

3. Local Transport Context

3.1 Local transport services – existing

3.1.1 The Borough's transport infrastructure reflects a historic legacy left from a network of railway and tram lines and Victorian road networks. As such there are severe constraints on road and rail space and the travel demands of the current day are beyond the original intended use of the network. The outcome is a severely stretched network resulting in congestion, pollution, accidents and delay.

3.1.2 Being located on the edge of central London, the transport network also reflects the arterial demands for travel. For the road network (see maps 6.2 and 6.4), the principal routes can be described as follows:

- from the north west to the south is the A105 Green Lanes linking Wood Green with the City;
- from north to south is the A10 High Road linking north London and Hertfordshire to the City;
- from the north east to central Hackney and south is the A104 Lea Bridge Road linking Walthamstow to the City; and
- from the north east to the south is the A106 Eastway joining the A102 (M) linking Leytonstone with Docklands.
- In addition, the A107 is an orbital route around the north of the borough connecting areas in north Islington with central Hackney.

3.2 Rail and underground

3.2.1 For the rail network, (see Map 3) routes radiate outwards from Liverpool Street and Moorgate, serving north London, Hertfordshire and Essex. In addition, the orbital North London Line also passes through the centre of the borough provides rail links to the Docklands, north London and west London locations. The railway lines, running north-south and east-west, cross in the centre of the borough but there is no direct pedestrian connection between them so the potential benefits from integration are lost. This is particularly important for people travelling from the north who may wish to get to the new Stratford City or the Olympics site who would currently have to travel into central London to interchange.

3.2.2 There are ten National Rail stations Hackney. These are located on the North London Line (NLL) and the Liverpool Street– One West Anglia line as listed below:

North London Line

- Hackney Wick
- Homerton
- Hackney Central
- Dalston Kingsland

West Anglia Line

- London Fields
- Hackney Downs
- Rectory Road
- Stoke Newington
- Stamford Hill

3.2.2 There are several tube stations just outside the borough boundary (see Map 3):

- Manor House on the Piccadilly Line,
- Finsbury Park on the Piccadilly and Victoria Lines;
- Bethnal Green on the Central Line; and
- Old Street on the Northern Line

3.2.3 This is set to change with the extension of the East London Line from Shoreditch to Dalston providing links from the west of the Borough to the City.

3.3 Bus services

3.3.1 The bus network (see Map 6.3) reflects closely the main road network with the busiest bus corridors (greater than 20 vehicles per hour) operating along much of the TLRN roads or the Borough's principal roads. The routes follow a predominantly north to south alignment with the exception of bus services which connect Dalston and Hackney on an east to west axis.

3.3.2 Much of the network is supported by bus priority measures and an on-going programme of bus priority schemes aims to keep buses free of congestion. Appendix E highlights the A roads and busy bus routes in Hackney.

3.3.3 The bus services have greatly improved over the past few years. The Borough is served by 59 bus routes. Moreover, nine of the 20 most populated bus routes go through Hackney, as shown in table 3.1.

Table 3.1: The 20 most populated bus routes in London in Hackney

Route	Hackney Ranking	London Ranking	Total no of passenger journeys
29	1	3	17,019,401
73	2	4	15,700,000
149	3	5	14,700,00
243	4	8	12,221,509
254	5	9	11,915,821
253	6	10	11,652,878
279	7	12	11,321,499

38	8	14	11,286,933
8	9	20	10,227,892

(Source: Passenger journeys in 2004/2005)

3.3.4 The importance of having good bus services to the tube and train network is demonstrated by the fact that Manor House Tube station on the Hackney Borough and Travel card Zone 2/3 boundaries, has the highest percentage of its passengers interchanging with buses of any Tube station in London. The station is served by 7 bus routes including the overlapping 253/254 routes which together are London's busiest service, and the route 29 which is London's 4th busiest route.

3.4 Walking

3.4.1 In addition to walking routes provided on footways throughout the Borough, and along the Regents Canal in the South of the borough, there are two London Strategic Walking Routes that go through Hackney:

- Capital Ring (sections 12, 13 and 14)
- Lea Valley Walk

3.4.2 Hackney's location abutting the London 2012 Olympics site provides a unique opportunity to encourage visitors to the site to explore the borough on foot to sample some of the dining opportunities, and natural and historic areas. Please refer to Figure 2 on the strategic walking routes in the borough.

