

10. Targets and Performance Indicators

10.1 Introduction

10.1.1 Hackney supports the Mayor's Transport Strategy targets and is working with Transport for London to achieve the London wide targets under the priority areas. These are discussed in section 9.3 of this chapter.

10.1.2 In addition to the London wide targets, a range of borough specific targets which originate from local strategies such as Hackney Transport Strategy and our Cycling, School Travel and Road Safety Plans are described in section 9.2.

10.1.3 There is relatively little local traffic data in Hackney, which has resulted to us having in some occasions relied on less than ideal baseline data sources. Example of this has been the data source used for traffic forecasting (DtT Traffic Growth Forecasts), and other baseline data collected with ten year intervals such as LATS and Census data. This challenge however, is not unique to Hackney.

10.1.4 To address this shortcoming, a local traffic monitoring programme, with the aim of providing robust information for scheme design, setting of targets and monitoring will be established in 2006/2007. This is critical not only for statutory obligations such as the Road Traffic Reduction Act, but to monitor our progress in meeting the local and London wide traffic targets.

10.1.5 The traffic management programme will include collection of data on:

- Vehicular movements (including commercial vehicles) on the main road network and on selected screenlines – some of this information will be available from TfL, while others will require new data collection.
- Public transport movements – once again, some data is available from TfL, while more detail will be required for particular local areas/issues
- Cyclist and pedestrian movements
- Detailed information on travel by Hackney residents – in this respect it is recommended that a comprehensive travel diary sample be obtained to give more detailed information on micro level traffic in Hackney i.e. the facilities and services accessed by residents, and their aspirations for future travel.

10.2 Local Targets

10.2.1 Hackney's local targets originate from the Hackney Transport Strategy,

addressing the borough specific transport needs. For example, our expectations in child road safety are more demanding than the London wide targets.

Rail

10.2.1 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:

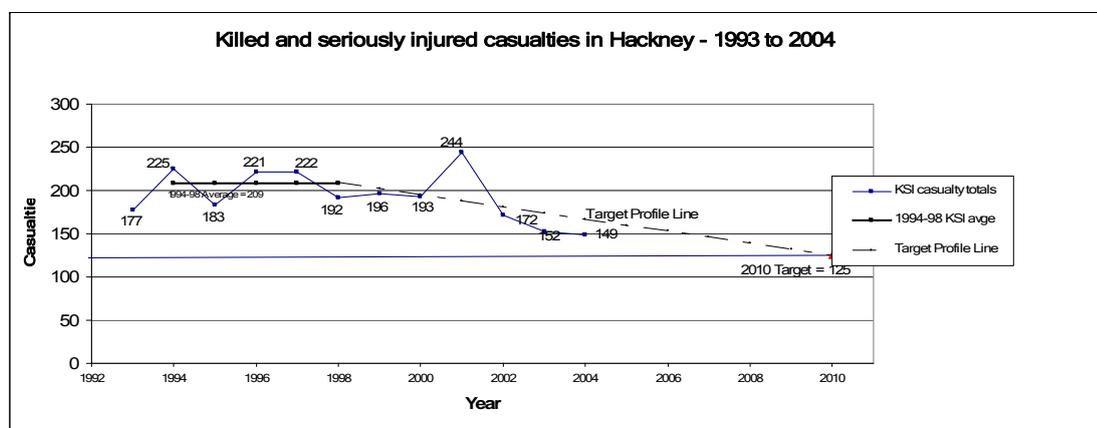
- A significant increase in capacity through the early re-signalling (design work to start immediately with construction within two years) to better accommodate increased freight and passenger services to at least 12 trains per hour operating on the line. The majority of these should be available as 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).

10.2.2 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.

Road Safety

10.2.3 Hackney is committed to meeting the national targets and also achieving a 40% casualty reduction (KSI) in the categories of pedestrians, cyclists and powered two wheeler riders, in line with the Mayor of London's Road Safety Plan. In addition to this, we are working towards a stretching target of reducing casualties at a greater rate than required to meet the national targets between 2002 and 2005, based on the average accident levels between 1999-2001.

TABLE 10.1 : LB Hackney casualty targets and performance summary



10.2.4 Total casualties and collisions in Hackney in 2004 decreased by 13% from the 1994/98 baseline figure, which is comparable with Greater London averages. Hackney is currently ahead of target to achieve the three national targets for accident reduction, as shown in table 10.1.

Slight casualty rate

10.2.6 Hackney has already achieved the national target of a 10% reduction in slight casualties by 2010 (Figure 6.2), following a 4% reduction in casualties compared to 2002. If this trend continues a review of the target will need to be undertaken in 2006.

10.2.7 It is worth noting that the Government target is based on vehicular distance travelled. However, as the Government has not yet been able to determine a mechanism for calculating this, figures are shown as casualty numbers rather than a casualty rate.

