

Borough Policy Statement

3.1 Introduction

3.1.1 This chapter describes the transport policies of the London Borough of Hackney, which on a local level comprise of the Hackney Community Strategy 'Mind the Gap' and the Hackney Transport Strategy, which is currently in draft format. References to the Parking Enforcement Plan (PEP), adopted in 2005 and the draft versions of the Borough's Road Safety Plan, School Travel Plan and Cycling Plan, which are provided as part of the LIP, are also referred to.

3.2 Local Policy context - Community Strategy – 'Mind the Gap' (2004 – 2014)

3.2.1 Hackney's Community Strategy, "Mind the Gap – Hackney's strategy for increasing opportunity and reducing poverty" was agreed by the Council and its partners in July 2004. The Community Strategy will underpin everything Hackney Council does over the next 10 years and beyond, to make Hackney one of the best parts of London to live, work and do business in.

3.2.2 Transport links in the Borough are rundown and this is perceived as an overriding factor that must be addressed. In particular, the lack of underground services in the Borough and the reliance on access to mainline rail services from stations in need of significant upgrade and safety improvements are highlighted as particular problems.

3.2.3 The overriding aim of the Strategy is to increase opportunity and reduce poverty. The six main themes of the Strategy, which are based on extensive consultation, include:

- 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.

3.2.3 The consultation also revealed that local people and businesses want improved mobility in the Borough. The implications for the Transport Strategy lie within these six themes. For example:

- Improved public transport will better enable customers to be delivered to local businesses and enable residents to access jobs, which together help to promote a dynamic and creative economy;

- Improving the environment with cleaner, safer streets and parks will help to achieve safer, cleaner places to live; and
- Improved traffic management to make Hackney's roads safer and enabling and encouraging more sustainable modes of transport to be used will help in achieving a sustainable borough.

A dynamic, creative economy

3.2.4 With specific regard to transport and its input to a dynamic, creative economy for Hackney, the consultation advised that improving public transport, to deliver customers for local businesses and enable access to jobs for residents, was of high importance. The following key issues were raised with respect to transport:

- The Borough needs a tube line
- The North London Line must be upgraded
- Buses must be given priority – more bus lanes needed and further bus network enhancements
- Transport planning is crucial to employment – good information is needed about people's travel needs
- Hackney needs to capitalise more on its proximity to the jobs and economic prosperity of the City
- Conditions for cyclists and pedestrians must be improved and use of these modes encouraged

A sustainable borough

3.2.5 The following transport problems were noted with regard to the current state of sustainability in the Borough:

- Despite low car ownership (56% of residents do not have access to a car), streets are often congested and dangerous
- Traffic congestion delays buses – the main form of public transport in the Borough – and creates hazards and inconvenience for pedestrians and cyclists – the modes by which half of all journeys in Hackney are made
- Residential streets are used as through routes and rat runs
- Accident rates are high
- Air quality is poor
- Noise pollution is a problem

- As the planning for new East London Line services begins, the environment and quality of life of residents must be protected
- More cycle access and cycle routes are needed
- Walking should be encouraged by providing “green routes” through parks and other protected areas

Future action for transport

3.2.6 The key priorities for transport in the borough arising from the Community Strategy are:

- Develop a Transport Strategy which will set out action plans in relation to achieving objectives for rail, underground, bus, car, cycle and pedestrian networks, parking, freight, delivery and servicing and accessible transport. Neighbourhood Renewal Funding will be used to pilot new transport interchanges;
- Ensuring that the East London Line extension is built and effectively operating by 2010;
- Obtaining a commitment from Government to build CrossRail 2 (Hackney – Chelsea line) and to other light rail improvements that will benefit Hackney;
- Better services on the North London Line and better links between services by the development of new transport nodes – for example in central Hackney;
- Further improvements to bus services, to speed up travel times and to ensure that services enable people to travel to major new employment zones;
- Developing transport solutions to support the regeneration of town centres which will bring new employment opportunities, including planning for a developing night-time economy;
- Promoting and facilitating cycling and walking as ways of getting to work and more generally;
- Introducing 20mph zones, safe routes to school and other traffic calming and controlling methods, to improve road safety Neighbourhood Renewal Funding will be used to support these programmes; and
- Traffic management and parking policies will be utilised to reduce car use in the Borough.

