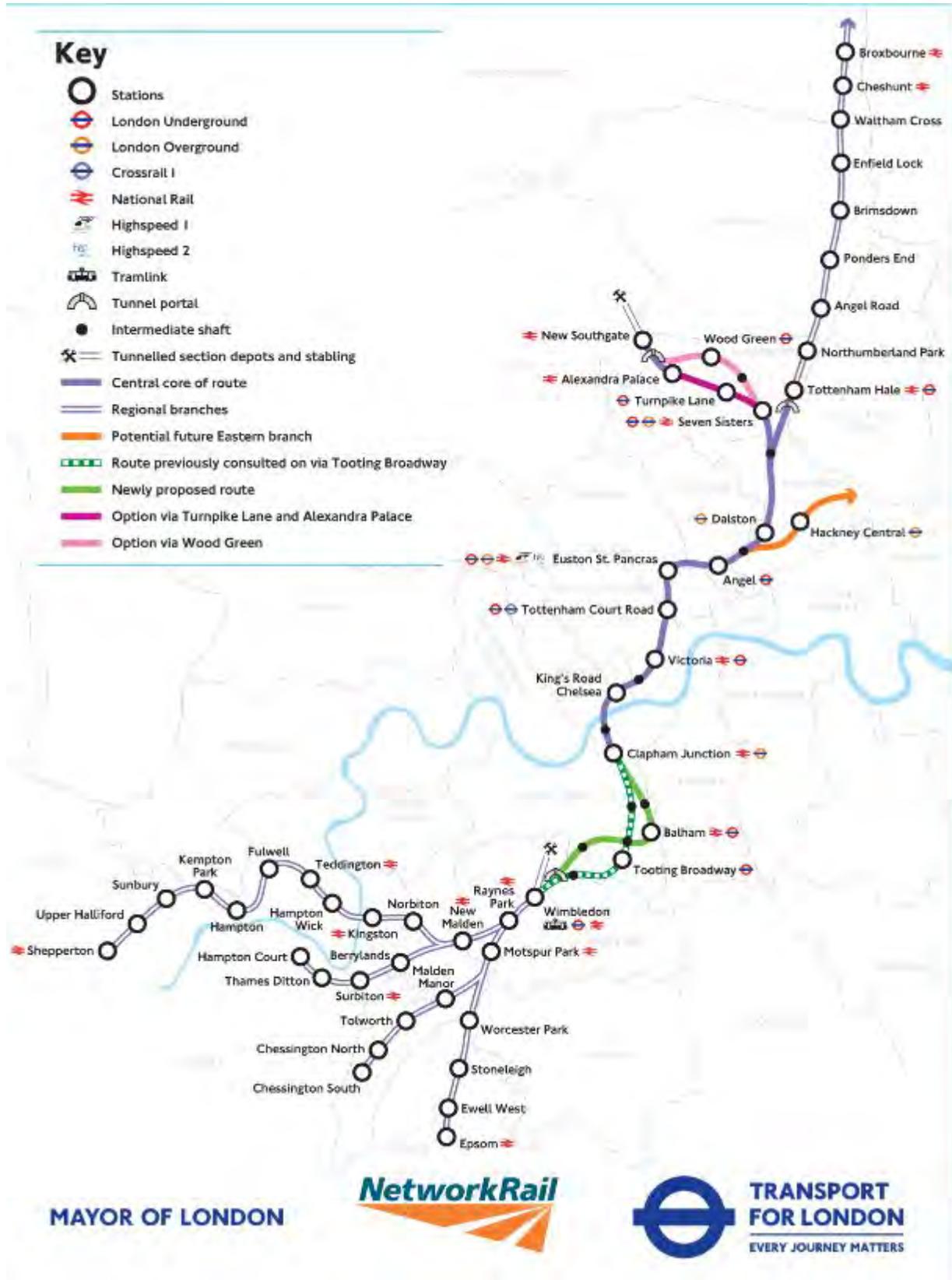
Hackney Central will have an enhanced and strengthened role as the borough's major civic and cultural hub providing new homes and jobs, and new retail and commercial floorspace along Morning Lane with improved links through to shops along the Narrow Way.

The future of Dalston

The arrival of Crossrail 2 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 phase²⁸



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.
- Mare Street, Clapton, Hackney Central
- Homerton: Dalston – Homerton -Hackney Wick – Stratford – with growth supported by improved transport links including an eastern branch to Crossrail 2.

²⁸ 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

- Lea Valley OAPF includes previously developed land along the Lea Valley Edge – making best use of the setting next to the River Lea and enhancing access to the Lea Valley Regional Park.
- A new centre at Clapton will be created through mixed use development 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.

