

Appendix A

Local Strategies and Policies Supported

This proposal contributes to the following **Liveable Neighbourhoods** priorities in Hackney's 2015 Transport Policy suite

LN1	Increasing tree canopy To increase tree canopy coverage on Council land from 18.5% now to 25% by 2025
LN3	Hackney will continue to tackle poor air quality, seeking to reduce NO2 emissions to achieve the National Air Quality objective of 40mg/m3 and maintain compliance with the national air quality objective for PM10.
LN6	Low emission last mile deliveries Hackney will work with partners to facilitate and promote ultra low or zero emission last mile deliveries in the borough starting with a review of the current situation and development of an action plan
LN13	Mayor of London Roads Task Force Hackney will work with the GLA and TfL to implement the Roads Task Force recommendations, including systematically analysing our road network to identify measures that make our streets and public spaces safer and more liveable
LN15	Filtered Streets – Reducing Residential Through Traffic Hackney will work with local residents and key stakeholders to systematically identify and implemented filtered streets on an area wide basis across the borough to reduce rat running and through motor traffic on residential roads
LN16	20mph Borough-wide. Speed Limit Extend 20mph to all borough controlled roads by the end of 2015 and lobby to extend 20mph to all TfL roads by 2018 (excluding the A12)
LN18	Expanding on street cycle parking provision Hackney will look to continue to expand the installation of secure on street residential cycle parking to cater for demand in residential areas without access to off-street space

This proposal contributes to the following **Hackney Central Area Action Plan (2012)** policies.

<i>Transport related policies</i>	
HTC 11	User Hierarchy in Hackney Central
HTC 12	Improvements to the Pedestrian Network
HTC 13	Improvements to Crossings and Junctions

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HTC 14	Cycle Routes and Facilities
HTC 15	Public Transport
HTC 16	Parking and Servicing
<i>Other spatial planning policies</i>	
HTC 02	Promoting high quality urban design and conserving the historic environment
HTC 04	Ensuring a quality public realm
HTC 05	Play space provision
HTC 08	Social Infrastructure in Hackney Central
HTC 09	Town Centre Retail Strategy
HTC 10	New Housing Provision
HTC 19	Sites A5 (Retail frontage west of bus depot); A6 (Railway arches, Bohemia Place;
HTC 20	Amhurst Road
HTC 21	Mare Street
HTC 23	Civic Heart
HTC 25	Traditional Streets
HTC 26	Kenmure Triangle

This proposal contributes to the following **Cycling** priorities in Hackney's 2015 Transport Policy suite

C1	Cycling mode share target - residents To achieve 15% cycling mode share for all journeys made by Hackney residents 7 days a week in 2025.
C2	Cycling to work target To increase the proportion of Hackney residents cycling to work to 25% by 2025.
C3	Council staff cycling target To increase the mode share for Hackney Council staff cycling to work to 28% by 2025
C4	Primary school children cycling mode share Achieve 5% of Hackney primary school children cycling to school by 2025.
C5	Secondary school children cycling mode share Achieve 15% of Hackney secondary school children cycling to school
C7	Design Principles for Infrastructure Introduce cycle infrastructure provision in accordance with hierarchy of provision set out in LTN 2/08
C8	Reallocation of roadspace. Continue to reallocate roadspace from private motor vehicles to cycle infrastructure provision
C9	Changing Priorities at Crossings. Look to change priorities in favour of cyclists at junctions or crossings where cycle flows outnumber other traffic
C10	Need to Design for Future Growth. Ensure that new cycle infrastructure is designed to accommodate future to accommodate future growth in cyclist numbers
C13-a	Cycling in Shared Spaces – Pedestrian Areas. Where proposals for pedestrian or vehicle restricted areas being proposed the starting position will be that cyclists allowed to continue to use area

C16	Route Reviews Identification of cycle network including Principal Road routes, Greenways, Central London Grid, Quietways and local Connectors
C17	Principal Roads Routes Develop and implement a network of Principal Road routes that will incorporate 'clear safe space' principles
C19	Quietways Programme Work with TfL and neighbouring boroughs to develop and implement network of Quietways
C22	Priority Corridors Prioritise development of further improvements along key cycle corridors
C26	Review of Borough Controlled Signalised Junctions With aim to improve safety and provision for cyclists
C27	Clear Safe Space for Cyclists Follow a policy of clear safe space for cyclists when designing any new traffic engineering scheme
C28	Reducing Cycling Casualties Work with and lobby TfL to reduce cyclist casualties on the TLRN and SRN, particularly the A10
C29	Safer TLRN Junctions Continue to lobby and support TfL to improve the most dangerous junction on the TLRN for cyclists
C31	Borough Controlled Principal Roads & Jcns The Council will tackle the worst borough roads and junctions for cycle safety
C33	Area Based Filtered Permeability Reviews Undertake area wide traffic reviews to stop rat running and continue rollout of filtered permeability schemes
C35	Cycle Parking Hubs Work with TfL to progress proposals for cycle parking hubs in 3 key employment areas
C36	Cycle Parking at Stations Continue to review cycle parking at stations to meet demand
C37	On Street Cycling Parking Continue to introduce on street cycle parking in the carriageway where possible
C45	School and Workplace Travel Planning Continue to work with businesses and schools to improve conditions for cyclists
C47	Cycle Training. Continue to offer it to all residents, visitors and students in the borough for the lifetime of the plan
C48	Other Cycling Promotion Continue to be proactive in promoting cycling and cycle safety
C49	20 mph speed limits on all roads Implement 20mph on all borough controlled roads by end of 2015 and lobby TfL to implement it on their roads
C50	Bikeability Level 2 Residential Roads Aim to make every residential road appropriate for children trained up to Bikeability Level 2
C53	HGV Routes in Hackney Work with partners to investigate options for reducing volume of HGVs on borough roads during peak hours and working day