3.2.7 These actions may be measured using the following targets:

- Improved public transport accessibility levels in Hackney

- A tube link in Hackney by 2010
- Reduced car use for all journeys , including travel to work
- Increased walking and cycling for all journeys, including travel to work
- Less car use
- Reduction in people killed or seriously injured on Hackney roads by 40% and children by 50% by 2010.

3.2.8 Hackney Transport Strategy – as an extension of the Community Strategy, the role of the Hackney Transport Strategy is to develop and apply transport specific policies at the local level. In this way, the particular transport issues facing the borough can be directly addressed and the appropriate measures implemented.

3.3 Hackney Transport Strategy - Transport vision for Hackney

3.3.1 Following on from the Community Strategy, a Hackney Transport Strategy (HTS) has been developed. This is currently in draft format, and is subject to further consultation at the same time as the Hackney LIP. Our vision is that in five years time Hackney has:

- improved transport safety and security for all of its residents and businesses
- walkable, attractive and thriving town centres, where there is a high quality of urban design and a higher level of pedestrian priority
- lower levels of congestion, enabling good business access and a better environment
- the highest level of public transport walking and cycle use in London
- improved the accessibility for its residents to jobs and facilities both within and outside the Borough
- better rail services and a fully integrated ELLX, with significantly improved interchanges
- much better conditions for buses on all the main routes, with higher levels of reliability, faster journey times
- an integrated cycle network offering a safe alternative to and from all key destinations.

3.3.2 This strategy is for the next five years, and there are also longer-term additional aims that will need to be pursued, primarily through lobbying and further studies, with this period. These include:

- Promotion of the Hackney to South West Line/CrossRail 2, this Line would offer a cross-London “Metro” service, which would avoid the need for interchange taking place at the mainline stations and distribute passengers more evenly over the Underground network and directly to their inner London destinations.
- Possible promotion of light rail/intermediate mode transport facilities – this requires further study

3.4 Hackney’s transport objectives

3.4.1 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:

Objective 1:	Improve transport sustainability and choice for all
	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.
Objective 2:	Manage the demand on the network
	The Borough is densely populated and has a congested road network, which results in severe pressures on the environment.
Objective 3:	Reduce the harmful environmental impact of transport, such as noise, pollution and visual impacts
	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.
Objective 4:	Reduce car dependency
	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.
Objective 5:	Improve safety and security for all travellers
	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.
Objective 6:	Support physical and economic regeneration

	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.
Objective 7:	Integrate the streetscene and transport interchanges
	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.

3.5 Approach

3.5.1 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 e.g.

- 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.

3.5.2 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.

Existing Policies

Council continues to ensure improvements are planned and consulted upon and are congruent with land use planning aspirations. To ensure this, the findings from land use planning documents have been considered when setting the priorities and programmes for this LIP.

3.6 Local Development Framework

3.6.1 The Local Development Framework (LDF) is a collection of planning documents that will guide future planning decisions in Hackney. Each document has a role in delivering Hackney's vision for the sustainable development of the borough and encouraging good design. The Local Development Framework will incrementally replace the 1995 Unitary Development Plan (UDP).

3.6.2 The type of documents in the LDF includes a Statement of Core Policies, Action Area Plans, Supplementary Planning Documents and a Proposals Map. For the purpose of this LIP, the following documents have strategic importance with regard to transportation initiatives. Whilst most are still in draft format, they will be considered at the time of detailed design.

3.7 Hackney Central Area Action Plan

3.7.1 The Hackney Central Area Action Plan - Issues and Options consultation was completed on the 12 October 2005. The draft Area Action Plan, one of the suites of documents that make up the LDF, will provide policies to guide how the area will evolve over the next 10 years. This has undergone a six week public consultation from February 2006 and is being reviewed in light of the comments gathered.

3.7.2 Through a collaborative approach to planning for Hackney Central between the planning and transportation departments, the future transport aspirations of the borough's administrative centre will be reflected in this document. Notably, the need to balance pedestrian, cyclist and vehicular traffic will need to be carefully managed.