3.4.3 Please refer to map 5 for the strategic walking routes in the borough.

3.5 Cycling

3.5.1 There are currently 24 kilometres of London Strategic (LCN+) cycle network in Hackney. Please refer to map 5, which illustrates the local, strategic and national cycle network in Hackney.

3.5.2 In addition to the LCN+ network, there are many local cycle routes in the Borough. Most of these are so called 'quiet routes', or routes suitable for cycling. Good examples of the local cycle routes are for example Navarino Road, Greenwood Road, Wayland Avenue in Stoke Newington N16 or Eleanor Road in Dalston E8.

3.5.3 This network has been supplemented in recent years by a network of Green Links for walkers and cycles routes, many as part of the London Cycle Network. Work still continues to develop this network in Hackney.

3.5.4 A UK wide comparison of journeys to work by bike shows that London boroughs lead the country in growth terms. Hackney had the highest increase in cycling to work from 1991 to 2001. In 2001 the proportion of journeys to

work by bike in Hackney was 6.83 percent - an increase of almost 70 percent from the proportion in 1991 (4.03 percent) and more than 150 percent from 1981 (2.56 percent).

3.6 Car ownership

3.6.1 According to Census 2001, 44% of households in the borough owned one or more cars or vans. Table 3.2 compares car ownership in Hackney with London, and in some of our neighbouring boroughs:

Table 3.2

Households with a car in Hackney, Inner London and some of the neighbouring boroughs	
Hackney	44%
Inner London	49.4%
Greater London	63.5%
Islington	42.4%
Tower Hamlets	43.2%
Haringey	53.5%
Waltham Forest	61%

(source: Census 2001)

3.6.2 A dramatic increase in the car ownership in Hackney from 1991 to 2001 indicates an increasing aspirations for car ownership and use, and given the relatively low existing levels of ownership, this presents a potentially significant problem.

3.6.3 This increase of 30% was far greater than the population increase (11.9%) during the same time period, and resulted to more than 10,400 extra cars on our 165 miles of public highway. Roads in the borough are getting more congested, as in 1991 there was a car every 8.2 yards; in 2006 this had increased to a car being parked at about every 5.6 yards.

3.6.4 According to the Census 2001, in Hackney 47% of residents using public transport to get to work live in a household **with** a car, the 3rd highest percentage in London - buses are clearly not just for non-car owners.

3.7 Trip making

3.7.1 Analysis of the 2001 census travel to work data is shown in map 6. Key originating destinations for people who work in Hackney are Waltham Forest, Haringey, Islington, Redbridge and Tower Hamlets – a relatively wide spread.

For employed Hackney residents, the main destinations are Westminster (19%), Islington (15%), Camden (14%) and the City and Tower Hamlets (10% each).

- 3.7.2 Map 7 highlights the main trip attractors within and adjacent to the Borough. The three town centres of Dalston, Hackney Central and Stoke Newington are supported by a number of local shopping destinations. While there is a spread of employment locations, the main emphasis is on the south and to a lesser extent the east of the Borough.
- 3.7.3 Further analysis of the journey to work data in the 2001 census is shown in Map 8. This shows key destinations of employment trips within Hackney, clearly indicating an emphasis on Haggerston, Homerton and the north-west of the Borough for significant internal flows.

3.8 Key Issues

- 3.8.1 The following key issues facing the borough were identified:
- 3.8.2 Hackney has a very diverse population, and benefits from this multi-ethnic and multi-cultural community which contribute to the borough's appealing and diverse character. This diverse population has different transport needs, for example in terms of information provision.
- 3.8.3 There is a high level of deprivation, with the problems this brings. This creates both opportunities and constraints – for example low car ownership reduces pressure on roads and parking and results in a high use of public transport, cycling and walking, but also means a high dependence on these modes for access to jobs and facilities. Improving the local walking, cycle and public transport links should help to create an environment where the opportunities for many sections of the community are enhanced.
- 3.8.4 Hackney residents occupy only 40% of jobs in the borough and 60% of employed Hackney residents travel outside of the borough for jobs. This results in significant numbers of trips moving in and out of the borough with the resultant pressure on the transport network. Whilst it is important to attract investment and jobs to the borough, there is clearly a mismatch between those jobs that are available and the local workforce that might occupy them.
- 3.8.5 Hackney is located immediately adjacent to central London, the largest commercial centre in the UK. Whilst this brings about some benefits there are also negative consequences such as traffic travelling through the borough to get to the City and West End.
- 3.8.6 Whilst public transport accessibility in the borough has substantially improved over the last 5 years, the main improvements have taken place along the key corridors especially along the A10 and Mare Street and at major transport nodes. For some of the most deprived areas which are some distance from these corridors, access to opportunities requires use of several services and interchanges and therefore remains a barrier to movement.