Killed or seriously injured (KSI) casualties

10.2.8 In 2003 there were 152 people killed or seriously injured in road accidents in Hackney. Of these, four were fatalities, 3 of which were pedestrians. Whilst this level of fatalities remains too high, Hackney is ahead of target to achieve a 40% reduction in KSI by 2010, after a reported 12% decrease in the number KSI between 2002 and 2004, and a 27% decrease between the 1994-98 average and 2003 (Figure 6.3).

Children killed or seriously injured

10.2.9 The number of children (aged under 16) who were killed or seriously injured in Hackney has decreased in 2003 by 20% when compared to 2002 figures and by 59% from the 1994-1998 average. Figure 6.4 shows a continuing downward trend with 16 children KSI in 2003. Progress is thus encouraging having already exceeded the 2010 target of a 50% reduction on the 1994-1998 average.

10.2.10 The Road Safety Good Practice Guide (DTLR) recommends that where possible

Local Authorities set higher targets for casualty reduction than those set by Central Government. Accordingly, Hackney have now set an increased target for reducing child casualties of 75% reduction of the 1994-1998 average by 2010, or 10 child KSI per year. This will be subject to an annual review.

Vulnerable road user casualties

- 10.2.11 Casualties involving vulnerable road users have also decreased during the same period. Pedestrian casualties reduced by 23% from 2002 levels, while cyclists showed a 5% reduction.
- 10.2.12 However, casualties involving riders of powered two-wheelers increased by 6% from 2002, and when compared with the 1994-1998 averages shows an overall increase of 11%. These figures compare to the Greater London averages which show a 7% increase in powered two wheeler casualties compared to the 1994-1998 average.
- 10.2.13 Hackney is currently on target to achieve the national 2010 target for pedestrian casualties only. It is noteworthy that the average KSI casualties involving riders of powered two-wheelers in Hackney is below the Inner London average, the Borough's progress in reducing casualty levels could be improved, with a casualty level of 36% above the 1994-98 average in 2003. This may be partly explained by the increasing popularity of this mode of travel, especially after the introduction of the Congestion Charging Zone in February 2003, which gave an exemption to riders of powered two wheelers.
- 10.2.14 The Government, via the Department for Transport and TfL are aware of this problem and have focused attention with a more graphic and somewhat controversial series of Think! Safety TV campaigns to raise awareness.

Hackney's Crime and Disorder Reduction & Combating Drug Misuse Strategy 2005 – 2008

- 10.2.15 Hackney's Crime and Disorder Reduction & Combating Drug Misuse Strategy 2005 – 2008, published by the Safer Communities Partnership in 2005, explicitly addresses 'transport crime' in association with violent crime and property crime. The following are relevant extracts from the document:

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

ACTIONS	<p>1) Encourage reporting through 3rd party reporting schemes for all violent offences</p> <p>2) Further develop services to victims of hate crimes</p> <p>3) Early identification of vulnerable groups/ individuals and raising awareness amongst people</p> <p>4) Work closely with Transport Providers to improve safety and reduce violence against staff and passengers</p>
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Property Crime

STRATEGIC AIM	To prevent and reduce crimes against property.
KEY PRIORITIES	Prevention
ACTIONS	<p>1) Develop a programme of target hardening and other prevention methods (including focused deployment of Police Community Support Officers) in high crime areas</p> <p>2) Ensure there is visible presence of police and Police Community Support Officers in hot spot areas.</p> <p>3) Develop local Neighbourhood Watch and strengthen community links with the police and crime prevention.</p> <p>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.</p> <p>5) Continue to improve links with Hackney Parks and Park User Groups to improve safety and reduce the fear of crime.</p>

Older People's Strategy

10.2.16 Transport specific actions from Hackney's Older People's Strategy is:

- Provide information to sheltered housing and elderly groups to run sessions on how to use public transport, such as understanding timetables, bus routes, and to reduce their fear of using public transport.

10.2.17 This is within the Transport Strategy, which is scheduled for implementation by 2006.

Transport and Health

10.2.18 Hackney Transport Strategy has adopted two health related indicators, which the borough intends to monitor annually with the assistance of the City and Hackney PCT.

10.2.19 The indicators are:

- a) The amount of physical activity

The levels of physical activity in Hackney are very low, in fact only 15% of Hackney’s population engage in physical activity often enough to gain any health benefits, which is half of the London average.

