

Foreword

This Transport Strategy for Hackney sets out the Council's proposed transport schemes and investment until 2011. Our vision is for an efficient, sustainable transport system that will connect and integrate Hackney with the rest of London and beyond. This will enable easy access to economic, social and cultural opportunities both locally and London wide.

In consultation for the Hackney Community Strategy local people and businesses told us you wanted a sustainable, inclusive and accessible place to work and live. To meet these aspirations we need an effective transport system that will connect and integrate Hackney with the rest of London and beyond.

The London Plan and Mayor for London's Transport Strategy address overarching transport issues in the capital. Each London local authority is required to develop a Local Implementation Plan (LIP) setting out how they will deliver on the objectives of the Mayor for London's Transport Strategy. The LIP will be a five year plan of our traffic and transport related initiatives until 2011. It will form the basis of funding bids to Transport for London for transport schemes in the borough.

The Hackney Transport Strategy will inform and shape the Hackney LIP to make sure it meets the specific needs and unique characteristics of our borough. It will establish overarching transport themes and objectives by examining key community issues and other Council policies. From these core themes and objectives transport initiatives and schemes will be developed.

The Hackney Transport Strategy and LIP are being developed in unison to give everyone in Hackney the best possible transport infrastructure and networks.

Hackney Council has made significant strides in recent years in developing and improving all areas of transportation. We have moved from being a failing authority with a skeleton traffic and transportation team to an authority able to work in partnership and deliver on transport initiatives and projects.

In December 2003 the Audit Commission recognised Hackney Council as the most improved council in London and in the top ten most improved councils in the country. Improvement and delivery within the transportation areas contributed greatly to this recognition.

Hackney relies on good public transport, which plays a crucial role in distributing residents and other passengers to and from destinations around the borough as well as accessing local services within it.

- Hackney has the tenth highest proportion of people using public transport in England and Wales
- Half of the journeys to work by Hackney made by foot or bicycle
- 56% of Hackney households do not have a car, significantly lower than the Greater London average of 37%

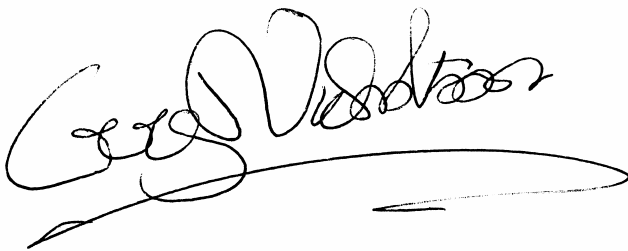
In recent years the Council has been able to reintegrate transportation into its key services and delivery areas. Year on year, improved financial settlements from Transport for London assist the Council in delivering significant improvements in all areas of transport related work.

The Council's work has had a significant impact on all modes of transport within the borough. Major achievements have included:

- increased bus priority and accessibility programmes,

- significant improvements to rail stations and services, including helping secure the East London Line Extension,
- taking a leading role in the development and implementation of the British Parking Association's new innovative standard parking enforcement contract,
- developing the Hackney Public Realm Design Guide as well as significant investment in open spaces, and street lighting.

We recognise the limitations of the current transport networks but further improvements can be made through an effective Transport Strategy, especially when Hackney is currently undergoing significant changes both in terms of land use proposals and transport infrastructure.

A handwritten signature in black ink, appearing to read 'Guy Nicholson', with a long horizontal flourish extending to the right.

Cllr Guy Nicholson
Cabinet Member for Regeneration and Partnerships

Executive Summary – Transport Strategy

Background

Hackney Council has developed a Transport Strategy to help shape transport initiatives in the borough over the next five years.

The Council recognises that an effective transport system is key to the regeneration and economic prosperity of the borough.

The Hackney Transport Strategy is initially supported by five additional transport plans:

- Local Implementation Plan
- Road Safety Plan
- School Travel Plan
- Cycle Plan
- Parking Enforcement Plan (PEP)

Walking, Freight and Public Transport Plans will be prepared at a later stage.

The Hackney Transport Strategy has been instrumental in guiding the policy and programmes for Hackney's Local Implementation Plan (LIP), a statutory document produced for Transport for London (TfL) to ensure that the future transport provision will respect the needs of Hackney and the rest of the London.

Hackney's Transport Context

Hackney is a diverse inner London borough. The Transport Strategy has examined the borough's demographic and socio-economic context to identify key transport issues and opportunities.

