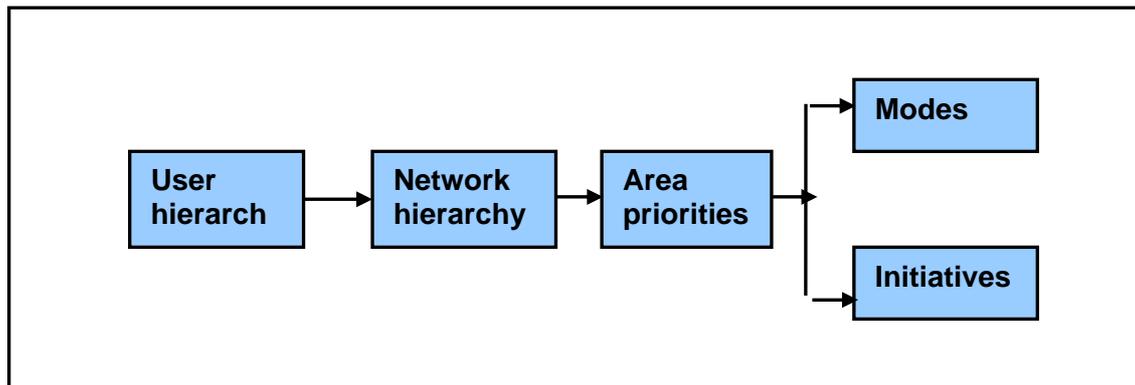


11 Components of the Strategy

11.1 Introduction

11.1.1 This chapter describes the specific components of the HTS and outlines a plan for action. The strategic high-level approach to delivering transport infrastructure is discussed before 'drilling down' to the specific elements of the HTS. The chapter is formed of the following elements:



11.1.2 Our transport policy objectives, which describe how transport in the borough is to be developed in the future, are stated in chapter 9.

11.1.5 The Chapter 9 explains how the improvement of the visual quality of the streetscape in the borough will be one of our top priorities, as an important factor of making walking and cycling more attractive as a mode of transport and increasing street activity.

11.1.4 Likewise, we will seek to manage the demand on our transport network, and reducing car dependency by improving the public transport.

11.1.6 According to Census figures there already was a modal shift in terms of journeys to work towards public transport, cycling and walking.

11.1.9 We have already discussed the modal shift in journeys to work that took place from 1991 to 2001 in Hackney, when the proportion of Hackney residents travelling to work by car fell by 20%, whereas the proportion travelling mainly by rail - overground and Underground - rose by 20%.

11.1.10 Chapter 3 further pointed out that unfortunately, this positive modal shift was accompanied by a dramatic increase in the car ownership in the borough. At 30%, the increase in car ownership was far greater than the population increase (11.9%) during the same time period.

11.2 Demand management

- 11.2.1 Hackney is a densely populated urban area that, like much of London, suffers from both traffic congestion and severe parking pressures, and increasing car ownership as shown in 11.1. This causes challenges for the borough's economy, travelling around the borough, and degrades the environment in which we live. With projected rises in population, development and employment these pressures will grow.
- 11.2.2 Although there are plans and proposals for a significant regeneration activity in most parts of Hackney, the Stratford City, the Olympics and its legacy in the Eastern part of the borough will be affected by major changes to the land use and transport infrastructure, as already discussed in section 4.3.
- 11.2.3 This Lower Lea Valley area is projected to grow significantly and will become a major destination for leisure and commerce, and will be the focus of our resources, particularly bus priority and improvements to walking and cycling routes.
- 11.2.2 Hackney's Transport Strategy sets out the Borough's approach to managing traffic by aiming to reduce traffic congestion and control traffic growth but recognising that to achieve this takes the combined efforts of neighbouring local authorities and strategic authorities.
- 11.2.3 Particular emphasis will 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.
- 11.2.4 Where parking demand has outstripped supply, the Council has implemented, following thorough resident consultations, controlled parking zones (CPZs) in an attempt to manage the demand for road space. The CPZs are a way of prioritising a finite resource (kerbside space) for the use of the local residents. Once installed residents generally appreciate the benefits and there are undoubted improvements to many aspects of the street scene and the pedestrian environment. The existing CPZs are subject to regular monitoring and review, if appropriate.
- 11.2.5 However, even where schemes are installed parking demand may still rise as car ownership and multiple car ownership rises. To address this and to 'lock in' the benefits of the introduction of controlled parking schemes the Council will review the Parking and Enforcement Plan (PEP). A review would look at both the number of permits issued per household and their cost and consider how to maintain and enhance the benefits of parking controls, particularly in terms of maintaining access by ensuring the availability of some parking bays for visitors and businesses.

Congestion charge

11.2.6 The Mayor of London has taken a lead in trying to tackle these problems with the central area congestion charging zone. This has been an effective tool for reducing the amount of traffic in central London. It has enabled business and essential vehicles to get around more easily and increased the reliability and performance of bus services. There is clear evidence of more cycling and a better pedestrian environment.

11.2.7 Nationally the Secretary of State has launched the debate as to whether a wider and more sophisticated scheme of road user charging would deliver similar benefits to our congested towns and cities.

11.2.8 Hackney Council has not taken a view on this debate, but nevertheless recognises the potential of road user charging and congestion charging to address some of these pressures and as such will actively work with TfL and Government to assess its potential to improve road conditions in the borough over the coming years.

11.3 A user hierarchy

11.3.1 The HTS has adopted a hierarchy of road users for the borough. When providing new or upgrading existing transport infrastructure, the hierarchy provides a guide to the priority in which the different users should be considered.

11.3.2 Road user hierarchy in Hackney:

- Pedestrians
- Cyclists
- Public transport users
- Freight distribution (local)
- Car users (multi-occupancy)
- Car users (local)
- Car users (non-local)

11.3.3 People with disabilities, the infirm, the elderly, and parents with children are intrinsic to this hierarchy and should have precedence over unencumbered people within each category. All road layouts ensure that the needs of emergency services are catered for in the management of the road network.

11.3.4 However, this hierarchy must also be balanced against the network hierarchy, as discussed in 11.4. Whilst it is accepted that on the strategic road network, pedestrians would not normally have priority over other traffic, they should nevertheless be the first user that is taken into consideration in the design and layout of the road. In this way, the most vulnerable road users are integrated into the design of new infrastructure from the outset.

11.4 A network hierarchy

11.4.1 The emphasis on future management of movement will be on transport corridors, rather than links in isolation. For example, where an east/west corridor has no public transport capacity other than bus (or where this is severely constrained), emphasis may need to be placed on buses rather than traffic to ensure the most efficient use of the corridor in terms of policy objectives. In this respect future schemes should identify corridors, and base proposals on an analysis of the movement of different users and modes, balancing these against overall policy objectives.

11.4.2 In addition it is important to recognise that a transport corridor such as a road may have different functions along its length – for example at one location it will have a primary function as a traffic link between areas, while in another it becomes part of a ‘place’ in a busy town centre. A recent EU research project (ARTISTS, 2004) draws a useful distinction between this ‘link’ and place ‘status’ of roads, and emphasises the trade-offs that need to be considered between the different user groups.

11.4.3 In this type of analysis, roads can be classified according to (1) their status as a link (e.g. nationally important route) as well as (2) their status as a place (e.g. where the road passes through an important local centre). This analysis helps to identify the importance of different needs to ensure that a balanced approach is taken to future proposals and the use of a transport corridor.

11.4.4 The HTS therefore recommends that future work on the Boroughs roads and networks should:

- Take into account the needs of a transport corridor as a whole
- Analysis of all movements on these corridors and understand their function as links and places
- Use this analysis and the HTS policy objectives to develop specific schemes and proposals.
- Detailed information on transport corridor use was not available for development of the HTS, and collection of this information is recommended. However, as the starting point of a network analysis, the HTS has identified, in conjunction with the Council's other strategy initiatives and responses to the consultation, the road hierarchy described below.
- **Transport for London Route Network (TLRN)** – the responsibility of TfL. These routes should carry strategic traffic with a presumption in favour of distribution and of priority for significant bus movements, as many of the routes carry over 20 buses an hour, and bus priority measures are required. Wherever possible, traffic should be directed to these routes and away from local roads. Where these roads pass through town centres, careful consideration needs to be taken to ensure that all movement demands are appropriately balanced. Cycle lanes (both off and on highway) should be considered and pedestrian crossings should be provided in town centres, near

schools and along other desire lines. Parking should be restricted to favour throughput of traffic.

