Hackney Transport Strategy

2026-2036

Transport Vision and Objectives



Hackney

Hackney Transport Strategy 2026–2036

We're developing a new strategy, setting out Hackney's transport ambitions, objectives and priorities for the next ten years. The Hackney Transport Strategy 2026-2036 will guide the delivery of our transport investment and support the delivery of other Council plans and strategies such as those covering air quality, climate change, and health and well-being.

The draft plan has been shaped by feedback from over 1,000 residents. Now we're sharing it so you can tell us whether we've got it right and if anything should change.

Have your say

We want to know what you think about the overall Transport Strategy, our transport vision, and the proposed objectives that support each of the priority areas included in the strategy.

Before sharing your views, you can read the Draft Hackney Transport Strategy 2026-2036. Reference copies are available for viewing in all Hackney Council libraries.

We understand that the strategy is a long document, so we have prepared this "Vision and Objectives" document that contains our vision statements (see pages 2 and 3) and the full set of objectives, which the survey questions ask for your views on.

We want to hear your views on the draft plan. Your comments will help shape the final version. We aim to secure approval for the final strategy in summer 2027.

Accessibility statement

If you require this document in a different format, please email:

consultation@hackney.gov.uk

We will consider your request and get back to you in five working days.

Our Vision

By 2036, Hackney's transport system will help residents, businesses and visitors thrive by connecting them in a safe, fair, and healthy way.

We will …

Ensure all residents can easily connect to the places they need to get to for work, school, leisure or to access services whether by walking, wheeling[1], cycling or by public transport. Road space is limited and will be managed to ensure that those who truly need it can rely on its availability without impinging on the safety and health of others.

Prioritise excellent sustainable transport connections for new housing developments with car parking limited to meeting the needs of disabled people and deliveries. Developers should also contribute to the costs of upgrading these connections.

Create public spaces and streets which work for those walking, wheeling, cycling or using public transport. They will be quieter with low levels of motor traffic, cooler with shade and green spaces, more accessible and welcoming with available resting places, convenient safe crossings and good lighting, and be places for all to breathe clean air. Women, children and vulnerable road users such as older and disabled people will feel and be safer and be able to navigate our streets and public transport networks with confidence.

We will make walking around Hackney a pleasure, including wide, high-quality, well-maintained pavements with frequent, safe crossing points. For cyclists, a dense network of routes will ensure safety, either through very low traffic levels or protected tracks on main roads.

We will **tackle the unacceptable number of people who are killed and injured** in road collisions through a variety of measures including exploring the possibility of introducing a Road Safety Premium on traffic travelling through the borough.

[1] Wheeling is defined as a mode of movement at a walking pace that involves wheels, such as using a wheelchair or mobility scooter, or walking with wheels, such as a pushchair or walking frame. Where only the term walking is used in this document, wheeling is also included.

Ensure clean air on main roads tackling the problem of the unhealthy amounts of air pollution, specifically nitrogen dioxide, and particulates created by traffic on our main roads.

Take climate action by reducing the level of carbon emissions from the transport network to achieve London-wide carbon reduction targets. Mitigate the early signs of climate change including the growing serious risk of flooding and extreme heat for the borough's residents. Well-designed green spaces offer numerous environmental benefits, including flood prevention, cooling, and air quality improvements, in addition to enhancing the visual appeal of streets.

Promote active travel to increase the proportion of Hackney residents that get all the exercise they need to remain healthy through their everyday travel, contributing to reducing a wide range of chronic health conditions and diseases linked to inactivity. We will also address the great inequalities in active travel uptake that exist between different demographics and areas within the borough

Enable access for all on our transport system (including the elderly, disabled and less mobile) by creating step free facilities at railway stations and maintaining accessibility at bus stops; removing pavement obstructions and ensuring fair exemptions for parking and area wide traffic schemes

Create a child- friendly borough by addressing unwelcoming and dangerous streets which limit independent travel and access to suitable parks and open spaces for children. Increase opportunities for outdoor play, wandering, entertainment, social and environmental connection. Address traffic and street crime both of which contribute to a reduced sense of safety and security at home and away from home.

Make travel affordable for those ineligible for discounted travel which can isolate residents by restricting journeys that support participation in hobbies, social activities and the workforce, impacting quality of life and opportunities to maximise potential. Embed equitable principles of affordability towards lower income and disabled groups in measures to lower carbon emissions as affordable transport is essential for quality of life and social inclusion.