3.8 Dalston Area Action Plan

3.8.1 The Dalston Area Action Plan, which also forms part of the LDF, will provide tailor-made planning policies for this unique and culturally diverse area. Consultation was undertaken between November and December 2005 on the preferred option for the Dalston Area Action Plan, following approval from Council at October Cabinet. Likewise, collaboration within the Council and with external stakeholders, the Council's transport vision will be reflected in this document.

3.8.2 Most importantly, the document takes into account the new East London Line station of Dalston Junction, and the importance other new ELLP stations will have on this area. Transportation will continue to have an active role to play in the finalisation of this document to ensure transport aspirations match those of the LIP and that findings of the plan can be reflected in transportation policies and programmes as appropriate.

3.10 South Shoreditch Supplementary Planning Document

- 3.10.1 South Shoreditch is a unique area. Its proximity to the City of London creates significant opportunity for commercial development. Alongside this are aspirations to encourage economic growth and regeneration, provide new jobs and homes for local people as well as enhancing the historic character of the area.
- 3.10.2 The Supplementary Planning Document, approved in February 2006, will help meet these aspirations in a balanced way to create and support a thriving, sustainable community.
- 3.10.3 The Supplementary Planning Document sets out the 10 year vision for South Shoreditch with policy guidance to make sure future planning decisions meet the needs of local residents and businesses. It will help deliver development of an appropriate scale, mix and quality for the area.
- 3.10.4 Specifically, the SPD states in Objective 6 it will 'assist in the coordination of transport and public realm proposals for improvements to movement, connectivity and permeability, and to identify and support development opportunities that improve access to and the use of sustainable modes of transport, including walking, cycling, London Buses, the London Underground and the mainline railways (SS SPD 2006 p14). These elements will be considered when developing policies and programmes for the South Shoreditch area.

3.11 Hackney's Crime and Disorder Reduction and Combating Drug Misuse Strategy 2005 - 2008

- 3.11.1 The council is bound by Section 17 of the Crime and Disorder Act 1998, which requires local authorities and police authorities to consider the community safety implications of all their activities.
- 3.11.2 Hackney Council is obliged under *Home Office Circular 016 / 2004* to engage with Transport Providers to reduce crime and the fear of crime around transport.
- 3.11.3 Council's commitment to this obligation is stated within Hackney's Crime and Disorder Reduction & Combating Drug Misuse Strategy 2005 – 2008 (CDPR Strategy) (hard copy enclosed). This document, published by the Safer Communities Partnership in 2005, explicitly addresses 'transport crime' in association with violent crime and property crime. The following extracts of the document present the transport related actions:

Strategic Priority: Violent Crime

Strategic aim: To prevent and reduce crimes of violence including assault and to tackle hate crime and provide greater help for victims of hate crime including outreach and support.

Key Priorities

Reducing Victimisation and Challenging repeat victimisation	<ol style="list-style-type: none">1. Encourage reporting through 3rd Party reporting schemes for all violent offences2. Further develop services to victims of hate crimes3. Early identification of vulnerable groups/individuals and raising awareness amongst these people4. Work closely with Transport Providers to improve safety and reduce violence against staff and passengers
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Strategic Priority: Property Crime

Strategic aim: To prevent and reduce crimes against property.

Key Priorities

Prevention	<ol style="list-style-type: none">1. Develop a programme of target hardening and other prevention methods (including focused deployment of Police Community Support Officers) in high crime areas2. Ensure there is visible presence of police and Police Community Support Officers in hot spot areas.3. Develop local Neighbourhood Watch and strengthen community links with the police and crime prevention.4. Continue to work with business providing transport throughout the borough and actively look at ways to combat graffiti, criminal damage to transport and transport hubs.5. Continue to improve links with Hackney Parks and Park User Groups to improve safety and reduce the fear of crime.
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3.12 Towards a fine City for People – Public Spaces and Public Life (2004)

3.12.1 In line with the Objective 7 (integrate streetscene and the transport interchanges) of the Hackney Transport Strategy, the Council seeks to create a better balance between vehicles, pedestrians and cyclists, and enhance the visual quality and user experience of the transport interchanges.

3.12.2 Inspired by the case put forward by Jan Gehl in his document 'Towards a fine City for People', the Council strives to promote the creation of people and pedestrian friendly public spaces by ensuring that any environmental improvement projects scheduled to take place as part of new developments or

those aimed at upgrading the existing streetscape hold the integration of transport interchanges and streetscene as the main principle.