- **Borough Principal Roads (Strategic Road Network (SRN), A-roads and busy bus routes)** – are the responsibility of Hackney. These routes should be designed to carry traffic to the TLRN network and all through traffic to different parts of the urban area, and to provide for significant bus movements. All users should be taken into account. A high level of bus priority, cycle lanes (both off and on highway) and regular pedestrian crossings should be considered. Parking should be controlled to avoid traffic congestion and provide for bus lanes and cycle lanes where appropriate.
- **Local distributors (B-roads)** – are the responsibility of Hackney. These routes are designed for vehicle movements near the beginning and end of all journeys. All users should be taken into account. Bus stops should be clear of traffic and cycle lanes (on highway) should be provided on busy stretches of road. Pedestrian crossings should be provided at regular intervals. Parking should be controlled using localised restrictions.
- **Other, mainly residential Roads** – these roads are the responsibility of Hackney. The routes are intended for use of local access and delivery of goods and local residents. Pedestrians and cyclists should have a high priority with other traffic slowed to below 30 mph. 20 mph zones should be introduced where appropriate and Home Zones may be appropriate in certain areas. However the network of residential roads needs to be designed with the need for access by service vehicles and emergency service vehicles in mind.
- **Routes for non-motorised traffic** – are the responsibility of Hackney. Priority should be for pedestrians in pedestrianised areas. Such areas may allow cycling and facilitate out-of-hours commercial deliveries. Other non-motorised routes should aim to provide links for both pedestrians and cyclists. In this case segregated routes should be provided where possible, but if these are not appropriate shared use surfaces may be necessary.

11.4.6 In taking forward transport schemes and initiatives, reference will be made to this hierarchy.

11.5 Area priorities

11.5.1 Whilst the hierarchy provides a useful approach to establishing how best to treat network links, the HTS takes this a further step forward by examining how different parts of the borough, based on areas, should be treated.

11.5.2 The aim of doing this is to get away from simply addressing the road network itself and thinking more broadly about the way in which areas link together. This helps in developing comprehensive packages of measures satisfying the aim of an integrated transport system.

11.5.3 The HTS proposes that the borough is divided between the following area designations, please refer to map 10, which shows these diagrammatically.

- **Strategic Traffic** – recognising that the efficient movement of strategic traffic and bus movements will remain a requirement and will also help to support the borough's economy, these corridors should be designed with efficient throughput of traffic, whether cars, buses, cyclists or freight, in mind.
- **Balanced Pedestrian/ Traffic Priority** – areas mainly consisting of town centres, their hinterlands and areas feeding into them, where the needs of the pedestrians are to be balanced against those of the car users. The justification being that where strategic routes pass through town centres, there will inevitably be conflicts between the vehicular traffic on the strategic route and the local/ pedestrian traffic crossing this. Priorities between competing modes will need to be balanced based on demand flows in the development of schemes and measures.
- **Secondary and Local Distribution** – Borough roads prioritised for local traffic distribution. These routes will provide links between the 'local activity cells' (see below) for local traffic movements and also support the 'busy bus route' network. Measures should be taken to ensure that these routes do not become attractive alternatives to the strategic routes. These must nevertheless, be managed to ensure the efficient movement of local traffic and buses.
- **Local Activity Cells** – areas where the needs of the local residents will be prioritised over those of the car users, and should be the preserve of local activities with an emphasis on calming traffic, displacing through traffic and providing streets that are not dominated by the car. The local activity cells will be areas suitable for local environmental treatments, such as 20mph zones and home zones.

11.5.4 Application of these area priorities provides a simple way of considering the needs of different areas and ensuring that future proposals are co-ordinated. The priorities can be used in negotiation with other highway authorities and developers in determining suitable transport measures.

11.5.5 The next sections describe particular policies and measures for individual modes.

11.6 Walking

Statistics

11.6.1 As a mode of travel walking is often overlooked yet it accounts for the majority of trip making for most trip purposes. Where it is not the main mode, it often forms an important part of a trip either as walking to and from the transport network or in the case of car users walking from the point of parking.

11.6.2 Some 25% of all journeys in the UK are under 2km in distance. This is a considerable number of trips many of which are made by car. This is the target market for walking and cycling initiatives (NTS 2001).

11.6.3 In London, walking accounts for 80% of trips under 1km and 7 million walk trips are undertaken in London every day. Considerable amount (33%) of all trips are under 1km in distance (LATS 2001).

11.6.4 Walking as a main mode of transport accounts for 22% of work trips made in Hackney. More people walk for work related trips (14,800) in Hackney than any other borough in London (LATS 2001).

11.6.5 The HTS consultation exercise revealed that walking accounted for 12%, 12% and 37% of trips to work, education and shopping respectively amongst the respondents.

Broad aims

11.6.6 The proportion of walking trips in Hackney is significant, and the HTS must contribute not only to maintaining this but also to increasing it. It is important that the trend away from walking, especially for short distance trips and for education, is reversed. The benefits of encouraging walking are numerous and include the following:

- **Less reliance on motorised forms of transport and therefore contributing to environmental and economic benefits;**
- **Improved health amongst the community for all age groups and mobilities;**
- **A mode of transport available to everyone and not only available to those that can afford it;**
- **Enhanced local community through greater street activity and personal contact;**
- **Greater personal security as a result of more people on the street; and**
- **Greater safety from a society less reliant of car use.**

11.6.7 The problems people experience in moving around often act as a barrier to doing the things they might otherwise wish to do. Examples of this would include a high rate of street crime, the poor state of footways, lack of crossing points, routes that are not safe, lack of direct links and poor integration with other modes. It is therefore important that in developing transport initiatives and schemes, that the full-journey experience is considered from door-to-door.

11.6.8 The Council aim to support walking by treating it as the top priority mode of transport. In so doing the Council aim to substantially increase the proportion of trips made on foot particularly for education and leisure trips both of which have shown increases in car dependency in recent years.

11.6.9 As the responsible authority for much of the public realm in Hackney, the Council is able to make a significant contribution to delivering enhancements to the pedestrian environment. Such examples of how the Council will contribute are as follows:

- Creating a better balance between vehicles and people, and greening the streets through out tree planting programme.
- Maintaining the footways and carriageways: the Council has a comprehensive programme of maintenance which covers both the carriageway and footways. The Council will continue to undertake annual walk over surveys to ensure that pavements are in good condition and that broken slabs are replaced.
- Improving road crossings: Hackney is committed to upgrading older style zebra crossing to signal controlled crossings. Many of the new crossings are of the 'Puffin' variety which use infra-red sensors to recognise pedestrians waiting at a crossing and walking on a crossing. The newer style crossings have features designed to assist the infirm, partially sighted and those hard of hearing.
- Accessible infrastructure: ensuring that key routes are accessible for wheelchair users, parents with buggies, the elderly and infirm, and the visually impaired is essential to ensure the transport system is socially inclusive. Dropped kerbs at junction and key crossing points and tactile paving remains a key component of the Council's transport programme.
- Exploring the need for additional seating in the borough.
- Wayfinding: good signage is important to encourage walking especially in areas with a high number of visitors such as town centres and key attractions. The Council will continue to upgrade signing and to identify areas with poor signing provision. In addition, the Council will evaluate alternative ways of way finding including street maps, information points and town centre guides.
- Security: personal security and the perception of crime is a high priority consideration in Hackney, highlighted in the consultation. Whilst the increases in crime have remained relatively small in Hackney, there is still a high [existing crime rate] perception of crime and this can act as a barrier to encouraging walking, especially for education trips. The Council is very active in improving street lighting at particular crime hot-spots and has an on-going programme of lighting improvement progressed in association with the Metropolitan Police. Security can be further enhanced with the provision of CCTV and the Council is very active in implementing this. However, more can be done and fear of crime particularly at railway stations and bus stops

remains. The Council will therefore seek to continue to work in partnership with other transport operators and the police to ensure that security is a high priority.