Key transport issues include:

- Hackney is reliant on good public transport and has the tenth highest public transport usage of all boroughs in the UK ;
- Whilst access to public transport has improved over the last five years, it is restricted to key corridors and major transport nodes. It has not yet effectively reached the more isolated and deprived areas where users often need to use several services and make several interchanges to reach their destination
- Bus services in particular have improved recently - nine of the 20 most populated bus routes in London go through Hackney.
- With an estimated 560 million vehicle kilometers travelled in Hackney every year, Hackney's transport network is congested in many parts.

- At 44% the car ownership in Hackney is still relatively low compared to rest of London, but average for an inner London borough. If we let the upward trend continue, there will be xxxxx additional cars by 2011.
- Hackney's multi-cultural community has different transport needs, for example transport information needs to be provided in several community languages.
- Hackney's population will increase by an estimated 12% between 2001 and 2011 – the equivalent to 25,000 people.
- By 2016 it is estimated that 68,500 new jobs will be created in or just outside Hackney.
- Road traffic is the second greatest source of pollution in Hackney. It is estimated that poor air quality causes 1,600 accelerated deaths in London every year.

Transport opportunities include:

- London Plan identifies Hackney as a Regeneration Area.
- Transport improvements form part of wider regeneration proposals for Dalston, South Shoreditch and Hackney Central through the Local Development Framework process.
- East London Line, which will create four new stations.
- Improvements to North London Line.
- Hackney experienced the highest growth of cyclists in the UK between 1991 and 2001 and we support this growth to continue.
- Hackney is located immediately adjacent to central London, the largest commercial centre in the UK.

You can read more about socio-economic back ground and the transport context of Hackney in **Chapters 1, 2 and 3 of the Hackney Transport Strategy**

Hackney Transport objectives

The Hackney Transport Strategy (HTS) builds on the strategic priorities of the Council's Community Strategy 'Mind the Gap' (2004), which identifies the following traffic and transport related objectives:

- Dynamic, Creative Economy – Improve public transport to deliver customers for local business and access to jobs for residents;

- Safer, Cleaner place to live – Improve the environment with cleaner, safer streets and parks;
- Sustainable Borough – Improve traffic management to make our roads safer and enable and encourage more sustainable modes of transport to be used.

The three key priorities of Hackney’s Mayor between 2005 -2010 are:

- Improving services and increasing opportunities for all, raising the life chances of the most disadvantaged
- Making sure the Council is high performing and efficient
- Providing effective community leadership and involving the whole borough in what we do

Through the work examining the key issues, and based on objectives in other key Council policy documents, the Hackney Transport Strategy has adopted the following objectives to base our programmes and projects on:

Objective 1:	Improve transport sustainability and choice for all
	The Borough is diverse culturally and ethnically, and this creates diverse transport needs. The future transport network should ensure that everyone, irrespective of age, ethnicity, disability or wealth, has adequate access to the services and employment they need.
Objective 2:	Manage the demand on the network
	The Borough is densely populated and has a congested road network, which results in severe pressures on the environment.
Objective 3:	Reduce the harmful environmental impact of transport, such as noise, pollution and visual impacts
	There is a need to protect and enhance the environment by ensuring the detrimental effects of transport are minimised. This must address air pollution, noise and severance. It must also address streetscape to ensure the experience of moving around in Hackney is pleasant, clean and safe.
Objective 4:	Reduce car dependency
	The Council aims to improve the quality of public transport, cycling and walking provision to encourage modal shift to the more sustainable modes of travel.
Objective 5:	Improve safety and security for all travellers
	The Borough’s record on reducing accidents is very good, and the trend in reducing accidents needs to continue. However, the Borough suffers high levels of crime and disorder. Therefore, the transport network must be developed to both reduce accidents and address travel safety both in terms of actual and perceived danger.

Objective 6:	Support physical and economic regeneration
	The Borough has high levels of deprivation yet there is evidence of growing entrepreneurial activity. The transport system must support the regeneration and economic growth of the borough serving to both attract new business to the area and provide links to business outside of the area.
Objective 7:	Integrate the streetscene and transport interchanges
	In order to create a better balance between vehicles, pedestrians and cyclists, the borough seeks to upgrade the visual quality and experience of the transport interchanges by linking them with the wider streetscape and transform them into spaces people can enjoy.

You can read more about the policy context of Hackney Transport Strategy in **Chapter 4**

The Approach and Guiding Principles

The development of Hackney's transport network will be taken forward in partnership with other stakeholders and linked with other areas of work undertaken by the Council.