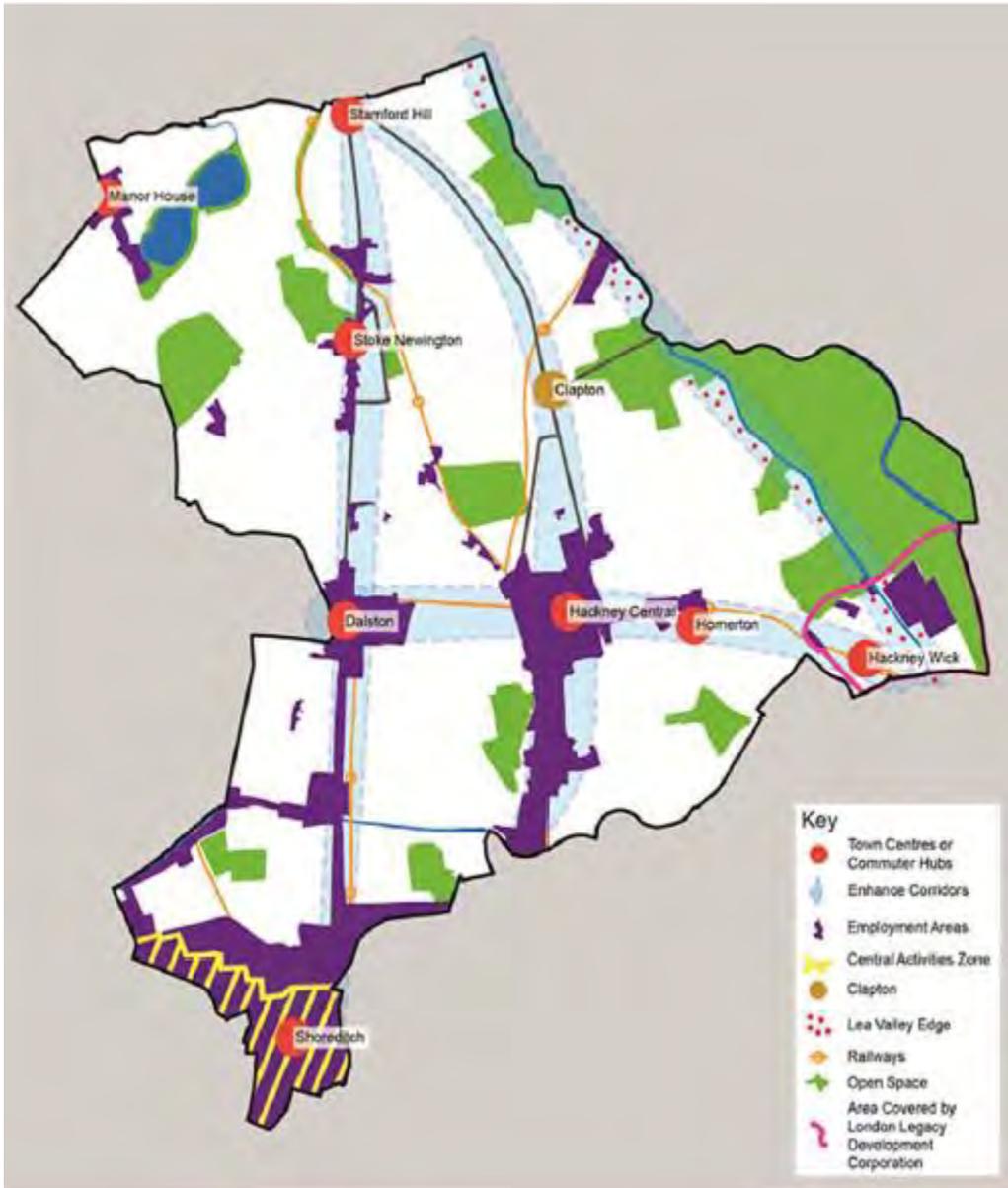
The next phases of the redevelopment of Woodberry Down are taking place and developments along Seven Sisters Road and Green Lanes junction at Manor House will provide new homes and commercial uses with active frontages at the street level enhancing this gateway to the borough. TfL, Hackney and Berkeley 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 175,000m² 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 areas²⁹



²⁹ Local Plan 33

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 separate them 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 through 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.

London Housing Strategy

In line with the new London Housing Strategy (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 fire safety 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 Gyrotory

The removal of the gyrotory 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 gyrotory 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 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 at the end of 2018, 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, Hackney is 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 2011/12 – 2013/14 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
Workplace parking levy				
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 £1.76m 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 LIP2:

- Mayor's Transport Strategy goals, challenges and outcomes
- Mayor of Hackney's manifesto commitments
- Sustainable Community Strategy
- LIP Objectives
- London Sub Regional Transport Plans
- Road user hierarchy
- Road network hierarchy
- Road safety & accident reduction benefits
- Accessibility improvement benefits
- Mode shift potential from private cars
- Pedestrian and cycling benefits
- Public transport reliability improvements
- Public transport congestion relief
- Indices of deprivation
- Value for money
- CO2 reduction benefits
- Air quality improvement benefits
- Town centre / local centre improvements
- Road congestion benefits

The above parameters were developed by Head of Service and officers for LIP2 and remain valid. This prioritisation has been used to create a shortlist of schemes and

interventions. The shortlist of schemes were then agreed by the Cabinet Member for Neighbourhoods.

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 policies 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 best 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
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
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

Project	Description	Approx. date	Indicative cost	Funding source	Comments
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 one street cycle parking hangars. Pocket parks are also being installed in underutilised pieces of public realm where the opportunity arises. 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 - the latter including, for

example. Healthy Streets upgrades prioritized in the programme include schemes on Southgate Road, Downham Road, Graham Road, Albion Road and Church Street.

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.

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 also includes 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 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;³⁰ a review of the delivery arrangements in the section of Quietway 13 in Broadway Market³¹ and a programme of local schemes aimed at improving cycle permeability.

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. Care has been taken to embed Vision Zero thinking in

³⁰ These are the Hackney section of the Hackney Central to Isle of Dogs route via Victoria Park; the Camden to Tottenham route (via Seven Sisters Road and Amhurst Park and the Dalston to Lea Bridge route. These routes will be funded from the TfL Cycle programme rather than through core LIP funding.

³¹ TfL Quietway programme funding

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. This complements work to reduce the volume of traffic on local roads through reducing rat running in local neighbourhoods part of which may be derive 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 Sheeps Lane.

Working with schools

Tackling the peak-time traffic, health and environmental problems associated with taking children to and from school is a high priority which the borough continues to address through school travel plans involving encouraging children, parents and teachers to walk, cycle or use public transport to get to school. Integral to this work 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.

Other projects to mitigate the negative effects of the school run include the expansion of Hackney's successful School Streets project where cars are banned from entering certain streets around schools during this period. Temporary road closures (Play Streets) will also continue to be supported by Hackney to enable children to play in the street close to their home.

Reducing emissions is an objective of several LIP-funded schemes including air quality monitoring and the installation of electric vehicle charging points. 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 as can improvements to public transport including making buses faster and easier to use.

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	

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.