- New development: through the planning process, the Council can encourage good design to make walking an attractive and safe transport mode. The Council will seek developer contributions where appropriate to ensure that new developments include appropriate walk links to their surrounding area.
- Education: Promoting sustainable modes is an important part of persuading people to give up car use. Employer and School Travel Plans are a useful mechanism by which to achieve this. It is particularly important to promote walking amongst the young as this not only helps to promote health but can also be a means of educating their parents. Recent innovations in direct marketing (see later) will be investigated by the Council.

Table 11.1: Achievement Hackney Transport Strategy aims – walking

	Description	Safety	Choice	Demand mgt	Environment	Car dependency	Regeneration
1	Footway maintenance	x			X		
2	Road crossings	X					
3	Accessible infrastructure		X			x	
4	Way finding		X				
5	Security	x					
6	New developments			x		x	X

Specific measures for prioritising the pedestrians

11.6.10 The Shoreditch Triangle project, which included the removal of a one-way traffic gyratory system, pavement widening and installation of additional pedestrian crossings in 2003 was a great success. Outcome evaluation of the project found:

- Pedestrian use of assigned crossings areas had risen by 56%
- Use of informal crossings had fallen by 61%
- Overall crossings had risen by 9%

11.6.11 This has also lead to a reduction of overall accident risk in the area, and reduction of community severance. (Source: Encouraging walking and cycling: success stories, DfT 2004)

- 11.6.12 Following this success with the Shoreditch Triangle project, the Council wishes to:
- prioritise the conduction of a feasibility study to remove the A10 gyratory in Stoke Newington in partnership with the TfL; and
 - the removal of one-way operation of New North Road and East Road in Shoreditch.
- 11.6.13 The Council will also seek to implement other one-way removal or projects to improve pedestrian and cyclist prioritisation, as part of the local cycling programme, and as and when opportunities arise.
- 11.6.14 Designate a walking officer in the Streetscene Service. This person or persons should be responsible for development of a walking strategy, collection of data on walking, promoting the use of pedestrian audits as part of the design and transport assessment process and co-ordination of walking initiatives, with a particular emphasis on security. The Streetscene Department is also seeking to employ an Urban Designer to ensure engineering schemes maximise their potential of visual enhancement of the borough.
- 11.6.15 The needs of pedestrians should be considered in all major work schemes undertaken by the Council. The Council's Streetscene programme is directed towards improving the walking network along key routes, especially around schools, town centres and public transport facilities. A cross-departmental approach has been developed by the Council for all major works to ensure that walking initiatives are built into projects from the outset. This ensures that the accessibility needs of all service users are incorporated into all schemes at an early stage. The Hackney Public Realm Guide ensures that the Borough's streets are well designed, maintained, and safe and accessible to use.
- 11.6.16 There are two strategic walking routes in the Borough (Capital Ring and Lea Valley Walk) and these will be protected through the Local Development Framework.
- 11.6.17 Hackney is improving the quality and condition of walking in several other ways. The borough is focusing on crime hot spots with street lighting programmes to make areas safer for people to walk. Accessibility to town centres is being improved through the Area Action Plans. Town centre signage is a Streetscene performance indicator (BVPI 157), and will be addressed as part of the BSP packages.

Delivery

- 11.6.18 In London the GLA has prepared Walking Plan for London. This sets out the aims and objectives for walking schemes and initiatives in London, and how to take them forward on borough level.
- 11.6.19 As part of the borough's role in assessing new development, walking links and crossing facilities form a core component in any layout discussions. The

Council will expect developers to take full account of the opportunities for walking.

11.6.20 An audit programme of pedestrian facilities will ensure that the schemes delivered will be of a high quality and satisfy the needs of pedestrians.

11.6.21 The Safe Routes to School programme has walking as a core activity and will work to deliver improved walking links.

11.6.22 Area Action Plans (AAPs) which are being developed as part of the LDF will identify walking opportunities to ensure that the AAPs connect with their catchment areas.

11.6.23 Safety and security should remain a top priority in developing walking schemes. The borough will continue to work with the Metropolitan police to ensure that safety problems are targeted.

11.7 Cycling

Statistics

11.7.1 According to DfT statistics, the average journey length in the UK has increased from 5.2 miles in 1985/86 to 6.9 in 2003, most journeys are fairly short:

- 68% of all the journeys made in 2003 were under 5 miles;
- 22% of the journeys made in 2003 were less than 1 mile; and
- 23% of all car/van journeys in 2003 were less than 2 miles and 57% were under 5 miles

11.7.2 As with walking, cycling has the opportunity to provide a healthy and sustainable transport mode for the shorter journeys, especially for the large number of trips that are made in London of less than 5 km.

11.7.3 Hackney already has a high level of cycle use. 9% of work trips are made by cycle accounting for over 6, 000 trips per day - this is the highest of any borough in London (according to LATS 2001).

11.7.4 The HTS consultation exercise revealed that cycling accounted for 22%, 9% and 11% of trips to work, education and shopping respectively amongst the respondents.

Broad aims

11.7.5 The development of Hackney Transport Strategy has influenced the approach and production of Hackney Cycling Plan, and this part of the HTS sets out extracts from our strategy to improve cycling. The overall aim of Hackney Cycling Plan is to achieve or exceed the London wide target of an increase of

80% in cycling by 2010, and a 200% increase by 2020, compared to cycling levels in 2000. This is in accordance with the London wide targets.

11.7.6 Hackney has a long history of support for cycling. Hackney shares the London wide vision for cycling to play a key role in the development of London as an exemplary sustainable world city; this has been translated this at the local level in the Hackney Cycling Plan. This is set out in the vision for cycling in the borough:

To work towards increasing the modal share of cycling and making Hackney the best place to cycle in London.

11.7.7 It is intended that the Hackney Cycling Plan will form the focus for delivering this vision. The Cycling Plan will also be readily available to all community members with an interest in cycling and will provide a focus for their involvement.

11.7.8 The Hackney Cycling Plan is modelled on the London Cycling Plan. However, the core philosophy behind the Hackney Cycling Plan is to bring together the four key elements of:

- Infrastructure; provision of quality infrastructure to provide a safe and convenient environment in which to cycle in Hackney, which includes improving the existing infrastructure. The type of infrastructure will be determined through use of the DfT Hierarchy of solutions set out in table 2.1. Preference will be for on-road solutions as opposed to off-road full segregation.
- Training; Educating both adults and children on how to cycle safely, confidently and enjoyably in Hackney through effective and free cycle training. Training will also be given to staff to stay up to date in the design and implementation of cycle friendly infrastructure. Road safety education for car users will be looked into.
- Promotion; Raising awareness and vigorously marketing the benefits of cycling for all.
- Enforcement – Enforcement will be integrated in cycle lane design, where appropriate. Also, we will work with relevant departments to implement enforcement programme of parking on cycle lanes.

Table 10.2: Achievement of Hackney Transport Strategy aims - cycling

	Description	Safety	Choice	Demand mgt	Environment	Car dependency	Regeneration
1	Infrastructure	x	x	x		x	x

2	Training	X					
3	Promotion		X	x		x	

Specific measures

Cycle routes

- Implement the outstanding London strategic cycle network (LCN+) routes by 2008 and improve conditions on the existing LCN+ routes as appropriate.
- Survey and improve the conditions of the local cycle routes, seek to connect them to the strategic cycle networks.
- Annual maintenance bids will be submitted as part of the LIP monitoring process for on-going maintenance and repair of cycle routes, signing and lining.
- Monitoring to ensure all cycle schemes have 'before and after' assessments made of scheme impact.