This proposal contributes to the following **Walking** priorities in Hackney's 2015 Transport Policy suite

W1	Walking mode share target To at least maintain the overall walking mode share at 40% of all journeys made by Hackney residents 7 days a week in 2025.
W2	Walking to work target To increase the proportion of Hackney residents walking to work to 15% by 2025.
W3	Walking to school target To increase the mode share for Hackney children walking to school to 70% by 2025
W4	Boroughwide 20 mph Hackney will continue to roll out 20 mph speed limits across the borough.
W7	Hackney Town Centre public realm improvements The Council will continue to progress the public realm improvements outlined in the Hackney Central AAP.

W17	Creation of 10 new public spaces or pocket parks Hackney aims to create at least 10 new public spaces and pocket parks through road space reallocation by 2025
W18	Supporting local centres Hackney will continue to improve and support our local shopping centres and street markets through public realm improvements and pedestrian priority interventions
W19	Reducing street clutter The Council will continue to take action to reduce street clutter on its streets and footways.
W20	Pedestrian accessibility improvements The Council will implement a continuing programme of removing footways parking and improving pedestrians signals at crossings
W21	Safer junctions and crossings The Council will progress junction improvement schemes and new crossing facilities to improve pedestrian safety at key locations identified through stakeholder consultation.
W22	Legible London The Council will continue to implement Legible London signage at key locations across the borough and fill gaps ensuring that all our district and town centre areas are covered by Legible London by 2025

This proposal contributes to the following **Public Transport** priorities in Hackney's 2015 Transport Policy suite

PT8-b	On-going Hackney cycle parking at stations implementation programme
PT11-c	Hackney Downs ticket hall and accessibility upgrade
PT11-d	Hackney Central ticket hall
PT12	Promoting alternative, community uses of stations. The Council will work with TfL to investigate options for alternative uses of station and increasing activity through the co-location of community services/uses and potential use of stations for online delivery pickups, provision public toilets, food growing etc.
PT18-a	Improve bus journey times and reliability by implementing additional bus priority measures such as new bus lanes on roads that will complete the missing gaps in the bus priority network, as well as reviewing the hours of bus lanes and parking restrictions in order to reflect the growth in the night time economy and the increasing levels of congestion on our roads at the weekends and evenings. Improving bus journey times - reducing Excess Waiting Time (EWT) to 1.1 minutes by 2018

This proposal contributes to the following **Road Safety** priorities in Hackney's 2015 Transport Policy suite

Target p26	Reduce the number of KSI casualties by 40% from a 2005-2009 baseline average of 127 to 76 on all roads, by 2020
Target p26	Reduce the number of casualties of all severities by 40% from a 2005-2009 baseline average of 948 to 569 on all roads, by 2020
Indicator p34	The number of collisions where 'passing too close to a pedal cyclist' was a causation factor
Indicator p34	The number of cyclists injured at T, Staggered and Crossroads junction
Indicator p34	The number of cyclists injured on A Roads
Indicator p35	The annual number of cyclist casualties among those aged 25-59
Indicator p35	The number of male cyclist casualties
A-1-2	Continue to implement schemes to improve cyclist safety particularly on A roads in the borough, based on the sites identified in Appendix A. Nb: The Neighbourhood contains the three junctions with the highest number of accidents in the borough in the 2010/12 period namely Dalston Lane jw Pembury Road; Mare Street jw Morning Lane and Mare Street jw Graham Road. In addition the Amhurst Road jw Mare was the single worst site for pedestrian injuries and Dalston Lane jw Amhurst had the second highest number of cyclist injuries.
A-1-4	Identify high-risk locations on the road network for cyclists and implement site specific preventative measures focusing on T and Staggered junctions.
A-1-5	Ensure all new road infrastructure contributes to improved safety for cyclists, including speed reduction measures, junction improvements and awareness of cyclists' needs
A-3-2	Encourage uptake of cycle training; -amongst children by holding training sessions at football clubs, sports venues and other venues where they meet to cycle/ park cycles, and also -for adults and children at venues in locations where cyclist casualties are highest and access to opportunities may be reduced for socio-economic or other reasons
A-3-3	Increase cycle training in secondary schools/ colleges

A-3-9	Seek to increase the number of adults receiving cycle training each year from a 2014/15 base, through active promotion of the availability of these programmes
B-1-1	Renew the top 10 pedestrian collision cluster sites to review crossing provision, lighting, road markings and signage to determine whether engineering interventions may be an effective method of reducing pedestrian casualties
B-1-3	Increase the number of controlled pedestrian crossing points, and investigate the potential for increasing crossing time provided at existing crossings subject to discussion with Transport for London
Indicator p68	The number of child casualties of all severities occurring on Hackney's roads, recorded annually
Indicator p78	The number of KSI collisions occurring on A classified Borough roads recorded annually
Indicator p78	Reduction in the number of collisions in the top ranked 20mph zones
E-1-1	Identify and Investigate the top 20 cluster sites identified each year on Borough roads, with an emphasis on sites with the highest proportion of the most serious injuries, to gain a better understanding of the issues affecting each location and to identify where road safety engineering measures may be of benefit
E-1-4	Prioritise locations which maximise the potential for improving safety whilst also reducing Road Danger (by reducing the risk associated with identified sources of road danger) for pedestrians, cyclists, P2W users and less mobile road users through the safety engineering programme

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