3.12.3 These recommendations put forward 'Towards a fine City for People' result from analysis of problems in London:

1) Embrace the uniqueness of place

- Better access to green spaces
- More squares
- Better access to and along rivers, and activities on

2) Balance traffic and life by:

- reallocating space, reduction of through traffic and access traffic and creating pedestrian streets and pedestrian priority streets
- improve traffic, such as improving the conditions
- reduce environmental impact of traffic

3) Improve walking

- create a 'pedestrian policy'
- provide room for walking
- clear footway obstacles
- avoid footway interruptions
- make walking interesting
- improve pedestrian crossings

4) Access for all

- avoid subways, overhead walkways stairs and steps
- provide lifts for underground
- drop kerbs at pedestrian crossings
- accessible buses, bus stops with clear environments

5) Improve conditions

- encourage enjoyment
- more and better squares
- create oases along walking routes, and more opportunities to sit and rest
- consider the environment and climate in streetscene design

6) Visual quality of Streetscape

- Design policy to cover footways, street furniture coordination, kiosks, and bus shelters
- Increase planting and remove barriers between open spaces and the rest of the public realm
- Minimise street clutter and use quality materials
- Encourage buildings with active frontages and a human scale
- Develop a lighting policy
- Maintenance

7) Cycling

- Improve conditions for cyclists through connected network of quality routes
- Segregated cycle lanes
- Bike parking facilities
- Strategy with goals

Regional and National level policies

3.13 The Future of Transport, Department of Transport, 2004

- 3.13.1 This document –‘The Future of Transport - a network for 2030’ - sets out the DfT’s future strategic goals for transport to 2030. Emphasis is placed on the need for long-term planning and sustained investment to compensate for decades of under-funding. There is a need for improved management structures in the industry in order to drive down costs and to identify clear lines of responsibility and accountability.
- 3.13.2 Quality of life is emphasised, particularly with regard to the environment and consequently a ‘predict and provide’ policy towards the capacity of transport networks is not regarded as an option. All schemes and policies should consider the concepts of sustainable communities and liveability. Reference is made to the UK Sustainable Development Strategy.
- 3.13.3 Repeated reference is also made to the need for the Government to share decision-making on transport schemes with regional and local stake-holders. Cost benefit and value for money analysis and the ‘New Approach to Appraisal’ should be used rigorously when considering transport schemes, and assessment should take into account other decisions on housing and regeneration etc.
- 3.13.4 The Strategy includes the following points with regard to improving different modes of transport:

Roads

- New capacity where needed and social/environmental costs justified
- Use of tolling and carpool (high occupancy vehicle) lanes
- Government to lead debate on road pricing
- Use of new technology to improve management systems, provided motorists with on-route information, and reduce accident risks

Rail

- Government to set strategy – need to drive down costs – will work with industry and Office of Rail Regulation (ORR)
- Improve structure – clear lines of responsibility
- Single point of accountability for performance to improve standards
- Local and regional stakeholders involved in decision making

Local Travel

- Measures such as Congestion Charging to be considered
- Improvement of bus reliability – need for more road space

- Demand responsive bus services – increased flexibility
- Improve access to bus services
- School/Workplace Travel Plans and personalised journey planning promoted
- Cultural/Environmental improvements – so walk/cycle seen as attractive option, particularly for children

3.14 Traffic Management Act 2004

3.14.5 The Traffic Management Act 2004 seeks to provide better conditions for all road users through the pro-active management of the road network.

3.14.6 The Act allows the Highways Agency to carry out some of the traffic management functions on motorways and trunk roads. The Act also empowers the Secretary of State for Transport (SoS) to establish a uniformed on road Traffic Officer service to manage the traffic consequences of random incidents such as breakdowns. Traffic Officers will have special constabulary type powers to stop and direct traffic and place and operate traffic signs. To compliment the powers being taken in the Act, the SoS will also establish a national network of Regional Control Centres. These will be operated by the Highways Agency in partnership with the Police, and will monitor all traffic on the network.

3.14.7 Part 2 of the Act places a network management duty on local authorities to keep traffic flowing, taking account of their other duties and responsibilities, and to co-operate with other authorities to the same end. As part of the arrangements for delivering the network management duty, the Act requires that all traffic authorities appoint a Traffic Manager. If it can be demonstrated that an authority is failing with regard to its network management duties, then the Act provides for a Traffic Director to be appointed for that authority.

