

## **9 Objectives of the Strategy**

### **9.1 Other policy objectives**

9.1.1 In developing the objectives reference has been made to local and regional strategy documents that are relevant to the borough. The objectives of these key documents are identified below, with points of particular relevance to the Transport Strategy underlined.

### **9.2 London Plan**

- To accommodate London's growth within its boundaries without encroaching on open space
- To make London a better city for people to live in
- To make London a better city with strong and diverse economic growth
- To promote social inclusion and tackle deprivation and discrimination
- To improve London's accessibility
- To make London a more attractive, well designed and green city

### **9.3 London Mayor's Transport Strategy (MTS)**

- Support and provide for greater social inclusion
- Support and promote London as a World City
- Protect and enhance health and the environment
- Support and promote economic development, housing and regeneration
- Maximise accessibility
- Support and enhance town centres

### **9.4 Hackney Community Strategy 2004 - 2014**

Six key themes are identified:

- A good place to grow up;
- A dynamic, creative economy;
- Thriving, healthy communities;
- Better homes;
- A safer, cleaner place to live; and
- A sustainable borough.

### **9.5 Hackney Transport Strategy objectives**

9.5.1 Several common themes run through many of the documents, the consultation and the background research undertaken. These themes are based around the following objectives of the Hackney Transport Strategy:

<b>Objective 1:</b>	<b>Improve transport sustainability and choice for all</b>
	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.
<b>Objective 2:</b>	<b>Manage the demand on the network</b>
	The Borough is densely populated and has a congested road network, which results in severe pressures on the environment.
<b>Objective 3:</b>	<b>Reduce the harmful environmental impact of transport, such as noise, pollution and visual impacts</b>
	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.
<b>Objective 4:</b>	<b>Reduce car dependency</b>
	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.
<b>Objective 5:</b>	<b>Improve safety and security for all travellers</b>
	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.
<b>Objective 6:</b>	<b>Support physical and economic regeneration</b>
	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.
<b>Objective 7:</b>	<b>Integrate the streetscene and transport interchanges</b>
	In order to create a better balance between vehicles, pedestrians and cyclists, the borough seeks to upgrade the visual quality and experience of the streets by linking them with the wider streetscape and transforming them into spaces people can enjoy.

- 9.4.2 These objectives form the foundation on which the Transport Strategy has been developed.
- 9.4.3 Currently, and consistent with previous London approaches to transport policy, schemes and initiatives have been delivered in relative isolation. This approach is changing and the Mayor's Transport Strategy attempts, at a London wide level, to provide an approach to transport and planning that is more integrated. Translating this approach to a local level requires that a holistic approach to the transport network is taken. This means taking into account overarching policy, land use proposals, regeneration and demographics when delivering transport. It also means delivering different types of transport infrastructure in combination, such as:
- Area schemes that combine all facets of transport;
  - Providing cycle schemes as part of streetscape improvements;
  - Linking street-lighting schemes with bus priority schemes;
  - Providing traffic restraint whilst improving town centre access;
  - Combining enhanced streetscape improvements with traffic calming;
  - Promoting sustainable transport whilst introducing new sustainable transport schemes such as bus corridors;
  - Linking transport schemes with planning schemes e.g. new housing with new walk links and bus services.
- 9.4.4 To deliver this approach requires a detailed appraisal of areas of the Borough which need measures to address particular issues. This requires areas to be prioritised according to need which might be determined from existing data or emerging policy e.g. regeneration areas. It is beyond the scope of the Transport Strategy to specifically make recommendations on how the Borough is prioritised as this would be dependent on collecting data, studying the areas and linking with the emerging LDF.