Proportion of population undertaking physical activity five days/ week (1/2 hour moderate activity)

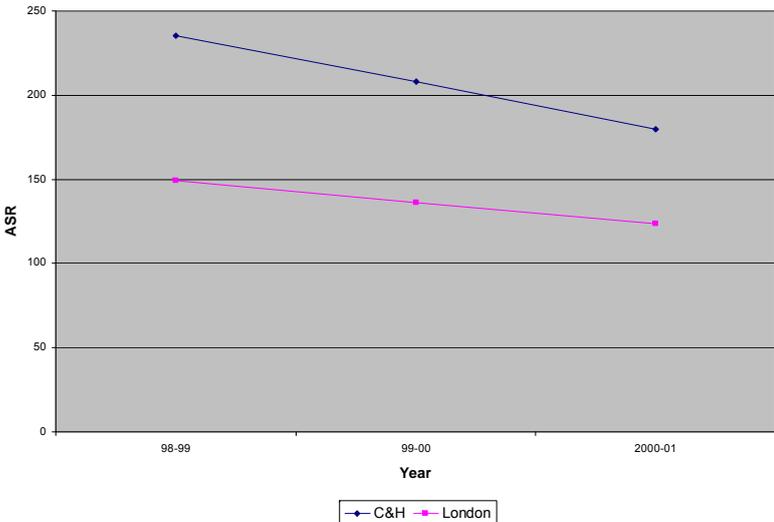
Hackney	15%
London	30%
UK	31%

(Source: London Plan for Sport and Physical Activity)

- b) Studies show that there is a link between air pollutants and hospital admissions of people suffering from asthma. The positive impact of decreased automobile traffic can on paediatric asthma was observed for example in the Atlanta Olympics games in 1996, when the amount of car in the city was dramatically reduced.

Although declining, figure 10.1 demonstrates that the asthma admission in the City and Hackney PCT are still higher than the London average.

Table 10.2: Asthma admission in the City and Hackney PCT



10.3 London Targets (LIP Targets)

10.3.1 Information provided in section 10.3 to address the Mayor's Transport Strategy and TfL's LIP guidance, as Table 10.1 specifies our baseline data, milestones and progress measured by the targets of the Mayor's Transport Strategy.

MTS target	Definition of PI	Performance indicator applied at:	Hackney baseline	Hackney delivery milestones			
Priority area I. Improving Road Safety							
Target 1: Killed and seriously injured To achieve a reduction of 50% in the numbers of Killed and Seriously injured by 2010 compared with 1994-1998 overall and separately for pedestrians and cyclists; a reduction of 40% in the number of motorcyclists killed or seriously injured; a 60% reduction in the number of children killed or seriously injured and a reduction of 25% in the slight casualty rate per 100 million vehicle kilometres.	Number of recorded killed or seriously injured (LRSU data)	Target applies at both London-wide and at individual borough levels.	KSI Casualty 1994-98 average data Pedestrian 78 Pedal cyclist 19 Motorcyclist 25 Children 39 Total 208	2004/05	2006/07	2008/09	2010/11
				54 (-31%)	49 (-45%)	43 (-45%)	39 (-50%)
				17 (-10%) 33 (32%) 15 (-61%) 149 (-29%)	14 (-26%) 25 (0) 14 (64%) 135 (-35%)	11 (-42%) 20 (-20%) 12 (-69%) 120 (-42%)	9 (-53%) 15 (-40%) 10 (-75%) 104 (-50%)
	Number and rate per 100 million vehicle km of recorded slight injuries (LRSU data)	Target applies at both London-wide and at individual borough levels.	Casualty 1994-98 average data Slight injuries (Slight injuries/ 100m vehicle km)	912 (-17%)	877 (-20%)	842 (-23%)	820 (-25%)
	Annual number of all recorded pedestrian injuries by ethnic origin (LRSU data) (note: 1994 data not available)	Target applies at both London-wide and at individual borough levels.	Ethnic group 1995-98 average data 1. White-skinned European 145 2. Dark-skinned European 39 3. Afro-Caribbean 95 4. Asian 20	77	Milestones are not being set for this PI at this time	Milestones are not being set for this PI at this time	Milestones are not being set for this PI at this time

			5. Oriental	4	0			
			6. Arab	1	0			
			7. Not known	31	37			
			Total:	335	218			
	Annual number of all recorded casualties by vehicle classification of casualty (LRSU)	Target applies at both London-wide and at individual borough levels.	Vehicle class 1994-98 average data			Milestones are not being set for this PI at this time	Milestones are not being set for this PI at this time	Milestones are not being set for this PI at this time
			Pedestrian	337	218			
			Car	511	407			
			Powered two wheeler	177	189			
			Pedal cycle	147	128			
			Bus or coach	90	99			
			Taxi	-	-			
			Goods vehicle	-	-			
			Other vehicle	45	20			
Target 2: School Road Safety		Target applies at both London-wide and at individual borough levels.	2005/2006: 62% of school with school road safety reviews completed			2006/2007: 82% of schools with school road safety reviews completed		
Boroughs are to review road safety around all primary and secondary schools by 2008						2007/2008: 100% of schools with school road safety reviews completed		
						Hackney has a high proportion of independent schools. Achievement of this target depends on our performance on LIP Target 8 (School Travel		

