

10 An integrated approach

10.1 Across Council Services

10.1.1 The HTS has linkages to other elements of the Council's services. It must therefore be viewed in the context of Planning & Regeneration, Community Services, Education and Social Services. The table below provides some indication of how the HTS links with these other service activities.

Table 9.1: Linkages to other Council services

Service	Linkage
Education	School travel plans Safe routes to school Location of schools Safety education Cycle training
Planning and Regeneration	Higher densities around nodes S106 improvements Transport Assessments Development Travel Plans Parking Standards Supporting transport infrastructure Streetscape
Social Services	Socially necessary routes Support for voluntary sector Co-ordination Accessibility & social inclusion
Community services	Access to / through parks, services etc. Streetscape Social inclusion Parking Safety / security

10.1.2 In achieving these linkages, the various services of the Council will need to work together to achieve the aims of the HTS. On-going liaison meetings and specific project working groups should be developed to achieve this and ensure that cross-cutting objectives are satisfied.

10.2 Within a wider policy framework

10.2.1 As noted in Chapter 3, the Hackney Transport has been developed within the wider policy context of national, regional and local policy.

10.2.2 Of particular importance is the Hackney Local Development Framework (LDF), which replaces the UDP, which is still under development at the time of writing. However, the HTS has been developed in conjunction with the planning officers developing the LDF.

10.3 Between all modes of movement

10.3.1 Integrated transport, re-allocated highway space, interchange, trip-chains, area treatments.

10.3.2 The HTS provides the opportunity to develop an integrated transport system. Whilst in the past the delivery of transport infrastructure has often been undertaken as an isolated activity, it is now recognised that such approach is not effective.

10.3.3 An integrated transport network must include the following:

- Understanding the way journeys are undertaken including trip chains whereby the door-to-door journey is taken into account.
- Ensuring that the linkages between modes are fully exploited often through designated interchange such as bus terminals at railway stations and cycle parking in town centres.
- Recognising non-designated interchanges where people are for example changing between bus routes or walking short distances to interchange between railway stations.
- 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.
- Recognising that walking is a transport mode.

10.3.4 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.