<p>Demand for public transport and increasing overcrowding</p>			x	<p>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 Lobby and work with TfL to keep existing bus provisions.</p>	<p>Increase in congestion at stations</p>
<p>Reduced funding for bus services and therefore cuts to existing services</p>	X				<p>Impact on bus users in Hackney as access to few buses and routes</p>
<p>Climate Change</p>			x	<p>Greening streets and tree planting Retrofitting public realm with sustainable urban drainage systems and bio-retention ponds</p>	

<p>Air Pollution</p>	<p>x</p>			<p>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</p>	<p>Air quality is set to improve, however this could be slower than expected and will impact on the health of our residents and workers.</p>
<p>Road casualties – particularly cyclists, pedestrians and Powered two wheelers</p>	<p>x</p>			<p>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</p>	<p>Increase in casualties</p>

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

Objective	Metric	Borough target	Target year	Additional commentary
Londoners have access to a safe and pleasant cycle network	Proportion of Londoners living within 400m of the London-wide strategic cycle network.	85%	2022	Current % as of 2018 is 69%
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)	105	2022	This represents a 17% 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)	30	2030	This is the Hackney target and matches the MTS target of a 70% reduction in KSIs from the 2010-2014 baseline
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

<p>Reduce car ownership in London.</p>	<p>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.</p>	<p>Reduce the 2021 levels of car ownership in Hackney to 39,700</p>	<p>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.</p>
<p>Outcome 4: London's streets will be clean and green</p>			

Objective	Metric	Borough target	Target year	Additional commentary
Reduced NOx 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	
	CO2 emissions (in tonnes) from road transport within the borough. Base year 2015/16.	104,800	2021	Hackney 2013 emissions was 126,700 tonnes
Reduced CO ₂ emissions.	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 trip origin. Reported as 3yr moving average. Base year 2013/14 - 2015/16.	214,000	2021	Current number of trips originating in Hackney is 181,000
	Trips per day by trip origin. Reported as 3yr moving average. Base year 2013/14 - 2015/16.	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	3 minutes	2041. The target is expected to be met primarily by installing Step Free access at Hackney's train stations.
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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				

Appendix A

Hackney Local Implementation Plan Objectives and Targets

	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)
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)
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)
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.
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)
6	Transport will play an important role in improved resident's health and wellbeing as well as tackling obesity levels through higher rates of active travel (HTS)
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)
8	All roads in Hackney need to be suitable for cycling with the exception of the A12 (C16)
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)
10	The council will continue to implement smarter travel programmes to support the uptake of active travel work (C42, C45, W23, W24)
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)
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)
13	Continue to work with partners to reduce crime and the fear of crime on the bus network (PT22)
14	Every household in the borough will have access to secure cycle parking (C)
15	To work with the local policing team to enforce 20mph limits on Hackney roads (C51-c)
16	Cycle training will continue to be available to everyone in Hackney (C, C47)
17	Pedestrians and cyclists will co-exist harmoniously, cyclists will adhere to road rules and be considerate to pedestrians (C13)
18	Reduce the level of motor traffic in Hackney (HTS, MTS, LN)
19	Reduce the dominance of cars by reducing car parking to support more sustainable modes of transport (LN17)
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)
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)
22	Hackney will work with partners to facilitate and promote ultra low or zero emission deliveries and last mile deliveries in the borough (LN6)
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)
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)
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)
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)
27	Hackney's neighbourhoods and streets will be prepared for the

	implications of climate change. <i>(LN, MC)</i>
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 <i>(MC)</i>
29	Hackney will better connect green spaces to each other and to the wider public realm, creating parks without borders <i>(MC)</i>
30	Enhanced residents' access to jobs, training and essential services without increasing congestion on public transport or roads. <i>(HTS)</i>
31	Crossrail 2 proposals will be well advanced with an alignment through Hackney that maximises benefits to the borough. <i>(PT)</i>
32	The east of the borough will have seen a substantial improvement in public transport services. <i>(PT)</i>
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. <i>(PT)</i>
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. <i>(PT)</i>
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. <i>(PT)</i>
36	Hackney will work with TfL to halt and reverse the recent declines in public transport use in the borough. <i>(MC)</i>
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. <i>(MC)</i>
38	The Overground network will have had further improvements providing additional capacity on congested routes. <i>(PT)</i>
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 <i>(PT8)</i>
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. <i>(LP33)</i>
41	All new residential development in the borough will be Car Free. <i>(LP33)</i>
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)
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)
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)

	Target
T1	The proportion of trips by Hackney residents will reach 91% by 2041
T2	To 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	To increase the mode share for Hackney children walking to school to 70% by 2025 (W2)
T4	To increase the proportion of Hackney residents walking to work to 15% by 2025 (W3)
T5	To 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	To achieve 15% cycling mode share for all journeys made by Hackney residents 7 days a week in 2025 (C1)
T8	44% of Hackney residents to be reporting two periods of ten minutes spent walking or cycling on the previous day by 2021. (MTS)
T9	85% of Hackney residents will live within 400 metres of the London Strategic Cycle Network by 2022.
T10	T10: Reduce the number of KSI casualties by 17% from a 2005-2009 baseline average of 127 to 105 on all roads, by 2020 and by 70% (from the 2010-2014 baseline of 100) to 30 by 2022 (RSP, MTS)
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)

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)
T13	Reduce the levels of car ownership in Hackney to 39,700 by 2021 (MTS, HTS)
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)
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)
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)
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)
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)
T22	Reduce the Step Free penalty on Hackney's transport network to 3 minutes by 2041 (MTS)
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)
T24	Increase annualised average bus speeds in Hackney from 8mph in 2015 to 8.3mph by 2021 and to 9.2mph by 2041 (MTS)

Appendix B

Hackney Transport Strategy Vision, Objectives and Targets

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 residents, 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 (General)

1. Hackney is renowned for having the most pedestrian and cyclist friendly neighbourhoods, streets and public realm in London.
2. Hackney remains one of London’s most liveable boroughs with green, safe and thriving neighbourhoods, streets and public spaces where different communities interact.
3. Transport will have played an important role in improved resident’s health and wellbeing, as well as tackling obesity levels through higher rates of active travel.
4. Road danger is reduced for all our residents but particularly more vulnerable groups such as the older people and children and more vulnerable road users such as cyclists and pedestrians.
5. Hackney is a place where owning a private car is not the norm – the reduction in car ownership will have continued.
6. A continued fall in the need to travel by car for any journey purpose, whether it be shopping, leisure or work.
7. A restriction of the levels of external vehicular traffic entering and exiting the borough and using it as rat-run to get elsewhere.
8. To have strengthened sustainable transport’s role in facilitating Hackney’s continued regeneration and supporting the local economy through initiatives such as the ‘Love Hackney. Shop Local’ campaign.
9. To have integrated the Olympic Park into the fabric of the borough and maintained the successful legacy of the Games.
10. Continued to advance the case for key public transport infrastructure improvements in Hackney and promoting linked trips, with Crossrail 2 at an advanced stage of implementation.
11. Enhanced residents’ access to jobs, training and essential services without increasing congestion on public transport or roads.