Cycle safety and access

- Remedial safety by undertaking an annual review of pedal cycle accident locations in Hackney.
- Cycle audits of proposed cycle schemes are currently conducted in accordance with the Design Manual for Road and Bridges HD 19/03.
- Development of further Advance Stop Lines (ASL's).
- One-way exemptions for cyclists where relevant.
- Implement cycle bypasses at road closures and dead ends wherever practicable.
- Maximise opportunities for cycle access through new development.

Cycle parking

- Increase on-street parking provision.
- Assist in increasing the provision of cycle parking at schools.
- Address cycle parking at workplaces, interchanges, town and shopping centers, public buildings.
- Address cycle parking at home.

Cycle promotion and awareness

- Provision of high quality cycling information, such as borough cycling maps
- Provision of flagship events.
- Travel awareness and marketing cycling.

Cycle training and education

- Implement a borough wide cycle training programme.
- Provision of cycle training for school children.
- Raising cycle awareness.

Delivery

11.7.9 The main responsibility for cycling implementation will rest with the borough's cycling officers, who will liaise with other parts of the Council and external agencies as required.

11.7.10 The primary vehicle for funding the Hackney Cycling Plan will continue to be the Borough Spending Plan (BSP) and LIP. In order to achieve our objectives and targets, funding above and beyond existing levels will be required from Transport for London.

Other sources of funding will include:

- Pan-London schemes such as the LCN+
- Developer Contributions through s106 agreements
- Area Planning Briefs
- Council Revenue budgets (e.g. for cycle officers and cycle training)
- Future rounds of the DfT Cycle Challenge Fund
- School Travel Plan grants from the Department for Education (to support objectives for cycle parking in schools)

11.8 Public Transport – Buses

Statistics

11.8.1 According to London Travel Report (2004), bus is the fastest growing mode of travel in London. There was a 26% growth in passenger journeys between 2000/01 and 2003/04 of which 10% was recorded in the most recent year.

11.8.2 Hackney has very high usage of buses. Buses account for 22% of work journeys in the borough which is the equivalent of nearly 15,000 daily, the highest in London (Census 2001, LATS 2001).

11.8.2 This reflects the fact that firstly, buses in Hackney play an important role in accessing train and underground stations. As already pointed out in Chapter 2 (transport context) the Manor House underground station, just outside the borough boundary and on the Travelcard Zone 2/3 boundaries, has the highest percentage of its passengers interchanging with buses of any tube station in London.

11.8.4 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 4th busiest route.

11.8.5 Moreover, buses are a cheaper option transport option than the train or underground, and after the significant investment in the bus network over the last few years, buses are more readily available than the trains.

11.8.6 The Stage 1 consultation for Hackney Transport Strategy revealed that walking accounted for 33%, 17% and 24% of trips to work, education and shopping respectively amongst the respondents.

11.8.7 Generally the views and opinions of residents indicated that the bus network offered a good service, was reliable, clean and provided links to where people wanted to go. However, there were matters of detail that need to be addressed included delay from congestion, some gaps in the network, accessibility at stops, congestion at stops and overcrowding.

11.8.8 On the whole, the bus network is viewed positively in Hackney and is well used (source, MORI survey 2003). There is no reason to expect that this trend will not continue and it is essential that the transport strategy supports this.

Broad aims

11.8.9 The current development of the bus network is extremely effective and should continue in its present form. However, as the network improves the expectations from users also increases. It is therefore essential that the work of the borough and TfL meets this expectation through further improvement and refinement of the network.

11.8.10 The following measures will continue to be progressed:

- Expand the work of the London Bus Priority Network (LBPN) and London Bus Initiative (LBI) to cover all the parts of the network designated as busy bus routes. This should include the implementation of bus lanes, bus gates, bus stop clearways, accessible bus stops and bus activated signal junctions, where appropriate.
- Routes off the busy bus network provide important socially necessary links to local services and act as feeder routes to the main transport network. Their usage may be lower than the main bus corridors but the importance to those who use them must not be underestimated. It is therefore important that these routes are kept reliable and free from delay due to traffic congestion. Many of the bus priority measures applicable to the LBPN and LBI should also be adopted for these routes in the network.
- The reliability of Hackney's bus services has improved significantly over the past few years. The excess waiting time of all bus services (high –frequency, low-frequency and night buses) is currently below the London average. We will continue to maintain the good performance of our bus services, and instead of the London wide target of 1.3 minute excess waiting time, we have adopted a lower borough wide target of 1.0 minute excess waiting time as our own target.
- A great deal is being done throughout London to ensure that the bus network is fully DDA (Disability Discrimination ACT 1995) compliant. This includes

both the bus services themselves and supporting physical infrastructure. The borough will continue to work with TfL to ensure that vehicles are provided that meet the needs of the elderly, infirm, disabled and parents with children. The borough will continue to roll out its 'bus stop accessibility' programme, enhancing both the experience at the bus stop but also the ease with which to get to the stops.

- Bus service information is essential to the usefulness of the network. A downside from the significant expansion of the bus network is its complexity to the user. The bus service information in London is probably the best in the UK and continues to improve with innovative ideas and systems such as bus spider maps, timetables tailor made for the bus stop, realtime information (CountDown) and 'next stop' information on buses. The borough has an important role to play in providing information as it is the only authority able to bring together all the different service providers under one information source i.e. TfL services, community services, rail services, taxi services, education services transport, social services transport and voluntary sector services. The future aim of the borough is therefore to provide a 'one-stop shop' for transport information. Hackney faces particular challenges with a diverse, multi-lingual population, in ensuring that information is available for all.
- Despite the high bus usage amongst Hackney residents, car use still remains high and many car journeys could be made by bus - especially local trips. We are progressing to increase bus use in the borough even more. In addition to service and network improvements, travel awareness has a role in this. A current initiative being piloted by TfL and by other authorities throughout the UK is Individualised Travel Marketing (ITM). This initiative seeks to promote, persuade and reward people using public transport. Early indications suggest that this initiative is quite successful with shifts of 8% away from the private car recorded. It is recommended that similar methods be piloted in Hackney, concentrating on specific target markets where change is more likely.
- Bus interchange between buses and other modes is an important element in providing an integrated transport network. Much work has been done to enhance the linkages between the bus network and the rail network but there is still opportunity for improvement. The linkages to the North London Line are being examined and improvements identified. The same will be undertaken for the lines leading to Liverpool Street. However, the juxtaposition of the stations and the bus stops is often a challenge which is difficult to overcome (for example Homerton station is set back from bus routes which operate along Homerton Road).
- Compliance with traffic regulations is a key factor in ensuring bus reliability. It is an on-going challenge to ensure that bus infrastructure is not obstructed by illegal parking, moving offences and loading. The borough has in place a dedicated team of Parking Attendants who patrol the LBPN and LBI routes. In addition, the borough has invested in CCTV monitoring of bus lanes. As bus priority is expanded, new routes are introduced and more bus stops are made accessible, so the need for extra enforcement becomes a requirement. The borough will continue to resource this necessary requirement and will look at

new and innovative ways to make bus infrastructure self-enforcing. Information sharing on offenders with TfL could be one of these measures.

Table 8.3: Achievement of HTS aims - buses

	Description	Safety	Choice	Demand mgt	Environment	Car dependency	Regeneration
1	Bus priority (LBPN and LBI)		✓	✓	✓	✓	
2	Socially necessary routes		✓				✓
3	DDA compliant		✓				
4	Information		✓				
5	Promotion	✓	✓				
6	Interchange		✓	✓			✓
7	Compliance			✓			

Specific measures

11.8.11 Hackney has 13 Bus Priority routes (29, 30, 35, 38, 43, 47, 55, 78, 149, 253, 277, 279 and 344) all of which have received (and most continue to receive) bus priority measures. Two bus routes are London pilots (38 and 149) for Intensified Bus Priority. Route 253 is a flagship route.

11.8.12 The work is being taken forward within the framework of the London Bus Initiative (such as the 253 flagship route). This proposes increased hours of operation and the borough is also looking for opportunities for extended bus lanes.