				Plans).
	<p>PI: School Road Safety</p> <p>Number and percentage of primary and secondary schools with schemes implemented.</p>		<p>Schemes implemented in 2005/06:</p> <p>Primary schools:</p> <p>Secondary schools:</p>	
	<p>PI: Child Road Safety Casualties (ethnic minorities)</p>		<p>Over the past three years (2002/03 – 2004/05), 53% of all child road casualties were classed as black or black other. However, over the same time period, only 35% of all children in Hackney under 16, were from these groups.</p>	<p>Until the causes of this imbalance of casualty figures and actions to rectify them have been identified with TfL, Hackney is not in a position to set borough specific targets.</p> <p>Targets will be set in LIP monitoring reports at a later stage.</p>
	<p>PI: Child Pedestrian Road Safety Casualties (KSI)</p>		<p>1994/1998 average: 37</p>	<p>2004/05: - 15</p> <p>2005/06: - 14</p> <p>2006/07: - 67%</p> <p>2007/08: - 69</p> <p>2008/09: - 72%</p> <p>2009/10: - 75%</p>

				2010/11: (Target demonstrates % reduction of the 1994-98 average)
II. Improving bus journey times and reliability				
Target 3: Bus Excess Wait Time	TfL to reduce bus EWT to 1.3 minutes per passenger journey by 2009/2010.	Target applies at London-wide.	EWT in Hackney (2004/2005): 1.0 (London Buses Quality of Service Indicators)	2005/2006: 1.3 2006/2007: 1.3 2007/2008: 1.3 2008/2009: 1.3 2009/2010: 1.3 2010/2011: 1.3
Target 4: Borough Bus Target Boroughs are to reduce, or maintain at 2005 levels, bus journey times on London Bus Initiative (LBI) bus routes.		Target applies on borough level.		Borough level targets to be set by TfL.

	<p>PI: Average journey times</p> <p>Average journey times (mins) along the LBI routes within the borough.</p> <p>Hackney routes for this PI: 30, 38, 55, 253</p> <p>Am peak period (Mon-Fri 0700 - 1000)</p>		<p><u>2005 baseline:</u></p> <p>Route 30 east bound: 12.11</p> <p>Route 30 west bound: 25.33</p> <p>Route 38 east bound: 16.56</p> <p>Route 38 west bound: 25.65</p> <p>Route 55 east bound: 11.38</p> <p>Route 55 west bound: 12.4</p> <p>Route 253 east bound: 5.82</p> <p>Route 253 west bound: n/a</p>	
	<p>Inter peak period Mon-Fri 1000 - 1600</p>		<p><u>2005 baseline:</u></p> <p>Route 30 east bound: 18.77</p> <p>Route 30 west bound: 25.27</p> <p>Route 38 east bound: 21.32</p> <p>Route 38 west bound: 33.84</p> <p>Route 55 east bound: 12.76</p> <p>Route 55 west bound: 14.02</p> <p>Route 253 east bound: 5.63</p>	

			Route 253 west bound: n/a	
	PM peak period Mon-Fri 1600 – 1900		<u>2005 baseline:</u> Route 30 east bound: 19.78 Route 30 west bound: 27.99 Route 38 east bound: 22.06 Route 38 west bound: 29.41 Route 55 east bound: 13.96 Route 55 west bound: 14.75 Route 253 east bound: 5.84 Route 253 west bound: n/a	
	PI: Average bus speeds Average bus speeds (km/hr) along the LBI routes within the borough		<u>2005 baseline:</u> Route 30 east bound: 12.5 Route 30 west bound: 12.4 Route 38 east bound: 15.7 Route 38 west bound: 8.9 Route 55 east bound: 14	

	Hackney routes for this PI: 30, 38, 55, 253 Am peak period (Mon-Fri 0700 - 1000)		Route 55 west bound: 10.1 Route 253 east bound: 157 Route 253 west bound: n/a	
	Inter peak period Mon-Fri 1000 - 1600		<u>2005 baseline:</u> Route 30 east bound: 8.2 Route 30 west bound: 12.4 Route 38 east bound: 12.7 Route 38 west bound: 7.2 Route 55 east bound: 12.5 Route 55 west bound: 9.1 Route 253 east bound: 16.3 Route 253 west bound: n/a	
	PM peak period Mon-Fri 1600 – 1900		<u>2005 baseline:</u> Route 30 east bound: 7.8	