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

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

14. To be better prepared for the implications of climate change on the public realm and transport network. Hackney Transport Strategy 2015-2025 23 15. To have reduced crime and improved safety on our transport network, in particular to have lower levels of cycle theft.

Objectives (Walking)

1. 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.

2. To provide a high quality and fully accessible environment for walking by continuing to develop a safe, convenient, legible and attractive public realm.

3. To tackle the safety issues and barriers that prevents our residents and visitors from walking more in Hackney.

4. To promote walking's role in promoting linked trips.

5. To harness walking's role in strengthening Hackney's visitor economy.

6. Work with our colleagues in the NHS and Public Health to develop and promote walking as a key public health initiative benefitting resident's health and well-being.

7. 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.

Objectives (Cycling)

1. Hackney will have the most attractive and safest roads for cycling in the UK;

2. There will be high levels of cycling amongst residents from all backgrounds and communities in Hackney;

3. Every household in the borough will have access to secure cycle parking;

4. Cycle training will continue to be available to everyone in Hackney;

5. Pedestrians and cyclists will co-exist harmoniously, cyclists will adhere to road rules and be considerate to pedestrians;

6. The causes of real and perceived road danger for cyclists will have been tackled through improvements to the physical environment, addressing instances of poor driver

behaviour and the danger posed by HGVs through education and enforcement campaigns; and

7. Cycling will continue to play an important role in the borough's economy and retailers will recognise the importance of attracting cyclists.

Objectives (Public Transport)

1. Crossrail 2 proposals will be well advanced with an alignment through Hackney that maximises benefits to the borough.
2. Hackney will have the most comprehensive and continuous bus priority network in London reflecting the fact we have the highest levels of bus usage in London.
3. There will be improved public transport accessibility for all our residents to access emerging employment centres in Central London, Stratford, the Queen Elizabeth Olympic Park and the Upper Lea Valley.
4. The east of the borough will have seen a substantial improvement in public transport services.
5. The Overground network will have had further improvements providing additional capacity on congested routes.
6. Significant capacity improvements and route upgrades will have been completed on the West Anglia Line.
7. There will have been a smooth transition of the West Anglia Line services to Mayoral control, with improved stations and inner London rail services that have not lost out to non-stopping suburban services.
8. 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.
9. 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.
10. There will be improved interchange facilities and walking and cycling conditions at our key public transport stations.
11. 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.

Objectives (Liveable Neighbourhoods)

- Hackney has the most liveable and sustainable neighbourhoods and streets in London.

- Hackney's neighbourhoods and streets are healthy, safe and attractive places to spend time for residents from every age and background.
- Hackney's neighbourhoods and streets foster and support community cohesion.
- Hackney's neighbourhoods and streets will be prepared for the implications of climate change.
- 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.
- Hackney residents will not need to own a private car because of the ease of using alternative modes of transport including walking, cycling, public transport and using car clubs.

Selected Objectives (Road Safety)

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

- Reduce the number of KSI casualties by 40% from a 2005-2009 baseline average of 127 to 76 on all roads, by 2020
- Reduce the number of casualties of all severities by 40% from a 2005-2009 baseline average of 948 to 569 on all roads, by 2020
- The number of collisions where 'passing too close to a pedal cyclist' was a causation factor
- The number of cyclists injured at T, Staggered and Crossroads junction
- The number of cyclists injured on A Roads
- The number of road users from N16 and E5 who are involved in collisions with cyclists
- The annual number of cyclist casualties among those aged 25-59
- The number of male cyclist casualties
- The number of pedestrians injured during the hours of darkness.

- The number of new schools taking part in pedestrian training
- The number of pedestrians injured at night who have been impaired by alcohol
- The number of P2W riders injured on Hackney's roads
- The number of P2W casualties aged between 25 and 33, recorded annually
- The number of child casualties of all severities occurring on Hackney's roads, recorded annually
- The number of KSI collisions occurring on A classified Borough roads recorded annually
- Reduction in the number of collisions in the top ranked 20mph zones

Walking Targets

W1	Walking mode share target To at least maintain the overall walking mode share at 40% of all journeys made by Hackney residents 7 days a week in 2025.
W2	Walking to work target To increase the proportion of Hackney residents walking to work to 15% by 2025.
W3	Walking to school target To increase the mode share for Hackney children walking to school to 70% by 2025
W4	Boroughwide 20 mph Hackney will continue to roll out 20 mph speed limits across the borough.
W5	Improvements to the walking environment in Shoreditch Hackney Council will continue to progress and implement the proposals outlined in the SPSPS (Shoreditch Plan)
W6	Improvements to public realm at Old Street roundabout Hackney Council will work with partners to provide at grade station entrances and road crossings created through the removal of the roundabout layout
W7	Hackney Town Centre public realm improvements The council will continue to progress the public realm improvements outlined in the Hackney Central AAP.
W8	Stoke Newington Gyatory removal The council, working jointly with TfL will continue to seek the removal of the Stoke Newington gyratory and regeneration of the town centre through public realm improvements.
W9	Seven Sisters Road public realm improvements The council will continue to work with TfL and Woodberry Down developers to progress public realm improvements on Seven Sisters Road to improve road safety and pedestrian conditions.
W10	Hackney Wick AAP public realm improvements The council will continue to implement the public realm and walking improvements outlined in the Hackney Wick AAP

