

## 12 Targets

### 12.1 Information Requirements

12.1.1 There is relatively little data on travel in Hackney. The HTS recommends introduction of a travel monitoring programme, with the aim of providing robust information for scheme design, setting of targets and monitoring. This is critical for statutory obligations such as the Road Traffic Reduction Act. This programme should include collection of data on:

- Vehicular movements (including commercial vehicles) on the main road network and on selected screenlines – some of this information will be available from TfL, while others will require new data collection.
- Public transport movements – once again, some data is available from TfL, while more detail will be required for particular local areas/issues.
- Cyclist and pedestrian movements.
- Detailed information on travel by Hackney residents – in this respect it is recommended that a comprehensive travel diary sample be obtained to give more detailed information on micro level travel in Hackney i.e. the facilities and services accessed by residents, and their aspirations for future travel.

### 12.2 Targets

The targets of Hackney Transport Strategy are set out on Table 12.1.

**Table 12.1: HTS targets**

Type	Description	Target	Monitoring data from
<b>Road Safety</b>	A reduction of the number of people killed and seriously Injured by 2010 for all road users and also separately for pedestrians and cyclists.	50% by 2010 compared to 1994-98	LBH
	A reduction of the numbers of motorcyclists killed and seriously injured by 2010.	40% by 2010 compared to 1994-98	LBH
	A reduction of the number of children killed or seriously injured by 2010	60% by 2010 compared to 1994-98	
	A reduction of the slight casualty rate per 100 million vehicle kilometres by 2010.	25% per 100 million vehicle kilometres by 2010	LBH
	Review and implemented road safety measures at all schools	Complete by 2008	LBH
<b>Buses</b>	Reduced excess bus waiting time	1.3 minutes per passenger by	LBH

		2009/10	
	Reduce, or maintain at 2005 levels, bus journey times on London Bus Initiative (LBI) bus routes.		TfL
<b>Traffic</b>	Absolute reduction in weekday traffic	0% growth between 2001 and 2011 on borough roads	LBH
	Improvement in journey time reliability on 'A' Roads and busy bus routes	Delay reduced or not increased year-on-year	LBH
<b>Mode shift</b>	Proportion of personal travel made by other than the car	Maintain or increase	LBH
<b>School travel plans</b>	Review of travel to all schools	Complete by 2009 with significant progress by 2006	LBH
<b>Parking Compliance</b>			LBH
<b>Access</b>	Proportion of travel by under represented groups or excluded groups	Increased proportion year-on-year	LBH
<b>Taxicard</b>	Conformity of taxicard system to all TfL standards	By 2006	LBH
<b>Walking</b>	Increase in numbers of journeys made on foot per person	At least 10% between 2001 and 2015	LBH
<b>Cycling</b>	Increase in journeys made by bike	At least 80% between 2001 and 2011	LBH
<b>Roads</b>	'A' Roads and busy bus routes brought up to a serviceable standard	UK PMS score of 70 or below by 2010	LBH