11.8.13 As part of the wider Bus Priority measures, the potential for introducing bus lanes on:

- Homerton Road;
- Dalston Lane (towards Dalston Junction); and
- Well Street (towards Cassland Road

will be examined.

11.8.14 Around the time of the introduction of congestion charging, 12 new and extended bus routes serving Hackney, and 24 routes with increased frequency were introduced. London Buses continue to propose additional capacity (such as extending routes 308 and 21) as well as the conversion of particularly busy routes to high capacity articulated buses (such as 149, 73, 38 and 29).

- 11.8.15 Looking forward to end of this decade, and beyond, it is expected that the Phase 1 of East London Line Extension will be complete by 2010 and measures will need to be identified to support this project with linkages from bus services to the new stations.
- 11.8.16 The new North London Line franchise from 2006/ 2007 will be supported by a profile-raising programme of bus feeder routes and interchanges. Following the additional capacity which will be created on the NLL the capacity on bus routes that serve the stations will need to be looked at.
- 11.8.17 The borough in association with TfL and the Networkrail is examining the feasibility of creating an interchange between Hackney Downs and Hackney Central stations. This will also create the opportunity to improve bus, walk and cycle interchange, as well as make the stations more accessible to all users.
- 11.8.18 The borough has an initial programme of making approximately 120 bus stops accessible, serving the 7 routes radiating from Homerton Hospital. This phase is expected to take 3 years and will be extended to other routes thereafter. The programme includes access at the bus stops e.g. raised kerbs, tactile paving, shelters and information, as well as access to the stops taking account of desire lines, walk links, safety and security. It is our intention to make all bus stops in the borough accessible over the next five years.
- 11.8.19 The Parking Enforcement Contract employs, as part of its core workforce, four Parking Attendants who are deployed on LBI duties during standard hours of enforcement. In addition to the physical Parking Attendant presence, the Council enforce bus lane restrictions by the use of CCTV. This element of the service has been operational and issuing PCNs since January 2005.
- 11.8.20 The borough will continue to work with TfL on the implementation of real time information at bus and railway stations. The borough will also aim to link its website with TfL to provide up to date information on roadworks and street works.

Delivery

- 11.8.20 The borough has several well established methods of delivery for bus infrastructure. These are as follows:
- LBPN and LBI, including Flagship Routes and Intensified Bus Priority Routes;
 - BusPlus;
 - Neighbourhood Renewal Funding (NRF) for interchanges;
 - LBH revenue support; and
 - Developer contributions (Section 106).

11.9 Public Transport – Rail and Underground

Statistics

- 11.9.1 Underground usage in Hackney is a relatively low proportion of all work trips, when compared to other inner London boroughs. This is not surprising given that there is no underground in the borough, but many users in certain parts of Hackney continue to access underground services in adjacent boroughs.
- 11.9.2 According to user statistics rail use is also relatively low, which comes as more of a surprise given that rail offers the next best alternative to underground travel. However this probably reflects limited accessibility from some rail lines and use of buses to access underground as an alternative by many residents and workers. While with the advent of the ELLX, much of Hackney will be within a 10-minute walk of a rail or underground station, the accessibility from these stations is variable.
- 11.9.3 The HTS consultation exercise revealed that rail accounted for 12%, 4% and 2% of trips to work, education and shopping respectively amongst the respondents.
- 11.9.4 The Stage 1 consultation for Hackney Transport Strategy indicated that residents viewed rail services as relatively poor with overcrowding, punctuality and reliability identified as major problems.

Broad aims

- 11.9.5 The borough has several important roles to play in both the rail and the underground networks. Firstly, the borough can lobby for new infrastructure and services. With knowledge of local needs, the borough is able to represent these at a high level. Secondly, the borough can act as a partner in many projects, often providing the public realm aspects and local connections for a new scheme. This might include linkages between different modes of transport or interchange facilities. Thirdly, the borough can act as the co-ordinator of projects, bringing together often disparate groups / organisations into a single project team delivering different aspects of a project.
- 11.9.6 There are examples of all these approaches in operation in Hackney. On the lobbying side, the Council has been one of the key organisations which has been promoting the East London Line Extension (ELLX) to serve the borough. The first stage of the ELLX project that will see the East London extend from Whitechapel to Dalston is set to be operational by 2010. Phase two of the ELLP will extend the line south west to Clapham Junction and connect North London Line stations at Canonbury and Highbury & Islington.

11.9.7 Hackney believes that there is a clear need for action to be taken to improve the NLL and its passenger services to meet current and future demand. In particular, we intend to ensure the planned investment on the NLL is prioritised to deliver:

- A significant increase in capacity through the early re-signalling (design work to start immediately with construction within two years) to better accommodate increased freight and passenger services to at least 12 trains per hour operating on the line. The majority of these should be available as passenger services during peak periods as growth on the line is realised;
- A new franchise, commencing 2006/ 2007, which will deliver improved frequency and reliability, as well as providing flexibility to change as demand and infrastructure changes come into operation;
- Station improvements and platform lengthening to accommodate longer trains. This is important in terms of accommodating increased capacity on the line as well as facilitating Olympic delivery;
- Investigation into the feasibility of upgrading alternative routes to accommodate the predicted growth in freight traffic on the NLL (e.g. Barking-Gospel Oak and the Nuneaton Line).

11.9.8 Furthermore, the North London Line is extensively used by non-passenger services, the frequency and reliability of which have a negative impact on the performance of the passenger services. Currently there are four freight operators on the NLL, comprising approximately 140 freight trains per day (source: Network Rail). They are entitled to four paths per hour in each direction. There is currently no re-franchising of freight operators on the NLL, they are independent companies and their contracts do not come up for renewal unless the company asks to renegotiate. In addition to this freight traffic the line is used by empty passenger trains going to and from depots. It is predicted that there will be further significant increases in freight traffic, resulting from significant development and increase in use of the docks to the east, further increasing the demand on the NLL.

11.9.9 On the partnering side, the Council is working with Network Rail and TfL to deliver improved interchange on the NLL. This will include public realm improvements around the stations as well as enhancements to the linkages that serve the stations. On the co-ordination side, the Council have been central to the delivery of the Hackney Wick station ramp construction. This has required input by TfL, Network Rail, local interest groups and the Council itself.

11.9.10 The Council will continue to support and press for plans that link the borough to central and west London. CrossRail 2 meets this objective and the Council will continue to safeguard the alignment of this route. The borough would also support other smaller scale measures that would provide similar accessibility benefits and which are easier to deliver in the short-term.

11.9.11 In the short/ medium term there is an urgent need to investigate the capacity of Highbury & Islington as a key interchange of CrossRail 2.

11.9.12 Accessibility from the borough to the areas of regeneration is a concern to the Council especially in relation to the Thames Gateway, Lower Lea Valley and Stratford City. These areas currently have poor accessibility from Hackney and yet provide the jobs and opportunities which the borough desperately needs. The Council will therefore lobby for better routes, especially in terms of rail, underground or light rail, to these areas.

11.9.13 Better accessibility at stations for all users is essential and the borough would like to see more stations being made fully DDA compliant, having better linkages to bus feeder services and providing better personal safety. The accessibility requirements also need to be extended to the rolling stock as part of periodic refits or upgrades.

11.9.14 In delivering improvements to the rail and underground network, the Council seek to engage with the relevant authorities on a regular basis either through project working groups or liaison meetings.

Table 8.4: Achievement of Hackney Transport Strategy aims – rail

	Description	Safety	Choice	Demand management	Environment	Car dependency	Regeneration
1	Lobbying and influencing role of LB Hackney		x	x			x
2	Access to central / west London		x	x			x
3	Access to London Plan regeneration areas						✓
4	NLL upgrades	x	x	x			
5	Station access	x				x	x

Specific measures

11.9.15 The borough wishes to see significantly increased capacity on the North London Line during the next franchise period (such as longer platforms and trains and more frequent services). Signaling issues also need to be addressed, as without them increased capacity will be severely constrained.

11.9.16 The borough continues to safeguard the route of Crossrail Line 2 and would like to investigate opportunities for shorter-term projects that will deliver similar benefits, such as the Highbury & Islington interchange.