W11	Finsbury Park interchange and public realm improvements The council will continue to work closely with TfL and the London Boroughs of Haringey and Islington to identify and deliver public realm improvements to Finsbury Park town centre and interchange
W12	Estates Regeneration Programme The council will ensure that any redevelopment of its post-war housing estates seeks to reconnect with the surrounding street network to form high quality secondary walking and cycling networks.
W13	Reducing pedestrian / cyclist conflict Hackney will encourage considerate cycling, provide on-carriageway cycle facilities and work with the police to address problem areas
W14	Regent's Canal parallel routes The council will progress a traffic-free pedestrian and cycle only route parallel to the Regent's Canal between Kingsland Road and Broadway Market to relieve congestion and conflict on the towpath
W15	Woodberry Wetlands / New River walkway improvements The council will seek to improve and upgrade the New River Path and open a new wildlife trail around the East Reservoir ensuring all routes are fully accessible for wheelchair users
W16	Fully accessible Lea Valley Path The council will work with the North London Strategic Transport Forum, the Lee Valley Regional Park and the neighbouring boroughs of Haringey and Waltham Forest to create a fully accessible route along the Lea Valley Path between Tottenham Hale and Queen Elizabeth Olympic Park
W17	Creation of 10 new public spaces or pocket parks Hackney aims to create at least 10 new public spaces and pocket parks through road space reallocation by 2025
W18	Supporting local centres Hackney will continue to improve and support our local shopping centres and street markets through public realm improvements and pedestrian priority interventions
W19	Reducing street clutter The council will continue to take action to reduce street clutter on its streets and footways.

W20	Pedestrian accessibility improvements The council will implement a continuing programme of removing footway parking and improving pedestrians signals at crossings
W21	Safer junctions and crossings The council will progress junction improvement schemes and new crossing facilities to improve pedestrian safety at key locations identified through stakeholder consultation.
W22	Legible London The council will continue to implement Legible London signage at key locations across the borough and fill gaps ensuring that all our district and town centre areas are covered by Legible London by 2025
W23	School travel planning The council will continue to support educational establishments in Hackney monitoring and implementing school travel plans and working toward reducing car use for the school run and promoting more active travel.
W24	Workplace travel planning The council will continue to promote workplace travel plans as an integral part of its objectives to reduce vehicular traffic and emissions within the borough and to promote sustainable transport over the lifetime of the Transport Strategy
W25	Residential travel planning The council will continue to implement residential travel plans on estates and work with developers on new housing developments.
W26	Walking's role in public health The council will work in partnership with the NHS, GPs and other health professionals to promote walking among residents to help address issues of obesity, inactivity and mental health issues

Cycling Targets

C1	Cycling mode share target - residents To achieve 15% cycling mode share for all journeys made by Hackney residents 7 days a week in 2025.
C2	Cycling to work target To increase the proportion of Hackney residents cycling to work to 25% by 2025.
C3	Council staff cycling target To increase the mode share for Hackney Council staff cycling to work to 28% by 2025
C4	Primary school children cycling mode share Achieve 5% of Hackney primary school children cycling to school by 2025.
C5	Secondary school children cycling mode share Achieve 15% of Hackney secondary school children cycling to school
C6	The Policy Framework. Continue to ensure that support for cycling is embedded in all council policies
C7	Design Principles for Infrastructure Introduce cycle infrastructure provision in accordance with hierarchy of provision set out in LTN 2/08
C8	Reallocation of road space. Continue to reallocate road space from private motor vehicles to cycle infrastructure provision
C9	Changing Priorities at Crossings. Look to change priorities in favour of cyclists at junctions or crossings where cycle flows outnumber other traffic
C10	Need to Design for Future Growth. Ensure that new cycle infrastructure is designed to accommodate future to accommodate future growth in cyclist numbers
C11	Maintaining existing network. Ensure that the existing road and cycle network is maintained to a high standard
C12	Winter Maintenance Programme. Regularly review winter maintenance programme to ensure the core cycle routes in the borough are cleared and gritted
C13-a	Cycling in Shared Spaces – Pedestrian Areas. Where proposals for pedestrian or vehicle restricted areas being proposed the starting position will be that cyclists allowed to continue to use area
C13-b	Cycling in Shared Spaces – Parks and Green Space. Presumption in favour of shared paths in parks and green spaces. Segregation between cyclists and pedestrians only considered in special cases.

C13-c	Cycling in Shared Spaces – Parks and Green Spaces Continue to allow cyclists to use Hackney’s parks and green spaces unless that person rides in a manner that causes danger or annoyance to other persons. Pedestrians have priority at all times and cyclists are guests.
C13-d	Cycling in Shared Spaces – Considerate Cycling Campaign Hackney will work with stakeholders to enforce and promote considerate cycling on towpaths, parks and other spaces where cyclists and pedestrians share space.
C14	New Development Ensure that all new development contributes to the improvement of the cycling network and conditions for cyclists.
C15	Wayfinding Continue to implement improved cycle signage and wayfinding consistent with the rest of London
C16	Route Reviews Identification of cycle network including Principal Road routes, Greenways, Central London Grid, Quietways and local Connectors
C17	Principal Roads Routes Develop and implement a network of Principal Road routes that will incorporate ‘clear safe space’ principles
C18	Central London Grid Work with TfL and other boroughs to implement the grid in the south of the borough.
C19	Quietways Programme Work with TfL and neighbouring boroughs to develop and implement network of Quietways
C20	Wetlands to Wetlands Work with London Wildlife Trust and Waltham Forest to implement route between Wetland Centres
C21	Greenways Work with partners and stakeholders to further develop and improve greenway routes
C22	Priority Corridors Prioritise development of further improvements along key cycle corridors
C23	LCC Ward Requests Progress and implement the Hackney Cycling Campaign ward requests over the lifetime of the plan
C24	Sinusoidal Speed Humps Replace outdated traffic calming with sinusoidal where appropriate
C25	Parking Controls at Junctions Introduce minimum 5-6 metres parking controls on all junctions