3.14.8 The Act also seeks to tighten the existing regulatory framework within which utility companies (gas, electricity, water and telecoms) are permitted to dig up local roads, giving authorities more powers to co-ordinate works effectively with the aim of minimising disruption. To ensure this can happen the Act provides for the creation of permit schemes under which utilities and highway authorities wishing to dig up particular roads would have to apply for permission to carry out works. Under the Act those operating permits are now able to attach conditions to the grant of a permit (such as dates during which the work could be carried out) with a view to reducing the disruption and inconvenience which works cause. Local authorities must treat their own works equally to others works in deciding whether to issue a permit and what conditions to attach.

3.14.9 The Act includes a range of other new measures to control utility works. Authorities will now have further powers to direct utilities not to carry out their planned works on particular days, and where appropriate, to tell them that

their works should avoid certain routes where it is reasonable to do so. It is also possible for authorities to increase an embargo on further works being undertaken from 12 months to three years. The Act also allows authorities to direct utility companies, in certain circumstances, not only to resurface the parts of the road they have dug up, but to resurface the entire lane or width of road. The Act also outlines a more effective regime for inspecting works that have been carried out by utilities.

3.14.10 The Act raises the levels of fines payable by utilities companies who commit offences related to street works, and enables authorities to issue offenders with Fixed Penalty Notices.

3.14.11 The Act provides for additional responsibilities for highway authorities. It allows statutory guidance to be issued to authorities for safe working in the road and makes possible for authorities to be required to keep records of their apparatus in the road. It also allows “lane rental” and overstaying charging powers (under which utilities can be required to pay a daily charge every time they dig up the road, or if they take too long) to be extended to the owners of skips, scaffolding and other items (such as building materials) that are left in the road.

3.14.12 The Act also includes specific measures to improve traffic management in London. Transport for London will be expected to facilitate co-ordination between all of London’s traffic authorities. The Act enables the consolidation, by making of regulations, of civil traffic enforcement legislation covering parking, bus lanes, some moving traffic offences and the London night time and weekend lorry ban. It extends the scope for local authorities to take over enforcement of traffic contravention for the police.

3.14.13 In order to implement the requirements of the Act, Hackney Council appointed a Traffic Manager in May 2005.

3.15 The London Plan, February 2004

3.15.1 The (London) Mayor is responsible for strategic planning in London, which includes producing a Spatial Development Plan for London, called the London Plan. The London Plan:

- Is the strategic plan setting out an integrated social, economic and environmental framework for the future development of London, looking forward 15 – 20 years;
- Integrates the physical and geographic dimensions of the (London) Mayor’s other strategies, including broad locations for change and providing a framework for land use management and development, which is strongly linked to improvements in infrastructure, especially transport;
- Provides the London-wide context within which individual boroughs must set their local planning policies;

- Sets the policy framework for the (London) Mayor's involvement in major planning decisions in London;
- Sets out proposals for implementation and funding; and
- Is London's response to European guidance on spatial planning and is a link to European Structural Funds.

3.15.2 The London Plan is based on six key objectives, which must be taken into account in individual borough's UDP policies:

- Objective 1: to accommodate London's growth within its boundaries without encroaching on open spaces;
- Objective 2: to make London a better city for people to live in;
- Objective 3: to make London a more prosperous city with strong and diverse economic growth;
- Objective 4: to promote social inclusion and tackle deprivation and discrimination;
- Objective 5: to improve London's accessibility; and
- Objective 6: to make London a more attractive, well-designed and green city.

3.15.3 Objective 1 is particularly relevant to the London Borough of Hackney since it identifies East London as a "priority area for new development, regeneration and investment, introducing a new scale and quality of development". Hence, if East London is to support high future levels of development, there must be sufficient levels of transport infrastructure and capacity (public and private) to support this development.

3.15.4 This issue is addressed by Policy 3C.3 of the London Plan, where it states: "The (London) Mayor will support high levels of growth in the Thames Gateway by substantial new and improved transport infrastructure. Opportunity Areas and Areas for Intensification, particularly in East London, should be supported by improved public transport.