			Route 30 west bound: 11.4 Route 38 east bound: 12 Route 38 west bound: 8.4 Route 55 east bound: 11.4 Route 55 west bound: 8.8 Route 253 east bound: 15.8 Route 253 west bound: n/a	
	PI: Total bus lane kilometres/hours in operation per borough The lengths of bus lanes Hours of operation		As in March 2005, there were 43 bus lanes in Hackney, totalling 8592m. The hours of operation varied, although 26 were in operation between 7am-7pm and three in operation 24-hours.	Borough to report annual change in bus lanes (new and extended), including lengths and changes in operating hours.
	PI: accessible bus stops Number and percentage of accessible bus		The borough does not collect this information. This will be addressed through the next annual LIP reporting process.	Bus stop clearway performance indicator: borough to report annual change and develop total in conjunction with TfL Bus Priority Team Accessible bus stop indicator: Borough to report annual change and develop total in conjunction with TfL bus Priority Team.

	stops per borough. (Measures to achieve accessibility will include the provision of bus stop clearways but may also require other accommodation works).					
III. Relieving traffic congestion and improving journey time reliability including through the use of travel demand measures. Plans should have regard to the particular conditions in different parts of London.						
Target 5: Traffic volumes in central, inner, outer London and town centres.		TfL and borough are to achieve, between 2001 and 2011, an absolute reduction in weekday traffic of 15% in central London, zero growth across the rest of London, and a reduction in growth in outer London by a third, from 7.5% to 5%, with the aim of achieving zero growth in outer London town centres. (Target specific for Hackney: +4%)	Target applies at London-wide level. Boroughs must publish a target in their LIP setting out their contribution to the London-wide target, taking account of local factors and the sub-regional analysis	2001 baseline: 560M vehicle km (Based on DfT National Road Traffic Survey) See section 9.2 – Hackney will establish local baseline data once local traffic monitoring programme is in place.	Road	Targets (M vehicle km) (0% growth 2001-2011) 2002: 573M vehicle km 2003: 567 vehicle km 2004: 553M vehicle km 2005/06: 554 2006/07: 555 2007/08: 557 2008/09: 558

				<p>2009/10: 559</p> <p>2010/11: 560M</p> <p>or (+4% 2001 -2011)</p> <p>2010/11: 582M</p>
<p>Target 6: General traffic journey time reliability</p> <p>TfL and boroughs are to ensure disruption and variability of journey times for general traffic on A-roads and busy bus routes is reduced, or in increased, year on year.</p>	<p>The performance indicator provides journey time variation for a.m. peak, TLRN only.</p> <p>Journey time reliability is based on a series of surveys undertaken during October/November.</p> <p>The result is a percentage figure which indicates for the a.m. weekday peak period, the worst journey time on the TLRN in any two week period compared to the usual (average) journey time</p>	<p>Target applies at London wide and individual borough level</p>	<p>No borough baseline data available yet.</p> <p>TfL to develop PI for non-TLRN roads. Information to be based on DfT Congestion indicator data.</p>	<p>TfL to set target at a later stage.</p>

	during that two week period.																																							
<p>Target 7: Modal Share</p> <p>TfL and boroughs are to maintain or increase the proportion of personal travel made by means other than car.</p>	<p>Modal share - the proportion of personal travel made on each mode, specifically highlighting the proportion made by means other than the car</p>	<p>Target applies at London-wide level.</p>	<p>Hackney Modal Split</p> <p>Mode share - overall (source: LATS 2001)</p> <table border="1"> <thead> <tr> <th>Mode</th> <th>Number</th> <th>Rate</th> </tr> </thead> <tbody> <tr> <td>Rail</td> <td>3,968,930</td> <td>24.8</td> </tr> <tr> <td>Tube/ DLR</td> <td>8,604,980</td> <td>49.6</td> </tr> <tr> <td>Bus</td> <td>29,936,390</td> <td>176.7</td> </tr> <tr> <td>Taxi</td> <td>2,263,620</td> <td>12.4</td> </tr> <tr> <td>Other</td> <td>80290</td> <td>0</td> </tr> <tr> <td>Car driver</td> <td>25,682,260</td> <td>151.9</td> </tr> <tr> <td>Car passenger</td> <td>11,827,120</td> <td>71.3</td> </tr> <tr> <td>Van/ lorry</td> <td>388,120</td> <td>3.1</td> </tr> <tr> <td>Motorcycle</td> <td>604,190</td> <td>3.1</td> </tr> <tr> <td>Cycle</td> <td>6,033,220</td> <td>34.1</td> </tr> <tr> <td>Walk</td> <td>52,146,650</td> <td>306.9</td> </tr> </tbody> </table>	Mode	Number	Rate	Rail	3,968,930	24.8	Tube/ DLR	8,604,980	49.6	Bus	29,936,390	176.7	Taxi	2,263,620	12.4	Other	80290	0	Car driver	25,682,260	151.9	Car passenger	11,827,120	71.3	Van/ lorry	388,120	3.1	Motorcycle	604,190	3.1	Cycle	6,033,220	34.1	Walk	52,146,650	306.9	<p>Hackney supports this target, and aims to increase the share of all public transport modes, cycling and walking, as expressed in the LATS data.</p>
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Rail	3,968,930	24.8																																						
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<p>Target 8: School Travel plans</p> <p>Boroughs are to work with schools and groups of schools by 2009, with significant progress having been made by March 2006</p>		<p>Target applies at both London-wide and at individual borough levels.</p>	<p>School travel plan work in Hackney began in Hackney only in autumn 2004.</p>	<p>Hackney School Travel Plan states that all schools in the borough should have a school travel plan by the end of 2009.</p>
	<p>PI: School Travel Plans</p> <p>Number and percentage of schools where review of travel has been completed</p>		<p>Baseline April 2006:</p> <p>School safety review completed at 47 schools (via 20 mph zone audits) (48%)</p> <p>School safety review completed at 10 schools (via walking audit by LBH & schools) (10%)</p> <p>Total: 57 (58%)</p>	<p>2006/2007: 82% of schools with school road safety reviews completed</p> <p>2007/2008: 100% of schools with school road safety reviews completed</p>
	<p>PI: School Travel Plans</p> <p>Number and percentage of schools</p>		<p>STPs approved</p> <p>April 2005: 9 (9%)</p> <p>April 2006: 25 (26%)</p>	<p>Hackney aims to have assisted all schools in the borough in the development of their school travel plans by 2009.</p>