Table of Objectives for the Priority Areas

Movement Strategy objectives		
Move 1	**Connecting**	This strategy will connect places through improved transport to increase access to jobs, entertainment, healthcare and education facilities. This will help facilitate economic growth across the borough. Accessibility will also be improved through good neighbourhood planning and enhanced digital connection.
Move 2	**Healthy Streets**	Hackney will adopt the Healthy Streets approach to street design to prioritise health in the allocation and design of street space. We will follow these guidelines on main roads and in neighbourhoods and town centres.
Move 3	**Main Roads**	We will refer to the Main Roads Strategy guiding the creation of Healthy Streets, where place and movement demands compete and where problems of air pollution, congestion and traffic collisions are most pronounced.
Move 4	**Road User Hierarchy**	We support the Highway Code road user hierarchy in making choices in how to allocate the limited space on the borough's roads and public spaces giving prominence, for example in considering the needs of pedestrians and cyclists.
Move 5	**Traffic Levels**	Reduce the level of motor traffic on Hackney's roads by 15.6% from 441 million veh km in 2024 to 372 million veh km in 2041. With particular emphasis on reducing through traffic.
Move 6	**Modal Share**	Increase the sustainable mode share of Hackney's residents from 87% to 95% by 2030 (local trips survey, LTDS).
Move 7	**Sustainable Modes**	Increase the proportion of sustainable mode trips on Hackney's roads and streets (all trips including through traffic, street counter data) Source: Hackney Traffic Index.

Motor Traffic objectives		
TR 1	**Traffic Reduction**	Hackney will investigate all tools to reduce motorised traffic in the borough including redesign of streets and smart road user charging focussed on travel demand management.
TR 2	**Tackling Congestion**	Hackney will seek to tackle congestion on its network including by extending the 'lane rental' scheme to borough roads incentivising utility companies to avoid overrunning road works.
TR 3	**Reallocate Carriageway Space**	We will reallocate carriageway space on Hackney's streets to provide public realm benefits and promote low emission and low-carbon sustainable travel. Potential new carriageway uses could include cycle parking, car clubs, hospitality space, cycle hire, charging points, and SuDS and pocket parks. This initiative will deliver benefits for climate change mitigation, biodiversity and local air quality, while also addressing the inequitable use of space on Hackney's streets.
TR 4	**Parking Management**	We will refresh our Parking and Enforcement Plan to embed tools such as emissions-based parking charges, and explore the potential to disincentivise SUVs and oversized vehicles through measures including increased permit prices.
TR 5	**Autonomous Technology**	Hackney will proactively manage autonomous vehicles (AVs) and other emerging mobility innovations, ensuring all new technologies are strategically steered to support Hackney's sustainability and active travel targets. The Council will do this by leveraging the Council's powers over the public highway and public realm and by actively influencing the national and regional AV debate.
TR 6	**Road Safety Premium**	We will investigate the introduction of a Road Safety Premium scheme in the borough, working in partnership with neighbouring boroughs and TfL. Any surplus from the scheme would be reinvested in the borough's road safety and sustainable transport.

Walking and Wheeling objectives		
W 1	**Walking Mode Share**	Increase the walking mode share to 55% of all journeys made by Hackney residents seven days a week in 2036.
W 2	**World Class Walking Environment**	Ensure a safe, inclusive and well maintained walking environment - target accidents, provide new and improved crossings, junctions, street design, open spaces, public realm and parks. Improve pavement width, increase shade providing street trees, wayfinding, permeability, lighting, seating and reduce street clutter.
W 3	**Accessible Stations and Stops**	Install Step Free Access at all train stations in the borough to create fair access to our local transport networks for mobility impaired people including those using wheeled mobility devices. Ensure all bus stops remain accessible with state of the art real time bus information.
W 4	**Walking Promotions**	Promote and encourage walking, through travel awareness projects, and travel planning to promote trips by walking, including the promotion of leisure walks and walking to school. Targeted at groups with existing lower physical activity levels and monitored with robust quantitative outcome-based targets.

Cycling objectives		
C 1	**Cycling Mode Share**	Increase cycling levels (a) Cycle Mode all trips share 15% LTDS (b) Primary School Children 10% (c) Mode share observed in Hackney traffic counters
C 2	**New Cycle Network**	Hackney will develop a new Cycle Network with best practice cycle infrastructure ○ Connecting Liveable Neighbourhoods, via connecting Gateways over main road junctions ○ Main road cycle lanes where they meet network objectives ○ Prioritising routes to schools
C 3	**Cycle Parking**	Provide suitable levels of secure and visitor cycle parking that meet the future needs of cyclists including adapted cycle, cargo bikes and e-bikes.
C 4	**Cargo Bikes**	Promote the increased use of cargo bikes for residential and commercial uses. Expand the network of cargo bikes available for public hire. Provide training and other supportive measures to increase usage particularly in areas with low cargo bike use.
C 5	**Cycle Hire**	Develop and improve cycle hire ○ A well managed and dense network of hire locations ○ Including areas with low cycling uptake ○ Minimal impacts on pedestrians ○ Affordable prices ○ Adapted bicycle options
C 6	**Considerate Cycling**	Hackney will develop a considerate cycling and cycle parking campaign including enforcement actions to address conflicts with other road users especially pedestrians.
C 7	**Cycle Promotion**	Cycle promotion and safety awareness through training, campaigns and school and development travel planning. Targeted on groups with existing lower physical activity levels and monitored with robust quantitative outcome-based targets.