3.15.5 Objective 5 of the Plan is to improve London's accessibility through the implementation of a number of key policies. A key policy to achieve this is to integrate development with existing and future public transport infrastructure and services. Proposals for development should be considered in terms of existing transport capacity. It is necessary to exploit existing areas of good public transport access.

3.15.6 The London Plan recognises that public transport and the pedestrian environment should be accessible to everyone, particularly disabled people and identifies that there is a need for greater integration between bus, rail and underground services. Schemes for which the Mayor is responsible assessed according to PPG13, should meet the following:

- Connecting areas of high unemployment with major new employment opportunities;
- Facilitating an enhanced role for town centres in the economy by increasing their accessibility to other centres and surrounding residential areas, making environmental improvements, and improving functionality;
- Improving local connections by walking, cycling, and more sustainable modes of motorised transport.

3.15.7 The London Plan identifies significant areas for improvement, such as the Thames Gateway, the Central Activities Zone, Opportunity Areas and Areas for Intensification (particularly in East London), and town centres.

3.15.8 There is support for the early completion of Phase 2 of the Channel Tunnel Rail link (CTRL). Benefits from the new link will be especially sought at King's Cross and Stratford. This high speed link will release capacity on the existing network in London.

3.15.9 Hackney is considered part of the East London sub-region, which is the largest of London's sub-regions, covering 10 boroughs on both sides of the Thames (the City of London, Hackney, Tower Hamlets, Newham, Barking and Dagenham, Havering, Redbridge, Lewisham, Greenwich and Bexley). East London is the (London) Mayor's priority area for development, regeneration and infrastructure improvement. It has many of the capital's largest development sites and a large number of areas suffering multiple deprivation.

3.15.10 In the period 1997 to 2016, the East sub region has been identified to accommodate 142,290 additional homes, equivalent to 7,140 new homes per year. The provision for Hackney within this overall target is for 14,310 additional new homes in the 20 year period, or 720 new homes per year.

3.15.11 Within Hackney, Dalston is classified as a 'major' centre, while Mare Street and Stoke Newington are regarded as 'district' centres. Bishopsgate/ south Shoreditch is classified as an Opportunity Area (one of London's few opportunities for accommodating large scale development to provide substantial numbers of new employment and housing – 5,000+ jobs and/or 2,500+ homes). The indicative estimates of growth for Opportunity areas in or near Hackney are shown in table 3.1.

Table 3.1: Indicative estimates of growth for Opportunity Areas in the East London sub-region in or near Hackney

Opportunity Area	Area (ha)	New jobs by 2016	New homes by 2016
Bishopsgate/South Shoreditch	35	16,000	800
Whitechapel/Aldgate	31	14,000	700
Stratford	124	30,000	4,500
Lower Lea Valley (includes Hackney Wick)	250	8,500	6,000

3.15.12 In addition, Finsbury Park, on the Hackney/Haringey/Islington border, is also a 'district' centre. Part of Hackney Wick is classified as a 'Preferred Industrial Location' under the Strategic Employment Locations framework.

3.15.13 The London Plan proposed major transport schemes that will affect Hackney as: transport links affecting Hackney are:

- Channel Tunnel Rail Link
- Thameslink 2000
- East London Line Northward extension to Dalston – scheduled for completion in 2010
- CrossRail 2 – ongoing planning, implementation determined on the outcome of CrossRail 1
- DLR 2020 Horizon Study – possible DLR extension from Bank to Bishopsgate Goodsynd (2 route options)
- DLR Stratford international – improved regional rail services operational from 2007 onwards, international rail connection from 2009 onwards

3.15.14 More information of these major transport schemes is provided in Chapter 4.

3.15.15 The content demonstrates that the borough Transport Policy does not conflict with the Mayor of London's Transport Strategy.

3.16 East London Sub Regional Development Framework (ELSRDF) (Draft, 2005)

3.16.1 The East London Sub Regional Development Framework, which is part of the London Plan, provides guidance on how to implement the broad policies of the London Plan on the local, borough level.

3.16.2 Section 18 of the ELSRDF states:

'On transport, East London will shift from an over reliance on the car to best practice with most of the trip growth necessary due to increased population and economic activity made by public transport in the longer term and efficient transport for freight and business. Massive investment in public transport quality and capacity, combined with appropriate measures to manage the demand for private vehicles, can help create this virtuous outcome.'