11.9.17 The borough sees the connection between the NLL and services to Liverpool Street as a key component in delivering an integrated metro-style rail network. The Council, in partnership with TfL and the SRA, is examining the feasibility

of creating an interchange between Hackney Downs and Hackney Central stations.

11.9.18 When examining bus routes and bus stops, the Council will consider the possibility of interchanges at stations, major junctions and other transport nodes.

11.9.19 Hackney Wick ramp has been implemented to include complimentary footway work around Hackney Wick, Stamford Hill, Hackney Downs and Homerton stations. Six other stations have also been assessed for further accessibility works.

11.9.20 Through the NRF Integrated Transport bid, security at stations is being addressed through the implementation of CCTV, more customer help points, increased lighting on platforms and around station entrances and exits. The Council's Street Lighting team has undertaken an initiative to improve lighting in areas identified as being high crime areas.

Delivery

11.9.21 Various mechanisms for delivery are available to the borough but they are dependent on those aspects of the network for which the borough has control. The delivery mechanisms include:

- TfL funding
- LBH revenue
- Partnerships
- Quality contracts
- Developer contributions (Section 106)

11.10 Accessible transport

Statistics

11.10.1 Hackney's evidence studies have found that disabled groups are under-represented in the working population, particularly in certain sectors. The Hackney Community Strategy has access to employment for all Hackney residents as an important core premise. In 2000/2001, Hackney had the lowest employment rate for people with disabilities in London, with only 20.9% of working age people with disabilities in employment (Annual Local Labour Force Survey).

Broad aims

11.10.2 The borough will continue to work with Disability Hackney to provide transport infrastructure and services that best meet the needs of the disabled, infirm, visually impaired and those with poor hearing. The borough continues to support the PlusBus network through the BSP grant process.

- 11.10.3 Local Mobility Forums will be set up by the council with Disability Hackney and are attended by Council Members. Older people require greater representation on the Mobility Forum.
- 11.10.4 Better standards for disabled parking at developments are being sought through the planning process. Parking standards will now require specific proportions of disabled spaces that are expected to be delivered as a minimum by developers.
- 11.10.5 The Council will continue to subject its policies and programmes to Equality Impact Assessments.
- 11.10.6 The Council continues to provide Social Services transport and supports the work of Disability Hackney and Hackney Community Transport.
- 11.10.7 Blue Badge administration in Hackney is presently facilitated by Social Services. A proposal to transfer the function to Parking Services was agreed in January 2005. This will provide a more integrated service to persons with disabilities within Hackney. In June 2005 Hackney's Parking Services launched a Companion Badge Scheme, which require disabled badges to be referenced to a specific vehicle with registered details clearly displayed on the badge. Experience of a neighbouring borough has demonstrated that the use of a companion badge scheme has resulted in a notable reduction in reported theft of badges from vehicles and, subsequent fraudulent use.

Delivery

- 11.10.8 The borough continues to support accessibility improvement schemes through the BSP process and provides its own revenue funding to develop schemes.
- 11.10.9 A programme of Bus Stop Accessibility is being undertaken in the borough to provide improved waiting, boarding and alighting facilities for disabled and infirm passengers. The programme will be rolled out throughout the borough over a number of years. Currently, routes with are concentrated in Homerton Hospital are being targeted for improved bus stop infrastructure.
- 11.10.10 Fully accessible station platforms are being lobbied for by the Council. This requires the provision of lifts or ramps at stations, information points, appropriate toilets and waiting facilities to be provided. The council is working with the rail operators (TfL and SNR) to provide these facilities. At the same time, the Council is identifying linkages to the station catchment areas to ensure that routes are suitable for the disabled and infirm.
- 11.10.11 Drop kerbs and tactile paving are being introduced on the main routes throughout the Borough to improve accessibility.
- 11.10.13 A programme to review crossing facilities and replace zebra and other uncontrolled crossings to pelican and toucan crossings is being undertaken.

11.11 Car Users

Statistics

11.11.1 Private car use and car ownership in Hackney relatively low. The proportion of trips made by car for work journeys is 29% and equivalent to over 19,000 car trips. Car ownership rates in Hackney are lower than the inner London average.

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%

11.1.2 As already discussed in section 3.6, there was a dramatic increase in the car ownership in Hackney from 1991 to 2001. 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.

11.1.3 This increase in car ownership could be argued to indicate a growing affluence of Hackney's residents (car ownership is well established indicator of social deprivation, for example in the Indices of deprivation 2004), but it also signifies an increasing aspirations for car ownership and use, and given the relatively low existing levels of ownership, this presents a potentially significant problem.

Broad aims

11.11.3 Car ownership and usage in the borough is low and this helps to promote sustainable transport alternatives. However, this remains a challenge to the borough on two counts; firstly, there is a need to grow the borough economically and economic growth is often associated with car access especially amongst some commercial operators, and secondly, car ownership is seen by many as a status symbol and something to aspire to.

- 11.11.4 The Council will seek to manage car use and encourage responsible car use - this must be achieved within the context of ensuring the boroughs economy continues to grow.
- 11.11.5 Car use offers people freedom of movement and a high level of convenience for door to door travel. However, unrestrained car use also results in congestion, negative environmental impacts, severance, accidents and can increase social exclusion. It is therefore important that in a borough such as Hackney which is densely populated and with limited transport infrastructure, that car use is carefully managed.
- 11.11.6 Attitudes towards car ownership and use in Hackney need to be looked at, but this must be in conjunction with the provision of alternatives that offer a real choice to travellers.
- 11.11.7 The Council continues to undertake work that helps make car use more efficient and less detrimental to the environment. The Council has for example a comprehensive rolling programme of road maintenance and street lighting. This programme aims to ensure that the boroughs roads meet a minimum standard of a score of 70 on the UK PMS scale and that street lighting is replaced when lamp standards fall below a maintainable level. This is being done with the minimum of disruption to general traffic.
- 11.11.8 The borough also contributes a precept to traffic signal maintenance which is the responsibility of TfL. The controlled junctions throughout the borough are optimised to minimise traffic congestion but to also provide effective crossing facilities for pedestrians and where appropriate cyclists. It is recognised that, particularly on the principal routes, that maintaining efficient traffic flow is important to support economic growth, minimise environmental impacts and enhance road safety. However, given the high level of non-car ownership and non-car travel in Hackney, it is important that a balance is struck between facilitating some types of vehicle movement (particularly those necessary for economic development) and the needs of other road users.
- 11.11.9 The Council aims to develop a programme of congestion 'hot-spot' identification and mitigation. Key junctions will be targeted where congestion is such that minor reconfiguration would result in significant savings to vehicle delays. The overall aim is however not to create additional highway capacity that might result in additional traffic growth.
- 11.11.10 Car parking needs to be provided to support town centres and commercial areas, and to enable residents to park near their homes. However, this has to be carefully balanced against traffic generation and congestion in town centres which have good public transport facilities. Hackney's town centres need to remain competitive in terms of attracting visitors and therefore parking provision needs to be considered alongside other competing town centres and new development areas. The borough is developing parking standards in the LDF, and parking provision, especially for new development, should relate to public transport accessibility and developable density.

11.11.11 The borough will seek to engage in innovative schemes aimed at car users such as a borough wide car-share scheme, community car schemes and promotion of small cars, environmentally –friendly vehicles or powered two-wheeler vehicles.

11.11.12 It is important that the strategy provides transport equity and recognises that in some circumstances the car will remain the preferred choice. However, car use needs to be managed and therefore constraint measures may be appropriate to avoid unbridled traffic growth. The measures available to constrain traffic growth include both ‘carrot’ i.e. incentivised alternatives to the private car, and ‘stick’ or enforced alternatives to the private car. The Council will give consideration to demand management measures to control traffic growth including the following:

- Parking charges;
- Parking restrictions;
- Town centre access charging;
- Restricted access to sensitive environments such as outside schools, residential streets, town centers and public spaces; and
- Congestion charging zones and road pricing.

