

2. Local Transport Context

2.1 Local transport services – existing

2.1.1 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.

2.1.2 Being located on the edge of central London, the transport network also reflects the arterial demands for travel. For the road network (see Map 2), 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.

2.2 Rail and underground

2.2.1 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.

2.2.2 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:

NLL

- Hackney Wick
- Homerton
- Hackney Central
- Dalston Kingsland

- Liverpool Street line
- London Fields
- Hackney Downs
- Rectory Road
- Stoke Newington
- Stamford Hill

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

- Manor House on the Piccadilly Line;
- Old Street on North London Line;
- Finsbury Park on the Piccadilly and Victoria Lines; and
- Bethnal Green on the Central Line.

2.2.3 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.

2.3 Bus services

2.3.1 The bus network (see Map 4) 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.

2.3.2 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.

2.3.3 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 2.1.

Table 2.1: 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)

2.3.4 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 29 which is London's fourth busiest route.

2.4 Walking

2.4.1 In addition to walking routes provided on footways throughout the Borough, there are three London Strategic Walking Routes that go through Hackney:

- Sections 12, 13 and 14 of the Capital Ring
- Lea Valley Walk

2.4.2 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 map 6.4, which shows the strategic walking routes in the borough.

2.5 Cycling

- 2.5.1 There are currently 24 kilometres of London Strategic (LCN+) cycle network in Hackney. Please refer to map 6.4 for the local, strategic and national cycle network in Hackney.
- 2.5.2 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.
- 2.5.3 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 continues to develop this network and as can be seen from Map 5, there are still gaps in the network to fill.
- 2.5.4 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).

2.6 Car ownership

- 2.6.1 According to Census 2001, 44% of households in the borough owned one or more cars or vans. Table 2.2 compares car ownership in Hackney with London, and in some of our neighbouring boroughs:

Table 2.2

Households with a car	
Hackney	44%
Inner London average	49.4%
Greater London	63.5%
Islington	42.4%
Tower Hamlets	43.2%
Haringey	53.5%
Waltham Forest	61%

(source: Census 2001)

- 2.6.2 There are increasing aspirations for car ownership and use, and given the relatively low existing levels of ownership, this presents a potentially significant problem. Attitudes towards car ownership and use need to be changed, but

this must be in conjunction with the provision of alternatives that offer a real choice to travellers.

2.7 Trip making

- 2.7.1 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).
- 2.7.2 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.
- 2.7.3 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.

2.8 Planned changes to pattern of development/ land use

- 2.7.1 The new land use planning policy document the Local Development Framework (LDF) to replace the Hackney UDP from 1995, is currently being prepared. Key issues for transport arising from work to date on this are summarised below. The regeneration initiatives pursued in Hackney, are illustrated in Map 2.1.
- 2.7.2 The Borough has a strong and growing economic base that makes an important contribution to economic prosperity and metropolitan culture. Population, employment, business and economic activity rates are up since 1996. As a result there is a corresponding demand for services and facilities, pressure on roads, public transport, infrastructure, refuse disposal, schools, and community facilities.
- 2.7.3 The total population in Hackney increased by nearly 20,000 (10.3%) between 1996 and 2002. This compares to 6.8% for Greater London as a whole. The economically active population is up at 67% but below the national average of 78%. With the actual workforce as a proportion of the working age population still relatively low compared there is scope for economic growth.
- 2.7.4 In 2002 approximately 90,600 jobs were provided in Hackney (excluding self-employment). This represents an increase of over 20,000 jobs (29%) since 1996 (compared to 18%, 17% and 15% in the East London sub-region, Greater London and GB respectively).

- 2.7.5 Whilst unemployment rates have fallen considerably since 1991 (22.7%), unemployment in Hackney remains substantially higher than the regional and national average with Hackney at 10%, compared with 7.1% for London and 5.2% for Great Britain.
- 2.7.6 In 2002 there were 9050 businesses established in Hackney, up from 4859 in 1991 and 5596 in 1996. This means that total business growth in Hackney has averaged around 5.8% per annum between 1991 and 2002 compared to 2.4% growth per annum in total employment.
- 2.7.7 There is land capacity to accommodate the projected growth in population and household formation up to 2016. But this capacity depends on developing at higher density, and mixed uses. 15 areas of Borough have been identified as suitable for tall buildings, grouped into 6 opportunity areas.
- 2.7.8 Housing unit completion is currently running at about 1,000 a year. While there are a number of major redevelopments of existing estates/areas, about 50% of all new completion is on 'infill' small sites.
- 2.7.9 Area Action Plans are proposed for Hackney Central and Dalston (in preparation), South Shoreditch, Woodberry Downs (in draft format) and the Lower Lea Valley (completed but with an update needed for the Olympics).
- 2.7.10 Major employment/travel attracting uses are currently the town centres, industrial employment areas, South Shoreditch (offices) and Homerton Hospital. Most other future land use changes will relate to densification of existing uses and more mixed use developments e.g. residential on top of commercial premises.
- 2.7.11 Based on the information to date, it is likely that the main transport impacts of future development and growth, as indicated in Map 9 will be:
- Higher demand for travel from new residential and employment growth – the main growth is likely to be spread relatively evenly across the Borough, but with highest new densities around public transport nodes.
 - There is however likely to be significant travel demand generated by major new developments at Stratford and the Lea Valley
 - A higher development density and greater level of mixed uses – this should aid provision of public transport and encourage more walking and cycling, but create pressure on parking.