3.16.3 Demand management

The ELSRDF acknowledges that in addition to the infrastructure improvements scheduled to take place in East London, there is also a need to manage demand for car travel. The policies of London Plan and (London) Mayors Transport Strategy aim to achieve the vision of sustainable London.

Particular emphasis should be given to integrating improvements to sustainable modes with appropriate adjustments of parking standards and

strategies, reflecting the London plan approach of lower parking provision for areas where good alternatives to the car are available.

3.16.4 Freight and distribution

The implications of development for the movement of freight must also be planned for. All too frequently freight is seen as a negative factor. However, without efficient and economic freight services, the development of a sustainable East London will not succeed.

3.16.5 The London Plan recognises the importance of freight within a wider transport strategy, both in terms of supporting the significant logistics and distribution sector within the sub-region, promoting the efficient servicing of businesses, and reducing the acute environmental impacts which can result particularly from road-based distribution.

3.16.6 It is vital that freight access from the trunk road and main line rail networks is improved to increase the efficiency of distribution and support economic development, as well as discouraging the use of unsuitable roads for heavy weight. The importance of wharf safeguarding is an integral component of supporting sustainable water transport.

3.17 (London) Mayor's Transport Strategy (2001)

3.17.1 The (London) Mayor's ten key transport priorities, as described in the (London) Mayor's Transport Strategy (MTS) are:

Priority 1: Reducing traffic congestion;

Priority 2: Overcoming the backlog of investment on the Underground so as to safely increase capacity, reduce overcrowding, and increase both reliability and frequency of services;

Priority 3: Making radical improvements to bus services across London, including increasing the bus system's capacity, improving reliability and increasing frequency of services;

Priority 4: Better integration of the national rail system with London's other transport systems to facilitate commuting, reduce overcrowding, increase safety and move towards a London-wide, high-frequency "turn up and go" Metro Service;

Priority 5: Increasing the overall capacity of London's transport system by promoting major new cross London rail links, including improving access to international transport facilities and new Thames River crossing in east London;

Priority 6: Improving journey time reliability for car users, which will particularly benefit outer London where car use dominates, whilst reducing car dependency by increasing travel choice;

- Priority 7:** Supporting local transport initiatives, including improved access to town centres and regeneration areas, walking and cycling schemes, safe routes to school, road safety improvement, better maintenance of roads and bridges and improved co-ordination of streetworks;
- Priority 8:** Making the distribution of goods and services in London more reliable and efficient, whilst minimising negative environmental impacts;
- Priority 9:** Improving the accessibility of London's transport system so that everyone, regardless of disability, can enjoy the benefits of living in, working in and visiting the Capital, thus improving social inclusion;
- Priority 10:** Bringing forward new initiatives to provide integrated, simple and affordable public transport, improving key interchanges; enhance safety and security across all means of travel; ensure that taxis and private hire vehicles are improved and fully incorporated into London's transport system and provide better information and waiting environments.

3.17.2 Hackney is an inner London borough, and for the Greater London Authority (GLA)/TfL priority in the short term in Inner London (excluding the central area) will be improvements to bus services and improved Underground and National Rail reliability.

3.17.3 Inner London has tended to suffer from transport that passes through without giving any benefits. The MTS aims to change that, using measures that include:

- Easing traffic conditions and reducing the impact of traffic and congestion, while producing better access and priorities for buses, businesses and local people;
- Improved, more reliable and frequent bus services;
- Improved reliability and reduced overcrowding of National Rail services;
- In many areas, increased frequency on "turn up and go" Metro/ National Rail services.

3.17.4 Inner London's particular needs of regeneration and social inclusion will be helped by these measures. In addition, development of the East London Line Extension, an inner orbital rail network, development of high quality interchanges linked to development at key sites, and in the longer term the CrossRail (Hackney-Chelsea Line) will open up new opportunities.

3.17.5 Improving the quality of the street environment, often damaged by heavy through traffic, and encouraging walking and cycling are key issues for inner London where boroughs will play a particularly important role.