- Hackney's hierarchy of road users
- All programmes will be designed in line with the following hierarchy,
- Pedestrians
- Cyclists
- Public transport users
- Freight distribution (local)
- Car users (multi-occupancy)
- Car users (local)
- Vehicle users (non-local)

People with disabilities, the infirm, the elderly, and parents with children will take precedence over those without mobility problems within each category. An adequate level of emergency services access is also required for all schemes.

The user hierarchy will operate in tandem with the corridor/ road hierarchy and area classification described below.

Road network hierarchy and the corridor approach

Different roads in the borough have different functions, depending on their location. While roads in quiet residential areas are most suitable for local traffic, the TLRN and borough principle roads can also carry freight and other heavy vehicles.

Hackney's transport road network hierarchy consists of the following types of roads:

- Transport for London Road Network (TLRN)
- Borough Principal Roads (Strategic Road Network (SRN), A-roads and busy bus routes
- Local distributors
- Other, mainly residential Roads
- Routes for non-motorised traffic

The emphasis on future management of movement will be on transport corridors, rather than links in isolation. It is also important to recognise that a transport corridor such as a road may have different functions along its length. At one location its primary function may be a traffic link between areas, while in another it becomes part of a public place or a town centre, requiring improved balance between pedestrians, cyclists and vehicles.

Please refer to map of road network hierarchy on page x.

Area designations

Whilst the road network hierarchy described above provides a useful approach to establishing how best to treat network links, we have taken this forward by examining how different parts of the borough, based on areas, should be treated.

The borough is divided between the following area designations:

- Key road network – Whilst there is clearly a need to facilitate strategic traffic and bus movement in the borough, the borough expects to have a significant impact on its management.
- Balanced pedestrian/traffic priority areas – e.g. town centres, requiring a balance between buses, traffic and other users Strategic traffic corridors – managed to ensure the efficient movement of local traffic and buses, and links between the 'local activity cells' for local traffic movements.
- Local activity cells – emphasis on calming traffic, displacing through traffic and providing streets that are not dominated by the car.

Please refer to map of area designation on page x.

You can read more about the approach and guiding principles to developing transport in Hackney in Chapter x.

Delivery, targets and outcomes

The Council is committed to delivering its Transport Strategy. Ensuring the delivery of the HTS will require a strong, ongoing commitment by the Council and its partners. For those parts of the HTS for which the Council has full control, delivery will be dependent on adequate resources and successful funding bids through the regional

and central Government sources. For the other parts of the HTS, the Council's role will be one of either partnership or lobbying.

We aim is to achieve the following by 2011 or before:

- 0% increase in car use, to be supported by an efficient traffic monitoring programme.
- Increased frequency and capacity on train services, particularly the North London Line.
- Successful completion of the East London Line extension and four new stations by 2010.
- Improved reliability on Hackney's bus services.
- Successful implementation of bus priority and bus stop accessibility measures, in line with the Disability Discrimination Act (DDA 1995) Significant reduction in the fear of crime on public transport network linked with on street lighting improvements that has seen an increase in lamp columns and the reduction of faulty streetlights in the borough to only 1.3% from 13.4% in April 2003.
- Completion of London wide cycle network in Hackney, on schedule for 2008.
- Improved local cycle routes.
- Continued provision of community transport, including annual grant to Hackney Community Transport for Dial a Ride services and taxi card service on the London wide standard.
- Significant investment in safe pedestrian crossings, Safer Routes to School measures and road safety educational programmes, including specific programme to address the higher than average incidence of children from black, Asian and ethnic minority (BAME) being involved in road accidents
- Effective integration with the Local Development Framework, guiding planning decisions in Hackney until 2011, to influence the location of essential facilities and new housing in line with reduced travel and the length of trips.
- Significant reduction in road casualties and improved road safety for a full range of users.
- Continued investment, through successful funding bids, for improving and maintaining transport infrastructure, such as footpaths, roads and bridges Successful travel awareness campaigns and act as the catalyst for Travel Plans.

Engaging with the community

Transport initiatives are often contentious and will impact on people in different ways. Therefore it is important that public engagement takes place as an on-going process so that objections can be understood at an early stage and dealt with accordingly.

The HTS will help in this process as it provides a basis from which transport priorities have been established in response to views and opinions of the Hackney community. Schemes that are compatible with the HTS should therefore be easier to deliver as they represent the majority consensus and not the self-interests of a few.