C26	Review of Borough Controlled Signalised Junctions With aim to improve safety and provision for cyclists
C27	Clear Safe Space for Cyclists Follow a policy of clear safe space for cyclists when designing any new traffic engineering scheme
C28	Reducing Cycling Casualties Work with and lobby TfL to reduce cyclist casualties on the TLRN and SRN, particularly the A10
C29	Safer TLRN Junctions Continue to lobby and support TfL to improve the most dangerous junction on the TLRN for cyclists
C30	Seven Sisters Road Improvements As part of the Woodberry Down regeneration scheme work with partners to improve safety for pedestrians and cyclists on Seven Sisters Road through road space reallocation
C31	Borough Controlled Principal Roads & Junctions The council will tackle the worst borough roads and junctions for cycle safety
C32	East of Mare Street & South Hackney Look to address the impacts of the one way systems and urgently improve conditions for cyclists
C33	Area Based Filtered Permeability Reviews Undertake area wide traffic reviews to stop rat running and continue rollout of filtered permeability schemes
C34	Individual Permeability Schemes Implement a programme of over 70 local cycle permeability interventions over the lifetime of the plan
C35	Cycle Parking Hubs Work with TfL to progress proposals for cycle parking hubs in 3 key employment areas
C36	Cycle Parking at Stations Continue to review cycle parking at stations to meet demand
C37	On Street Cycling Parking Continue to introduce on street cycle parking in the carriageway where possible
C38	Innovative Cycle Parking Continue to consider and implement innovative on street cycle parking solutions to meet demand and tackle theft through new sources of funding.
C39	Residential On Street Cycle Parking Expand the provision of secure on street cycle parking hangars to ensure accessible to most households in the borough
C40	Estate Cycle Parking Continue to work with Hackney Homes and other housing associations to help provide secure cycle parking to residents living on estates

C41	Extension of Cycle Hire Scheme Lobby TfL to ensure scheme reaches as far north as Stoke Newington and Clapton.
C42	Targeted Messages Tackle lower levels of cycling on housing estates through targeted behaviour change schemes, removing severance, leisure cycling and play streets
C43	Hackney Homes Estates Work with Hackney Homes to ensure all estate roads and land are accessible and permeable to cyclists
C44	Targeting Potential Cyclists at Various Life Stages Targeted behaviour change interventions to reach harder to reach communities
C45	School and Workplace Travel Planning Continue to work with businesses and schools to improve conditions for cyclists
C46	Cycle to School Partnerships Look to secure funding to develop these partnership proposals
C47	Cycle Training. Continue to offer it to all residents, visitors and students in the borough for the lifetime of the plan
C48	Other Cycling Promotion Continue to be proactive in promoting cycling and cycle safety
C49	20 mph speed limits on all roads Implement 20mph on all borough controlled roads by end of 2015 and lobby TfL to implement it on their roads
C50	Bikeability Level 2 Residential Roads Aim to make every residential road appropriate for children trained up to Bikeability Level 2
C51-a	Targeting Poor Drive Behaviour – Enforcement Work with and support the Met Police to improve driver behaviour through better enforcement of traffic rules
C51-b	Targeting Poor Driver Behaviour –Red light cameras Wider rollout of red light cameras with known accident history
C51-c	Targeting Poor Drive Behaviour – 20 mph camera enforcement Lobby the Mayor and Central Government to give powers to local authorities to enforce 20mph limits
C52-a	Safer Vans and Lorries Ensure that any person driving on council business undertakes on road cycle awareness training
C52-b	Safer Vans and Lorries Ensure council's fleet has secured FORS Gold as soon as practically possible
C53	HGV Routes in Hackney Work with partners to investigate options for reducing volume of HGVs on borough roads during peak hours and working day
C54	Stricter Liability Lobby central government to adopt the principles of stricter liability

Public Transport Targets

PT1	Crossrail 1 confirmed - estimated opening date 2019. Hackney will work with TfL, Crossrail and neighbouring boroughs to ensure that pedestrian, cycle and bus routes from Hackney to new Crossrail stations are improved and benefits to the borough maximised as the project progresses.
PT2	Lea Bridge station reopening 2016 Hackney will work with LB Waltham Forest Council, Network Rail and TfL to ensure that improvements to pedestrian, cycling and bus routes between the station and Hackney are secured.
PT3	3 tracking of West Anglia line from Angel Road to Stratford. Clapton to Tottenham Hale service improvements. Hackney will work with Network Rail and TfL to ensure that three-tracking the West Anglia Main Line results in frequency and connectivity improvements for Hackney residents. In particular we want to see a direct service between Clapton and Tottenham Hale and the Lea Valley Line in addition to the existing Liverpool Street – Chingford service.
PT4	Devolution of West Anglia line to TfL/upgrading to LO standards
PT5	Hackney Central / Downs direct interchange
PT6	Electrification of Barking-Gospel Oak line. Support for electrification of the Barking-Gospel Oak line Hackney strongly supports the electrification of the Barking-Gospel Oak line and will work with Haringey Council and TfL to promote use of the line by residents in the north and north-west areas of the borough.
PT7	Five-car trains and increased frequency on Overground routes
PT8-a	Cycle parking applications submitted as part of Mayor's Cycle Parking Fund
PT8-b	On-going Hackney cycle parking at stations implementation programme
PT9-a	Crossrail 2 - Refresh of safeguarded route due in early 2015
PT9-b	Crossrail 2 - Confirmation of Stations
PT9-c	Crossrail 2 - Estimated construction start 2019
PT10	Hackney Wick station upgrade and remodelling
PT11-a	Installation of lifts at Hackney Central
PT11-b	Dalston Kingsland ticket hall and accessibility upgrade
PT11-c	Hackney Downs ticket hall and accessibility upgrade
PT11-d	Hackney Central ticket hall
PT11-e	Homerton improvements
PT12	Promoting alternative, community uses of stations. The council will work with TfL and Arriva RL to investigate options for alternative uses of station and increasing activity through the co-location of community services/uses and potential use of stations for online delivery pickups, provision public toilets, food growing etc.