	where travel plan deemed necessary and developed		<p>Amount of schools:</p> <p>March 2006: 98</p>	<p>Milestones:</p> <p>March 2007: 50% of schools</p> <p>March 2008: 80% of schools</p> <p>December 2009: 100% of schools</p>
	<p>PI: School Travel Plans</p> <p>Number and percentage of schools where travel plan implemented</p> <p>(Note: this PI applies to any implementation work, not just engineering)</p>		<p>STPs which have been approved and any implementation work has been done, either by the school, LBH or other agencies:</p> <p>April 2006: 11 (11%)</p>	<ul style="list-style-type: none"> - From November 2005, offer annual funding to pay for supply teachers who can cover for teachers to be released to work on implementing their school's STP Action Plan. - Assist schools with implementing promotional activities such as creating a school newsletter/leaflet about the STP, in 4 schools by December 2006 and a further 6 schools by December 2007. - Provide safety gear and incentive materials for walking and cycling to school, such as reflective jackets and 'I cycled to school' stickers, to 15 schools by December 2007. - Deliver assemblies about the benefits of walking to school to 15 primary schools by December 2006 and a further 10 by December 2007 to make a total of 25 schools (most of whom to have approved STPs and the

				<p>remainder to be developing their STP).</p> <p>- With the Road Safety Team, devise a briefing/training scheme for Walking Buses by December 2006 to support interested schools in the borough who have an approved STP.</p>
	<p>PI: School travel – modal share, non-car modes</p> <p>School trips by modes other than car, proportion of mechanised and non-mechanised trips as defined in LTDS</p>		<p>Mode share – Home to education trips (source: LATS 2001 Household survey)</p> <p>National Rail – 2%</p> <p>Tube/DLR – 5%</p> <p>Bus/Tram – 22%</p> <p>Taxi – 0%</p> <p>Other – 0%</p> <p>Car driver – 3%</p> <p>Car passenger – 12%</p> <p>Van/lorry – 0%</p> <p>Motorcycle – 0%</p> <p>Cycle – 2%</p> <p>Walk – 52%</p>	<p>Hackney supports the increase of modal share of home to education trips by modes other than private car.</p>

			Schools with travel plans monitor modal share of journeys to school through annual 'handsup' survey.	
	PI: Work travel – modal share, non-car modes Work trips by modes other than car, proportion of mechanised and non-mechanised trips as defined in LTDS			
IV. Improving the working of parking and loading arrangements to provide fair, reasonable and effective enforcement regulations, recognising the needs of businesses for servicing and delivery as well as other road users.				
Target 9: Compliance Boroughs are to achieve improvements in compliance with parking and loading regulations from a baseline to be agreed between boroughs and TfL by December 2004.		Target applies at London-wide level.	Target still under development by TfL as in March 2006	Milestones cannot be considered until target has been agreed.
	Compliance factors will be reported for a number of non-moving		PI still under development by TfL as in March 2006	Borough milestones cannot be considered until target is defined. TfL to advice.