3.8.7 Poor accessibility can contribute to a vicious circle of deprivation and social exclusion from which it is difficult to recover without some form of intervention. The London Plan identifies Hackney as a regeneration area and it is against this objective that local transport needs to be developed. By regenerating the local economy, local wealth can be created which in turn lessens deprivation and reduces the need to travel longer distances to access opportunities. For regeneration to be successful, an effective transport system must be in place to encourage inward investment and growth, enabling Hackney residents to participate in economic opportunities within and outside Hackney.

3.8.8 It is essential that the development of the transport network is based on a coherent approach that both supports economic growth but at the same time protects the borough’s environment from possible detrimental impacts associated with growth such as congestion, pollution and accidents. It is against this background that the Transport Strategy has been formulated.

3.9 Transport responsibilities

3.9.1 The London borough of Hackney is just one of the many organisations and authorities responsible for maintaining and developing transport network in the borough. This means that many aspects of transport and services are outside of the direct Council control, although we still have a liaison and lobbying function. The various transport-related responsibilities are summarised in Table 3.3.

Table 3.3 Transport Responsibilities

TRANSPORT SERVICE/ FACILITY	RESPONSIBLE AUTHORITY	ROLE OF LB HACKNEY
TLRN roads	TfL	The Council is a consultee on TfL schemes and responsible for providing complementary measures on borough roads.
Local roads	LBH	Responsible authority for upgrades, maintenance, street lighting, associated infrastructure and road safety.
Bridges	LBH, Network Rail and TfL	Various authorities responsible, but the Council is responsible for most bridges on local roads with the exception of rail bridges.
Bus services	TfL	LBH are a consultee on changes to routes and services, and have an important role in lobbying for routes to serve local requirements.
School travel	LBH, TfL	Hackney’s Education authority, the Learning Trust, runs bus services for pupils with special needs. All infrastructure is the responsibility of LBH except on TLRN routes.

Cycling	LBH, TfL	LBH is responsible for the networks of cycle routes on local roads which must link with routes on the TLRN roads.
Underground	TfL	LBH has a role of lobbying for service improvements and station upgrades. Linkages to the stations are a joint responsibility between LBH and TfL.
Rail	Network Rail/ TfL	LBH has a role of lobbying for service improvements and station upgrades. Linkages to the stations are a joint responsibility between LBH and TfL.
Road safety	LBH, TfL	TfL responsible for TLRN, LBH for local roads. Borough also responsible for education and training.
Travel Awareness	LBH, TfL	Joint responsibility to promote non-car based modes.
Traffic management	LBH, TfL, Network Rail	New network management duty responsibilities for LBH as part of the Traffic Management Act 2004. TfL on the TLRN.

3.9.2 The borough is keen to take advantage of land use and development proposals which are emerging through the planning process. In particular the proposals associated with the Olympics and Olympics Legacy, Thames Gateway, Lea Valley and London-Stansted-Cambridge corridor need associated transport infrastructure and the borough has a responsibility to ensure that effective infrastructure is delivered which achieves these strategic aims but also provides local benefits.

3.9.3 The borough must respond to proposals and initiatives from neighbouring boroughs. The response should be pro-active to help ensure that the transport network transcends the borough's boundaries and provides seamless travel across boundaries.

3.10 Summary

3.10 The HTS has been developed within the framework of the Community Strategy and Corporate Plan. It needs to reflect the issues which the borough faces and must address these within the areas for which it has responsibility. Outside of these areas, the borough can also play an extremely effective role in lobbying for transport improvements. Initial analysis suggested that key issues were the diversity of Hackney's population, deprivation and the need for regeneration, the high level of travel movements and accessibility. The next section describes further analysis of the need for a transport strategy and the issues facing the borough based on consultation and other information.