Table 8.5: Achievement of HTS aims – car use

	Description	Safety	Choice	Demand mgt	Environment	Car dependency	Regeneration
1	Traffic control	x		x		x	x
2	Hot-spot management	x		x			x
3	Car parking		x	x			x
4	Innovative schemes (car share etc..)		X	x		x	
5	Restraint			x		x	

Specific measures

11.11.13 The Council’s Road and Streetworks Co-ordinator arranges quarterly co-ordination meetings where all utilities are represented.

11.11.14 A comprehensive inventory detailing all highway assets and quantifying of the highway network value was completed in autumn 2005. The objectives of the plan are network safety, serviceability and sustainability. Asset inventory

was completed in November 2005, and an asset management plan is being developed.

11.11.15 Hackney has appointed an Interim Traffic Manager in line with the requirements of the new Traffic Management Act. The Council is working with the ALG, TfL and other relevant bodies to implement the Act.

11.11.16 The borough is in the process of putting information on Clear View to link it to TfL's systems.

11.11.17 All signage maintenance is undertaken through the Highways Team. Areas of signage deficiency are all currently addressed by Highways. This is not a pre-established programme as sites are addressed as they are identified.

11.12 Parking

Broad aims

11.12.1 The LB Hackney UDP was adopted in 1995. LBH current policies toward parking in the UDP those controlling the provision of non-residential off-street car parking in order to restrain commuting by car ; the use of parking standards and the safeguarding of various car park proposals, which will be managed to favour short term users.

11.12.2 The borough has prepared a Parking and Enforcement Plan (PEP), and parking policies are being developed from this, which will follow from and enhance the existing measures in line with London Plan objectives, and provide the basis for LDF parking policies.

11.12.3 Included within the Parking and Enforcement Plan (PEP) are recommendations for the review of existing CPZ's and procedures for implementation of new zones following completion of due consultation. Public consultation as part of the CPZ Strategy, is key in ensuring new CPZ's meet the needs of stakeholders.

11.12.4 The PEP has provision for the collection of data to monitor levels of parking, allowing intervention when required. The format of any intervention would follow the same procedure as that used to identify the demand for a CPZ. Included in the PEP is a Hierarchy of Road User and Vehicle Type. Within the Hierarchy there is clearly defined provision for disabled motorists and business needs. Parking and loading review is considered when bus priority measures are considered.

11.12.5 Following a nine month pilot study with six London boroughs in 2004-2005, which results were very encouraging, Hackney is seeking to start the enforcement of Moving Traffic Offences. The Council is presently investigating implementation issues relating to the legislation.

Delivery

11.12.6 Delivery of Parking Services is funded through the Council's revenue and receipts on parking control charges.

11.13 Road Safety

Statistics

11.13.1 In 2003 casualties in Hackney decreased by 5% when compared to casualty levels in 2002 and by 13% from the 1994/98 base line figure. These figures are comparable with the Greater London averages. Hackney is currently ahead of target to achieve the 3 national targets for accident reduction which are:

- 50% reduction in the number of people killed or seriously injured in road crashes;
- 60% reduction in the number of children killed or seriously injured; and
- 25% reduction in the slight casualty rate, based on vehicular distance travelled

11.13.2 Casualties involving vulnerable road users have also decreased during the same period. Pedestrian casualties reduced by 23% from 2002 levels, whilst cyclists showed a 5% reduction.

11.13.3 However, casualties involving riders of powered two-wheelers increased by 6% from 2002, and when compared with the 1994-98 averages shows an overall increase of 11%. These figures compare to the Greater London averages which have seen a 7% increase in powered 2-wheeler casualties compared to the 1994/98 average.

11.13.4 Of the 1,138 casualties within Hackney during 2003, 54% (612) occurred on Hackneys 253 km of borough roads, whilst the remaining 46% (526) occurred on TfL Roads. This is a fairly consistent figure with a 3 year average of 55% of casualties occurring on borough roads. Hackney will continue to petition TfL to address the high level of accidents on their TRLN network.

Broad aims

11.13.5 Hackney's Road Safety Plan was consulted along with this Transport Strategy over 12 week in summer 2005, and adopted by Cabinet in March 2006. The measures noted below in the HTS are based on this draft strategy.

Specific measures

Table 11-1: Specific road safety measures

Safety Issue	Engineering and Enforcement Measures	Publicity/training/accident investigation measures
Speed Management	<ul style="list-style-type: none"> - Continue 20mph roll-out - Continue development of Windus Streets for People schemes. - Continue to work with the London Safety Camera Partnership 	<p>Support publicity campaigns against speeding developed by TfL, the DfT and the LSCP.</p> <p>Also develop new publicity items to address identified problems.</p>
Protecting pedestrians	<ul style="list-style-type: none"> - Zebra upgrade programme - Safer Routes to School - Local Safety Schemes 	<p>Support London-wide initiatives: The Children's Traffic Club (CTC) Child Safety Week</p> <p>Provide training for parents/carers at a minimum of 5 mother and toddler groups per year</p> <p>Develop the use of material at a minimum of 6 children/family centres per year</p> <p>Continue to promote the CTC initiative on a borough wide basis</p> <p>Establish a structured planned Road Safety Education programme in 10 schools per annum</p> <p>Offer help and assistance to all schools who would like to develop and operate a walking bus scheme</p> <p>Offer a minimum of 5 schools per year the opportunity to have TIE</p> <p>Develop PDT programme for all Hackneys secondary schools</p> <p>To increase the provision of staffed sites on an annual basis</p> <p>To attract people into the School Crossing Patrol Service</p> <p>To review all the identified School Crossing Patrol Sites by March 2006</p>
Protecting Cyclists	<ul style="list-style-type: none"> - London Cycle Network Plus - Local Cycle Network Improvements 	<p>Train at least 180 children per year</p> <p>Support awareness publicity campaigns by the DfT, TfL and others</p> <p>Publicity also aimed at other road users to highlight the vulnerability of cyclists.</p>
Protecting riders of Powered two-wheelers	<ul style="list-style-type: none"> - continue to monitor accidents involving powered two wheeled vehicles 	<p>Support the Bikesafe initiative and raise awareness of it.</p>
Protecting passengers		<ul style="list-style-type: none"> •Support the seat belt awareness campaign •Identify/target low seat belt compliance

		hot spots •Investigate/identify coach and bus passenger casualty hot spots
Local Safety Schemes	- Programme of measures aimed at accident problem areas	
Drivers		The Council is developing training programmes aimed at high-risk groups. Support DfT and TfL campaigns
Safer Routes to School		<ul style="list-style-type: none"> •Review road safety and undertake School Green Travel Plans at all schools within the borough by 2008. •Develop criteria for prioritising the order in which schools are investigated under the SRtS programme •Provide support and assistance to schools in developing classroom based road safety initiatives linked to the national curriculum

Delivery

11.13.6 The primary vehicle for funding safety measures will continue to be the Borough Spending Plan (BSP) and LIP.

11.14 Movement of goods

Statistics

11.14.1 Statistics from TfL reveal that:

- Freight and servicing accounts for approximately 14 per cent of all vehicle kilometres on major roads in London.
- In the absence of policy change, total goods vehicle traffic in London is projected to rise by over ten per cent by 2011, with light vans likely to continue to be the fastest growing category.
- The trend is for the number and variety of distribution services to increase with e-commerce, the 24-hour city and increasing consumer sophistication.

Broad aims

11.14.2 It is essential that Hackney supports deliveries that help the economic development but manages freight movements that travel through the borough.

It is important that freight movement should happen on the appropriate roads, i.e. the strategic roads (TRLN). Ensuring that town centres have adequate servicing is essential and the borough will seek to provide appropriate loading and waiting controls.

11.14.3 The borough also contains a lot of commercial premises that require deliveries of materials and distribution of finished products. The borough will seek to support the commercial sector but needs to work with the business sector to achieve a sensible balance between the need for commercial vehicle use and its impacts on the environment. The Council will promote sustainable delivery programmes that seek to minimise vehicle movements and optimise delivery arrangements.