	<p>contraventions and will be analysed for different times of the day and different days of the week.</p> <p>Compliance factors for moving offences will be reported for a single day's data at each static camera location on a monthly basis.</p> <p>Survey will comprise:</p> <ul style="list-style-type: none"> - 18 hours of detailed static survey on 16 sites (eight TLRN and eight borough) every three months - 12 hours of borough static surveys on 33 boroughs, three sites per borough, every six months. Surveys will be conducted quarterly; the first report is due summer 			
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	2004			
V. Improving accessibility and social inclusion on the transport network. Plans should have regard to safety and security for women and vulnerable road users.				
Target 10: TfL and boroughs are to achieve year on year improvements in the proportion of trips made by equality and inclusion target groups under-represented in the public transport travel market, particularly disabled people, older people and women travelling at night.		Target applies at London-wide level.		This is a London wide target, which Hackney strongly supports. (Refer to 10.4 for Hackney specific data).
	PI: - Disabled people (all disabilities aggregated, all day) Trips undertaken by people with disabilities, covering all transport modes		Baseline data for London: Trip rate for people with disabilities: 4.1	n/a, London wide target
	PI: Number and rate of daily trips made by Hackney residents over 65 years old			
	PI: Women travelling between 19.00-07.00 hrs.		Baseline data for London: Share of travel for women between	n/a, London wide target

	Trips undertaken by women, covering all transport modes		7pm-10pm: 46.5% 10pm-4 am: 41.4% 4am-7am: 27.4%	
	PI: the % of pedestrian crossings with facilities for disabled people (BVPI 165)		2004/05 out turn: 96%	2005/06 target: 100%
Target 11: Taxicard Boroughs to ensure that their Taxicard scheme conforms to an agreed all-London standard in terms of service equality, eligibility assessment and entitlement by 2006.	Achievement of compliance with London-wide standard	Target applies to individual boroughs.		
	PI: service quality		Service Quality Data (2002/03) <u>Taxi Arriving (Monthly</u>	Hackney aims to maintain the service quality at same level or improve it

			<u>Average)</u> - ASAP (within 30mins) 90.09% - ASAP(within 30mins+10mins)95.97% - Average performance 90.24% (source: ALG)	
	PI: Eligibility assessment		Eligibility assessment in Hackney conforms with London standards.	n/a
	PI: Entitlement		Trips: 104 Per Annum Pro Rata Subsidies: 6am-8pm mon/fri £10.30 8pm-10pm mon/fri and 6am-10pm sat/sun £11.30 6pm-6pm sat/sun £12.80 Maximum run in: £3.40 Minimum Fare: £1.50	Entitlement in Hackney conforms with London wide targets.

VI: Encourage walking by improving the street environment, conditions for pedestrians and through the use of travel demand measures.				
<p>Target 12: TfL and boroughs are to achieve an increase of at least 10% in journeys made on foot per person in London between 2001 and 2015.</p>	<p>Number and rate per person of walking trips per annum, as measured by LTDS.</p> <p>Walking trips are those where the person walks all the way. This excludes walks that are one leg of a journey involving other modes of transport.</p>	<p>Target applies at London-wide level.</p>	<p><u>Volume of walking trips:</u> 168,215 walking trips/ day</p> <p><u>Rate of walking trips:</u> Rate: 0.99</p> <p>(Source: LATS 2001 Household Survey). This data only applies to Hackney residents.</p>	<p>Overall target by 2015:</p> <p><u>Volume of trips:</u> 185,036 (walking trips/</p> <p><u>Rate of trips:</u> 1.089</p> <p>Milestones by 2006:</p> <p><u>Volume of trips:</u> 176,625</p> <p><u>Rate of trips:</u> 1.0395</p> <p>(Refer to notes for this target in 10.4)</p>
	<p>PI: Condition of footways (% length of footway network requiring major</p>		<p>2004/05 out turn: 7%</p> <p>2005/06 target: 6%</p>	<p>Future targets:</p> <p>2006/2007: 15%</p>

	repair) (BV187) Proportion of footway in categories 1, 1a and 2 as per BV performance indicator 187a. TfL Road Network Operations annual statistics, based on the UK PMS system.			2007/2008: 13% 2008/2009: 11%
VII: Encourage cycling by improving conditions for cyclists and through the use of travel demand measures.				
Target 13: TfL and boroughs are to achieve an increase of at least 80% in cycling in London between 2001 and 2011. The London wide target of 80% increase was achieved in November 2005.	Volume and rate of cycling trips.	Target applies at London-wide level.	<u>Volume of Cycling trips</u> 19462 <u>Rate of cycling trips:</u> 0.11 (Source: LATS 2001 Household Survey). This data only applies to Hackney residents.	Hackney milestones and overall target (volume): 2006 – 27247 (+40) 2008 – 30166 (+55%) 2011 – 35032 (+80%) Hackney milestones and overall target (trip rates): 2006 – 0.154 (+40%) 2008 – 0.1705 (+55%) 2011 – 0.198 (+80%)