2.8 Key transport issues

- 2.8.1 A number of key issues facing the Borough today have been identified:
- 2.8.2 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.

- 2.8.3 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 sustainable modes such as walking cycling and buses, but also means a high dependence on these modes for access to jobs and facilities. Improving the local walk, cycle and public transport links should help to create an environment where the opportunities for many sections of the community are enhanced.
- 2.8.4 Hackney residents occupy only 40% of jobs in the Borough and 60% of 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.
- 2.8.5 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.
- 2.8.6 Whilst accessibility in the Borough has been substantially improved over the last five years, the main improvements have taken place along the key corridors especially along the A10 and Mare Street where bus priority and bendy-buses have been introduced, 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.
- 2.8.7 Poor accessibility and deprivation may contribute towards a vicious circle of 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. 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.
- 2.8.8 It is essential that the provision of the transport infrastructure 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.

2.9 Transport opportunities

- 2.9.1 As described in the previous chapter, much of Hackney's transport network dates from the Victorian era and was not designed for today's transport demands, and there are severe physical constraints on changes.
- 2.9.2 Current national, regional and local transport and planning policies have recognised that in many cases it is not desirable to have a 'predict and provide' approach to road traffic, and there is now an emphasis on managing demand and 'balancing' the different road user needs. This changing approach to the provision of transport infrastructure can be seen from initiatives such as the London Congestion Charging Scheme, the London Bus Priority Network (LBPN) and London Cycle Network (LCN). Both the LBPN

and the LCN are London-wide initiatives and aim to provide a seamless network of routes to encourage sustainable travel.

- 2.9.3 Hackney has one of the highest usage of buses and cycles anywhere within the capital. Much of this can be attributed to LB Hackney's efforts in recent years in providing a high level of bus and cycle facilities, a comprehensive approach to road safety and a sensitive approach to parking, as well as a low level of car ownership and no access to the underground.
- 2.9.4 Car ownership is low and people are dependant on public transport, walking and cycling. However this also means that there is significant scope for an increase in car ownership and use which would bring more problems, and this needs careful management.
- 2.9.5 Following a period of financial and organisational problems in the late 1990's, which resulted in under-funding and lack of resources, the Borough has in recent years 'turned the corner' and has in place the resources and funding to place greater emphasis on land use planning and transport. Corporate and Community Strategies provide the overarching framework of objectives towards which the Borough now works. Departments are now beginning to get the resources they need to plan and develop initiatives and the results are beginning to show with successful Neighbourhood Renewal Funding bids and a record allocation from TfL towards the Borough Spending Plan. The Borough has also more recently received awards for its work in improving the bus and cycle network.
- 2.9.6 As part of this LIP bid, the Borough is seeking to establish a comprehensive monitoring programme to enable the baseline and future progress to be monitored.
- 2.9.10 A SWOC analysis has been carried out to qualitatively describe the positive and negative aspects of transport in the Borough. This helps to crystallise some of the issues and to look at both the negative and positive aspects of the Borough. The list of issues is not exhaustive but picks on some of the main points obtained from analysis to date - the SWOC is presented in table 2.3.

TABLE 2.3: SWOC analysis

STRENGTHS	OPPORTUNITIES
<ul style="list-style-type: none"> ▪ proximity to central London / City ▪ high usage of cycles ▪ high usage of buses ▪ good bus network / bus priority ▪ sense of community ▪ local services ▪ entrepreneurial ▪ road safety record ▪ 20 mph zones ▪ high density / compact 	<ul style="list-style-type: none"> ▪ identified for regeneration ▪ edge of Thames Gateway ▪ east-west and north-south rail links ▪ ELLX ▪ CrossRail ▪ high profile borough ▪ Dalston Area Action Plan ▪ School Travel Plans

	<ul style="list-style-type: none"> ▪ Canal ▪ Olympics / Legacy proposals ▪ London Stansted Cambridge Corridor
WEAKNESSES	CHALLENGES
<ul style="list-style-type: none"> ▪ no tube line ▪ high crime rate ▪ polarisation ▪ congested roads ▪ congested trains ▪ deprivation ▪ parking stress ▪ street cleanliness ▪ data collection ▪ pollution 	<ul style="list-style-type: none"> ▪ cycle of deprivation ▪ lose out to Stratford City ▪ regeneration doesn't deliver ▪ increase in crime ▪ car aspiriring

2.9.11 The SWOC analysis reveals that whilst there are weaknesses in the Borough, there are also considerable strengths many of which have come about because of the actions of the Council. It is also noticeable that there are a number of opportunities in the borough many of which are related to large scale, high profile projects.