3.17.6 Two new underground lines/ services are being developed in partnership with the Strategic Rail Authority (SRA), which will bring benefits to Hackney directly:

- The East London Line extension will extend the line north to Dalston, where it will connect with the North London Line and south to connect with the National Rail network in south London; and
- The CrossRail (Hackney South West Line) – taking a route between Victoria and Dalston, via Piccadilly Circus, Tottenham Court Road and extending through Hackney to the north east and to the south west, linking with other Underground and/ or National Rail services.

3.17.7 It is expected that the policies and proposals set out in the MTS should, over the ten year horizon of the document, noticeably reduce the growth in traffic that would occur across Greater London if present trends were to continue. Across Inner London zero growth is expected. The London boroughs are expected to play a key role in achieving or exceeding these targets through road traffic reduction initiatives introduced at local level.

3.18 Linkages with the (London) Mayor’s Transport Strategy

3.18.1 Table 3-2 illustrates linkages and compatibility between the Hackney Transport Strategy and policy approach to the LIP and the (London) Mayors Transport Strategy.

3.18.2 Reference is made for each of the MTS policies under the chapter on ‘Objectives and Linkages’, those topic areas for which the borough has a mandatory responsibility.

TABLE 3.2 LINKS TO (London) Mayors Transport Strategy

MTS REF	POLICY	PROPOSAL	BOROUGH POLICIES THAT HELP TO ACHIEVE (LONDON) MAYORS TRANSPORT POLICIES
3.5	<input checked="" type="checkbox"/>		Area Action Plans and accessibility take consideration of the London Plan. These include improvements to pedestrian access and standards, as well as improvements to public transport standards and accessibility.
3.7	<input checked="" type="checkbox"/>		Intensification of Town Centres (Area Action Plans). Planning.
3.8	<input checked="" type="checkbox"/>		Area Action Plans. Local Development Frameworks.
3.9	<input checked="" type="checkbox"/>		These issues will be addressed in the Equality Impact Assessment (EQIA)
3.1		<input checked="" type="checkbox"/>	Local Mobility Forums. Meetings of Disability Hackney are attended by Council Members.
3.2		<input checked="" type="checkbox"/>	The Council has had regard to the Mayors air quality strategy in preparing the councils air quality action plan, proposals relevant to the borough (Mayor’s strategy proposal 64) have been incorporated into the councils action plan.

			Policy AP7: The council will work with the Association of London Government, the GLA and central London boroughs to promote a London LEZ for the achievement of air quality benefits in the long term.
3.4		<input checked="" type="checkbox"/>	The main noise 'hotspots' in Hackney are located along the main road network and particularly in areas such as the Shoreditch area. Hackney's Air Pollution Team maintains a Borough-wide copy of the London Noise Map. The following policies from Hackney UDP are related to traffic and transport related noise: EQ40 - noise control: The Council will require proposals likely to introduce a potential noise nuisance into sensitive areas or to increase ambient noise levels over large areas to increase ambient noise levels over large areas to incorporate appropriate measures to ensure that background noise levels pertaining prior to the development are not increased to an unacceptable degree. The Council will not permit development proposals which could lead to an unacceptable increase in noise levels, affecting existing or future occupiers of adjacent premises. Also EQ41: Development close to existing sources of noise: Where development sensitive to noise is to be located close to a permanent source of noise generation the council will require that measures are taken to minimise the effects of future occupants.
3.6		<input checked="" type="checkbox"/>	The London Borough of Hackney has been piloting a 'waste by water' project with TfL, the design phase of which is coming to an end in 2006. The project could result in domestic waste being transferred from road to the Lee Navigation – reducing lorry miles from 124,000 to 45,000 a year.
3.7		<input checked="" type="checkbox"/>	Hackney's Community Strategy 'Mind the Gap' recognises the importance of walking and cycling as healthy forms of exercise. The borough is working with schools to develop school travel plans. Work towards adopting and implementing a Council Travel Plan is currently being undertaken. School Travel Plans. We are also working with the local CPT in developing a Health Impact Assessment for the Hackney LIP. We wish to nurture and develop this working relationship into a fruitful partnership relationship.

3.19 Consistency with the MTS

- 3.19.1 The Hackney LIP has been derived from the Hackney Transport Strategy, which is a community and stakeholder driven transport strategy.
- 3.19.2 The objectives and approach to transport implementation in the Hackney Transport Strategy have been set out in sections 3.3. There are no known inconsistencies or deviations from the MTS.