PT13	Possible upgrading towards 4 tracking of the entire West Anglia line beyond 2019
PT14	Promoting Stratford as regional and international hub
PT15-a	Light Rail Feasibility - Route 55 and 48.
PT15-b	Light Rail Feasibility - North-South routes on the A10. Text mentions route 149.
PT16	Improving bus access to the QE Olympic Park, Hackney Wick and Stratford
PT17-a	Improving bus connectivity in the north of the borough - 73 route extension to Stamford Hill /Seven Sisters
PT17-b	Improving bus connectivity in the north of the borough - 210 route extension to Stamford Hill
PT17-c	Improving bus connectivity in the north of the borough - 276 route extension to Woodberry Down
PT17-d	Improving bus connectivity in the north of the borough - 253/4 rerouting to Homerton Hospital and Stamford Hill /Seven Sisters
PT18-a	Improve bus journey times and reliability by implementing additional bus priority measures such as new bus lanes on roads that will complete the missing gaps in the bus priority network, as well as reviewing the hours of bus lanes and parking restrictions in order to reflect the growth in the night time economy and the increasing levels of congestion on our roads at the weekends and evenings. Improving bus journey times - reducing Excess Waiting Time (EWT) to 1.1 minutes by 2018
PT18-b	Bus Priority - Wick Road
PT18-c	Bus Priority - Well Street
PT18-d	Bus Priority - Cassland Road
PT18-e	Bus Priority - Amhurst Park
PT18-f	Bus Priority - Balls Pond Road
PT18-g	Bus Priority - Morning Lane (westbound approach to Mare Street)
PT19-a	Major Schemes - Stoke Newington Gyratory
PT19-b	Major Schemes - Hackney Town Centre Narrow Way
PT20-a	All stops on borough roads to be accessible
PT20-b	Mayor of London commitment to have 95% of bus stops in London fully accessible by 2016
PT20-c	On-going review of accessible bus stops on borough roads
PT21	Extending bus countdown and availability of realtime information
PT22	Reduce crime and fear of crime on bus network
PT23-a	Expand the number of taxi ranks in the borough
PT23-b	Install electric vehicle charging infrastructure at taxi ranks.

PT24-a	Continue to work with partners to support community transport initiatives
PT24-b	Ensure concerns about Dial a Ride and Taxicard are escalated to London Council level to collectively influence TfL

Liveable Neighbourhoods Targets

LN1	Increasing tree canopy To increase tree canopy coverage on council land from 18.5% now to 25% by 2025.
LN2	Supporting community food growing and planting. Assess and facilitate options for providing communal food growing opportunities in our streets
LN3	Hackney will continue to tackle poor air quality, seeking to reduce NO2 emissions to achieve the National Air Quality objective of 40mg/m3 and maintain compliance with the national air quality objective for PM10.
LN4	Supporting TfL air quality initiatives Work with TfL on the successful implementation of the ULEZ and Low Emission Neighbourhoods
LN5	City Fringe Zero Emissions Network. Work with businesses, stakeholders and neighbouring boroughs in the City Fringe area to continue the success of the Zero Emissions Network (ZEN) and reduce NO2 levels in the area
LN6	Low emission last mile deliveries Hackney will work with partners to facilitate and promote ultra low or zero emission last mile deliveries in the borough starting with a review of the current situation and development of an action plan
LN7	Reducing emissions from taxi and private hire vehicles Work with TfL and other partners to facilitate transition of taxis and PHVs to ultra low emission vehicles particularly electric
LN8	Greening the council's own vehicle fleet. Continue to reduce emissions from the council's own fleet by making the transition to ultra-low and electric vehicles where possible and reduce overall vehicle usage amongst staff
LN9	Emissions linked parking charges and policies. Link parking charges to emissions standards of the vehicles so that more polluting vehicles are charged higher than low emission
LN10	School Clean Air Zones Work with schools to develop and implement projects to improve air quality in and around the borough's schools
LN11	Flood Mitigation Hackney will continue to map areas at risk of flooding and develop a flood mitigation programme
LN12	Sustainable Urban Drainage (SUDs) Hackney will look to include SUDs in public realm schemes and as part of any new development in the borough
LN13	Mayor of London Roads Task Force Hackney will work with the GLA and TfL to implement the Roads Task Force recommendations, including systematically analysing our road network to identify measures that make our streets and public spaces safer and more liveable

LN14	Reversing the negative impacts of gyratories Hackney will work with TfL to progress changes to reverse or at least reduce the negative impacts of gyratories and improve the place function and liveability of these areas
LN15	Filtered Streets – Reducing Residential Through Traffic Hackney will work with local residents and key stakeholders to systematically identify and implemented filtered streets on an area wide basis across the borough to reduce rat running and through motor traffic on residential roads
LN16	20mph Borough-wide. Speed Limit Extend 20mph to all borough controlled roads by the end of 2015 and lobby to extend 20mph to all TfL roads by 2018 (excluding the A12)
LN17	Improving Parking Management Hackney will continue to facilitate the expansion of parking zones where there is need, as well as exploring new, innovative ways of managing parking, such as emissions-based permits or dynamic parking bays
LN18	Expanding on street cycle parking provision Hackney will look to continue to expand the installation of secure on street residential cycle parking to cater for demand in residential areas without access to off-street space
LN19	Supporting Play Streets Hackney will continue to enable residents to hold regular Play Streets in neighbourhood streets and encourage adoption in areas of higher deprivation and childhood obesity. We will also investigate other options for incorporating active play into the street environment and public realm
LN20	School Streets Hackney will look to develop and progress School Streets proposals where roads upon which schools are situated are closed during certain times of the day
LN21	Powered Two Wheelers (PTWs) Hackney will review charges for PTW vehicles parking for commuters in the borough as well as looking to reduce thefts of PTWs from the street
LN22	Reducing PTW casualties Hackney will work with the Met Police and TfL to reduce the level of PTW casualties on Hackney's roads
LN23	Using new technology to manage demand for space on the borough's road network. Work with partners and stakeholders to proactively investigate options for developing new technology to manage demand on the road network such as road user charging.
LN24	New vehicle technology and intelligent streets Hackney will continue to monitor advances in motor vehicle technology and work with partners to look at how to adapt our public realm and streets in order to facilitate this change for the benefit of our residents.
LN25	Supporting electric vehicle use. Continue to support EV 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 and examining the feasibility of facilitating a local scrappage scheme for diesel powered vehicles.
LN26	Freight and Deliveries Hackney will with partners and TfL to develop a borough Freight Action Plan