VIII: Bringing transport infrastructure to a state of good repair.				
<p>Target 14: Condition of A-roads and busy bus routes.</p> <p>TfL and boroughs are to bring all A-roads and busy routes up to serviceable standards – that is a UK PMS score of 70 or below – by 2010.</p>		Target applies at London-wide level.		
	<p>PI: % of the local authority principal road network where structural maintenance should be considered.</p> <p>(BV223)</p>		<p>New target for 2005/06</p> <p>2005/06 target: 52%</p> <p>2005/06 estimated out turn: 53.95%</p>	<p>Future targets:</p> <p>2006/07: 50%</p> <p>2007/08: 48%</p> <p>2008/09: 45%</p>
	<p>PI: % length of non-principal classified road network requiring major repair (BV 224a)</p>		<p>New target for 2005/06</p> <p>2005/06 target: 13.5 %</p> <p>2005/06 estimated out turn: 18.56%</p>	<p>Future targets:</p> <p>2006/07: 15%</p> <p>2007/08: 13%</p> <p>2008/09: 11%</p>
	<p>PI: % length of unclassified road</p>		<p>New target for 2005/06</p>	<p>Future targets:</p>

	network requiring major repair (BV224b)		2005/06 target: 12% 2005/06 out turn: 18.51%	2006/07: 15% 2007/08: 13% 2008/09: 11%
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10.4 Discussion on London wide targets

10.4.1 Target 5: Traffic volumes in central, inner, outer London and town centres

Achievement of the target 5 depends largely on forces beyond our immediate control such as the projected growth of new jobs and residents in the Thames Gateway region. Several large scale regeneration projects are either taking place in Hackney (Dalston Town Centre, Woodberry Downs) or just outside the borough (Startford City, development relating to London 2012 Olympics).

10.4.2 Target 10: The number and rate of trips made by E&I target groups

Table 10.2 – Trip rates for people with disabilities in London

Trip Rate Per Day	No disability	All with disabilities	Total
Public Transport	1.0	0.6	0.9
Walk and Cycle	3.7	2.6	3.6
Total	6.0	4.1	5.9
Car, Motorcycle	1.3	0.8	1.3
Taxi	0	0.1	0
Other	0	0	0

(Source: LATS 2001)

Table 10.3 - Share of travel by time of day for men and women in London

Percentages														
	4am-7am		7am-10am		10am-4pm		4pm-7pm		7pm-10pm		10pm-4am		All time periods	
	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women	Men	Women
Walk	71.4	28.6	46.2	53.8	41.8	58.2	49.1	50.9	53.5	46.5	58.6	41.4	47.0	53.0
Cycle	94.1	5.9	71.6	28.4	69.8	30.2	73.5	26.5	73.2	26.8	82.5	17.5	73.1	26.9
Car etc	78.4	21.6	47.7	52.3	43.3	56.7	50.5	49.5	51.7	48.3	55.9	44.1	48.6	51.4
Motorcycle	95.0	5.0	90.1	9.9	88.9	11.1	91.0	9.0	88.5	11.5	87.8	12.2	90.2	9.8
Bus	62.7	37.3	41.8	58.2	37.8	62.2	44.5	55.5	50.9	49.1	62.9	37.1	42.5	57.5
Underground/ DLR	72.2	27.8	53.5	46.5	52.8	47.2	54.1	45.9	61.1	38.9	64.5	35.5	55.5	44.5
Rail	71.5	28.5	52.9	47.1	50.3	49.7	55.7	44.3	58.4	41.6	59.9	38.9	55.1	44.5
Taxi	73.7	26.3	56.4	43.6	48.1	51.9	47.0	53.0	47.4	52.6	56.0	44.0	51.4	48.6
Other	43.1	56.9	58.7	41.3	53.1	46.9	54.3	45.7	48.1	51.9	69.8	30.2	53.8	46.2
All modes	72.6	27.4	47.3	52.7	42.5	57.5	50.0	50.0	53.5	46.5	58.6	41.4	48.0	52.0

(Source: LATS 2001)

In Hackney, the proportion of trips undertaken by people with disabilities is as follows:

- Public transport: 9.8%
- Walk/ cycle: 8.2%
- Car: 10.9%

- Taxi: 20.8%

10.4.3 Target 12: Volume and rate of walking trips

Target 12 requires London boroughs to increase the volume and rate of walking trips by at least 10% between 2001 and 2011, as measured by LATS.

However, as Hackney's population is also estimated to grow during the same period, basing this target on volumes of journeys may not truly reflect the popularity of walking as a modal choice.

10.4.4 Target 13: Volume and rate of cycling trips

Local targets for cycling will be set once information from local screenlines will be available in 2007/08.