11.14.4 Hackney Parking Enforcement Plan (PEP) provides the policy framework for effective parking management, which is supportive of strategic objectives for integrated land use and transport planning, environment, social inclusion, economic prosperity and regeneration: all ingredients of sustainable development.

Specific measures

11.14.5 The Greater London Lorry Ban (Restriction of Goods Vehicles) was introduced in 1985. Its aim was as an environmental control measure to prevent unnecessary lorry movements at night and weekends. Hackney supports the London Lorry Ban on local roads in the borough.

11.14.6 The Council has developed a pilot Waste by Water programme. The purpose of this is to try and transfer some of the road freight to the canal system. Freight, especially that which is less time critical, can be dispatched by the canal system providing distribution opportunities to key destinations in London and potentially other areas.

Delivery

11.14.7 Delivery of freight related schemes is funded through the BSP grants. Some waiting and loading controls are provided as part of the town centre and LBPN programmes.

11.15 Land Use Planning

Broad aims

11.15.1 The new Local Development Framework (LDF) is currently being prepared. This will contain policies that are pertinent to the interrelationship between transport and land use. At the time of writing, the LDF is still under development.

11.15.2 The LDF will set out policies for land use development for new housing, employment, retail and leisure, and will contain a number of proposals relevant to the HTS:

- Area Action Plans for Hackney Central and Dalston and SPDs for South Shoreditch, Woodberry Downs and Homerton
- A Tall Buildings Policy, to encourage higher density development around transport nodes
- Maximum parking standards and provision of cycle parking
- Policies towards developer contributions
- Safeguarding of certain transport facilities

11.15.3 The borough will continue to pursue appropriate developer contributions to transport infrastructure through s.106 and s.278 agreements. This will include all modes of transport but with an emphasis on measures to manage traffic.

11.15.4 Travel Plans will be sought for new developments outlining how trip generation will be managed and the measures being proposed to deliver successful sustainable transport alternatives. Car share schemes, community cars and public transport tokens will be promoted as part of new development proposals.

11.15.5 The Hackney Public Realm Design Guide has been developed in accordance with current guidance and best practice, and also addresses signage. The guide compliments the design guidance currently being produced by TfL and DfT.

Delivery

11.15.6 Delivery will take place mainly through the planning process. Planning and Highway Development Control will continue to work closely together to ensure that the most effective transport arrangements are integrated into new developments.

11.16 Travel Awareness

Broad aims

11.16.1 The broad aims of Travel Awareness work in the borough are to:

- highlight the need for responsible car and commercial vehicle use
- promote and provide information on the various alternatives to car use in the borough such as public transport, walking and cycling
- encourage other organisations to implement travel plans encouraging sustainable travel

- Identify and interact with specific groups of transport users who have been identified as offering potential for changes to more sustainable travel.

Specific measures

- 11.16.2 The need for travel plans will be included in relevant planning policies.
- 11.16.3 Hackney will be joining the 'Good Going Campaign' from April 2006 onwards which activities will build on our existing programme of travel awareness events.
- 11.16.4 The borough will work with schools to implement school travel plans, and currently employs two School Travel Plan Advisors to coordinate the work.
- 11.16.5 Hackney is undertaking several initiatives to promote safer travel, particularly at night. These include the implementation of the Community Safety Plan, Safer by Design criteria for developments, the Hackney Public Realm Design Guide. The Council has also undertaken street lighting aimed specifically at addressing areas that have been identified as crime hot spots. Through the NRF Integrated Transport bid the Council is also undertaking significant measures to improve security at stations within the Borough. This includes the installation of CCTV, customer help points. The results of these improvements will be monitored through the NRF quarterly updates where we are required to provide statistics and assessment techniques to evaluate the successes of each project.
- 11.16.6 Hackney will request funding from TfL for an investigation into the possible use of 'individualised marketing' in the borough – these projects aim to identify target groups of likely travel change and assist in this process.
- 11.16.7 Business support activities, such as business travel plans and initiatives to support cycling will be developed.

Delivery

- 11.16.8 Funding for travel awareness measures will be requested through the LIP and BSP process.

11.17 Other components

- 11.17.1 Hackney's Air Quality Action Plan is currently still in its draft format but has undergone consultation. The Plan includes a pledge to consider the Mayor's Air Quality Strategy.
- 11.17.2 The Council recognises the needs of all road users, and the environmental benefits arising from the use of powered two wheel vehicles (PTW's) compared to cars. To facilitate the parking requirement of PTW's the Council will review the level of parking provision for PTW's at existing secure parking locations. Additional 'Free of Charge' spaces will be provided in areas identified with parking stress resulting from an increase in demand. To

minimise the risk of theft, all new parking spaces would provide ground security anchor points and be located so as to allow increased public surveillance. Any additional provision would be in the vicinity of main commercial areas and public transport interchanges. Where the immediate environment permits, the spaces would be located in a longitudinal arrangement to maximize the use of roadside kerbspace.

11.17.3 As a member of the London City Airport Forum we will commit to work within this body to work towards an increase in the proportion of travel to airports by public transport, and to limit traffic congestion in the vicinity of the airport.

11.18 Transport programmes for the next five years

11.18.1 A summary of Hackney's transport programmes and funding sought over the next five years is as follows:

Year of Delivery		2005/06	2006/07	2007/08	2008/9	2009/10	2010/11
1	Local Safety Scheme Programme	600	475	500	500	400	400
2	Education, Training and Publicity Programme	25	40	50	50	50	50
3	School Travel Plans	300	428	450	450	450	450
4	20 mph Zones	390	250	300	300	250	250
5	Streets-for-people	400	0	60	400	400	400
6	Station Access	0	0	300	500	300	300
7	Bus Priority Programme	455	342	400	450	500	500
8	Bus Stop Accessibility	50	79	150	150	150	150
9	Parallel Initiatives	0	0	100	300	400	400
10	Freight	0	20	50	50	30	30
11	Travel Awareness	40	25	30	30	30	30
12	Controlled Parking Zones	25	15	30	30	30	30
13	Local Accessibility	60	50	100	100	100	100
14	South Shoreditch Accessibility Scheme			150	150		
15	Local			30	50	50	50

	Accessibility - Scooter Scheme						
16	Walking Programme	100	105	150	150	150	150
17	Air Quality	50	40	60	75	60	60
18	Borough Noise Map	0	15	20	25	25	25
19	Regeneration Area Schemes	90	150	200	200	250	250
20	2012 Olympics			250	250	500	250
21	Town Centre Improvements - Dalston			50	500	400	
22	Town Centre Improvements - Hackney Central			50	500	500	
23	London Cycle Network (LCN+)	340	527	593	500	500	500
24	Local Cycling Programme-Accessibility Improvements	0	55	150	150	200	200
25	Local Cycling Programme-Green Links	0	68	150	150	150	150
26	Local Cycling Programme-Cycle Training	20	40	50	50	60	60
27	Local Cycling Programme-Cycle Parking	18	30	40	40	30	30
28	Monitoring	45	150	100	100	100	100
29	Principal Road Maintenance Programme	458	530	900	900	900	900
30	Footway Maintenance & Improvement Programme	2200	2800	2800	2800	800	500
31	Street Lighting Improvement	2200	3200	3200	3200	775	400
32	Street Furniture	775	775	775	775		
33	Planned Highway Improvement	2800	3200	3200	3200	1000	1038
34	Hoxton Square Lighting and Wardens		750				
35	Double Yellow Signs Removal	90					
36	Bridge Maintenance	2172	270	300	50		

	and Assessment Programme						
37	Safety In Public Transport		70	70	70		
38	Signage Upgrade						
39	Work Travel Plans		50	65	65	65	65
40	Hackney Community Transport		640	977	977		
41	Waste by Water	tba	tba	tba	tba	tba	tba
Total Costs		5448	3424	4593	5960	5885	4820

11.18.2 The programmes and their funding are as envisaged in May 2006. The programme delivery is dependent on funding availability and any public consultations that are undertaken as standard process.