LN27

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

Appendix C

Mayor of Hackney's Transport-related Manifesto Commitments 2018

- Air quality remains a major challenge facing our city. We will work towards cleaning up the air by reducing harmful emissions such as nitrous oxide and particulate matter. This will include work to make Hackney Council vehicles the greenest in London and we will bring estate parking permits in line with on-street emission-based charging, including a surcharge for diesels.
- 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 continue to reallocate road space from private motor vehicles and work with residents and businesses to introduce pocket parks. We will do this by launching a residents and business pocket park application process and seek to support where possible the implementation of residential and business parklets.
- 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.
- 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.
- We will work with TfL and our businesses to reduce the number of freight vehicles in the borough and explore the introduction of consolidations sites to support cycle deliveries and electric vehicle deliveries in our town centres.
- We will continue to invest in our parks and green spaces so that they remain a well-managed amenity for all our communities to enjoy and increase the number of Green Flags we have from 23 to 28. We will bring forward proposals that better connect them to each other and to the wider public realm, creating parks without borders. As part of that process we will seek to engage and involve more residents in their local parks and maintain and build on the existing user groups.
- 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.
- We will support residents, community groups, other parts of the public sector and businesses working with the council to plant 1000 new trees in the borough. Food growing and urban foraging improves sustainability while bringing communities

together, we will continue to support it on our estates and in the wider public realm.

- We are committed to reducing energy consumption and improving efficiency, whilst also saving the council money. We will commit to replacing all the remaining Hackney street lights with LED lanterns, and extend this programme to our estates.
- We want Hackney's streets to be the most walking and cycle-friendly in London, leading the push to build people focussed neighbourhoods.
- We will expand our Quietway network and link our boroughs green spaces so that every resident lives within 400m of a high-quality safe cycle route.
- We will improve the interaction between cyclists and pedestrians, and continue to ensure our footways are accessible to all by reallocating expanded cycle parking onto the carriageway.
- Working with TfL and the Woodberry Down Regeneration Partnership, we will aim to make sure the public realm improvements on Seven Sisters Road improve road safety and pedestrian and cycling conditions.
- We will continue to improve and support our local shopping centres and street markets by restricting vehicle traffic on Broadway Market and improving the environment for pedestrians and cyclists.
- We will progress a major junction improvement scheme at Pembury Circus and upgrade crossing facilities to improve pedestrian and cycle safety.
- We continue to support Crossrail 2 and are lobbying TfL for the eastern extension while strongly opposing the use of Shoreditch Park for a ventilation shaft.
- We will work in partnership with TfL for improved accessibility at stations, including more step-free access.
- We will also work with TfL to secure improvements to Hackney Central Station.
- We will improve access to the Olympic Park, Hackney Wick and Stratford and continue to maintain or improve bus reliability and frequency.
- We will implement measures to reduce road accidents especially in relation to vulnerable road users and working towards the Vision Zero target of no deaths on London's roads.
- We will continue to support all our street markets, town centres and shopping streets, we will work with the borough's shopkeepers and market traders to ensure that Hackney's shopping high streets and markets thrive and prosper and become known for their diversity, value and quality. We will safeguard Hackney's pubs, shops and commercial spaces and work alongside Hackney's dynamic night time

economy ensuring our town centres and high streets are well managed and safe, day and night.

- Dalston really benefits from the new Crossrail 2 station, working with the community the Mayor of London and Crossrail 2. We will fight to keep the Eastern Curve garden, support a thriving Ridley Road market and shape the plans for the future of the Kingsland Shopping Centre and the Dalston Eastern Curve Garden as places for creative, cultural and community uses.
- We will develop local area plans for new homes, workspaces and community facilities along the borough's main travel corridors. The plans, working with the local communities, will guide the development of town centres for Stamford Hill and Clapton and an area plan for Homerton and along the A10 connecting our existing town centres.
- Working closely with the Mayor of London and the London Legacy Development Corporation, we will push for improved accountability and the return of local planning powers for the Wick to the borough, and to create a town centre for Hackney Wick around the new Overground station.
- As one of the three major stakeholders in the Queen Elizabeth Olympic Park, we will work with the Mayor of London to establish a publicly-owned and run Olympic Park beyond 2022, a fitting legacy from the 2012 Games and making it the people's park for London.
- Hackney Labour pioneered play streets in London, we want to work with the community to ensure that Hackney becomes a fully 'child friendly borough' and maximise the 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.
- We are facing an increasingly challenging community safety environment as we deal with the impact of continued Tory cuts to police and reductions in numbers of officers on our streets. Hackney has lost one in four police officers since 2010, a consequence of cuts started under the coalition government and maintained by the current government despite repeated warnings raised by Hackney Labour, the Mayor of London and many others. We will keep fighting for a return of our police.
- We will work across the council to ensure that we are creating public spaces that are attractive, safe, secure, accessible and inclusive. In doing so, we will give special attention to engaging harder to reach stakeholders, including Hackney's younger residents, to gain an understanding of how different users perceive our shared public spaces.
- As people get older they can experience more difficulties getting around the borough and accessing local services. We will ensure that Hackney is more accessible and welcoming for people with access needs, including older people.

- We maintain our commitment to public health and continue to prioritise tackling obesity, high quality inclusive and accessible sexual health services and support all our schools to make the Daily Mile part of every primary child's day.
- We will continue to invest in grassroots sport and maximise the council's new partnership with Sport England to deliver improved health outcomes in the East of the borough.

Appendix D Hackney LIP 3 Year delivery programme

Scheme Description	Funding source LIP or S106 or Council Capital or Aspirational/ unfunded	Funding amount (£ '000's)				MTS Outcomes								
		2019-20	2020-21	2021-22	TOTAL	Active	Safe + Secure	Efficient	Clean + Green	PT meets needs of London	PT Safe, Affordable, Accessible	PT - Pleasant, fast, reliable	Active, Efficient Sust. New Developments	Unlocking Homes and Jobs
Hackney Central Liveable Neighbourhood	LN, LIP & S106	2483	2364	2731	7578	x	x	x	x	x	x	x		
Pocket Parks and Parklets	LIP	40	40	40	120	x		x	x				x	
Electric Vehicles	LIP & Drive Now	20	20	20	60				x				x	
Car Clubs	LIP, S106 & Drive Now	5	5	5	15			x	x				x	
Play Streets	LIP	4	4	4	12	x	x		x					
Air Quality Monitoring	LIP	20	20	20	60	x			x					