Public Transport objectives		
PT 1	**Accessible Stations and Stops**	Install Step Free Access at all train stations in the borough to create fair access to our local transport networks for mobility impaired people including those using wheeled mobility devices. Ensure all bus stops remain accessible with state of the art real time bus information.
PT 2	**Crossrail 2**	Lobby for the construction of Crossrail 2 with the most favourable alignment for the borough.
PT 3	**Overground**	Hackney will lobby for service improvements on the London Overground including services to support the night-time economy in Hackney Central and Dalston.
PT 4	**Interchange**	Hackney will work to improve interchange at train stations including cycle parking and rationalisation of bus stop locations
PT 5	**Station Upgrades**	Hackney will lobby TfL to improve the stations in the borough prioritising the following stations (a) Dalston Kingsland (b) Hackney Central (c) Hackney Downs (d) Stamford Hill (e) Manor House (f) Stoke Newington
PT 6	**Bus Networks**	Lobby TfL to protect and improve the local bus network including service quality, speed, service provision and comfort throughout the borough but especially in areas of deprivation and those of low public transport accessibility.
PT 7	**Bus Reliability**	Work in partnership with TfL and neighbouring boroughs to improve the speed and reliability of local bus services through (a) Enhancing Hackney's network of bus lanes, including through extended hours of operation (b) Removal of parking and loading bays from bus routes (c) Better management of road works including lane rental (d) Prioritising buses through traffic signals

		(e) Enhanced optimisation of bus schedules to take advantage of bus priority measures
PT 8	**Autonomous Public Transport**	The Council will work with partners to ensure future transport expands accessible travel options for socially disadvantaged communities. Automated or connected shuttle networks should complement, rather than compete with, high-capacity bus routes to ensure efficiency drives sustainable passenger growth.

Deliveries and Servicing objectives		
DS 1	**Reduce, Retime, Remode**	Reduce emissions, congestion and road danger from LGVs through initiatives designed to reduce, re-time and re-mode freight deliveries including carriageway allocation measures taking account of the diverse business needs of delivery and freight operators in the borough.
DS 2	**Pick up/Drop Off**	Reduce the number of failed deliveries and unnecessary vehicle circulation through the expansion of consumer and business delivery collection and pick up points.
DS 3	**Transport Planning Interventions**	Use Transport Planning powers to reduce the impact of freight deliveries through Construction Management Plans and Delivery and Servicing Plans. Better anticipate freight impacts in Transport Assessments.
DS 4	**Gig Economy**	Hackney will work with delivery companies to better manage the harmful impacts of gig economy food deliveries including through safety initiatives, training and worker welfare. We will also work to reduce road danger and increase vehicle compliance, working with delivery, logistics and construction companies through initiatives such as with the London Safer Lorry Scheme and Exchanging Places.
DS 5	**Hackney Fleet**	Reduce traffic and emissions and, re-time and re-mode freight trips carried out by Hackney Council vehicles.
DS 6	**Autonomous Freight**	Hackney will proactively partner with the freight industry to safely integrate emerging delivery technologies to ensure they act as solutions that reduce urban congestion and protect the public realm.

Healthy Streets and Public Spaces objectives		
HS 1	**Healthy Streets**	Hackney will adopt the Healthy Streets approach to street design to prioritise health in the allocation and design of street space. We will follow these guidelines on main roads and in neighbourhoods and town centres.
HS 2	**World Class Walking Environment**	Ensure a safe, inclusive and well maintained walking environment - target accidents, provide new and improved crossings, junctions, street design, open spaces, public realm and parks. Improve pavement width, increase shade providing street trees, wayfinding, permeability, lighting, seating and reduce street clutter.
HS 3	**New Cycle Network**	Hackney will develop a new Cycle Network with best practice cycle infrastructure ○ Connecting Liveable Neighbourhoods, via connecting Gateways over main road junctions ○ Main road cycle lanes where they meet network objectives ○ Prioritising routes to schools
HS 4	**Safer Streets**	Create Safer Streets by (a) Supporting the Vision Zero goal for eliminating all deaths and serious injuries from road traffic accidents (b) Tackling the fear of crime and Anti-Social Behaviour (ASB) on Hackney's streets and public spaces
HS 5	**Cleaner Air**	We will progressively reduce transport-related air pollution of all types on our streets focussing particularly on decarbonising the motor traffic in the borough through electrification.
HS 6	**Reallocate Carriageway Space**	We will reallocate carriageway space on Hackney's streets to provide public realm benefits and promote low emission and low-carbon sustainable travel. Potential new carriageway uses could include cycle parking, car clubs, hospitality space, cycle hire, charging points, and SuDS and pocket parks.

		This initiative will deliver benefits for climate change mitigation, biodiversity and local air quality, while also addressing the inequitable use of space on Hackney's streets.

Inclusive Growth and Development objectives		
Develop 1	**Climate Change and Clean Air**	We will use the full range of local authority powers to help reduce transport emissions, improve local air quality and support climate resilience. New development should enable active travel, low-emission servicing, electric vehicle infrastructure where appropriate, and greener, climate-adapted streets.
Develop 2	**Sustainable Development**	Hackney will use the planning process to ensure that all new development supports sustainable transport and helps deliver Liveable Neighbourhoods, a low-car borough, and healthier streets. Development will be expected to prioritise walking, wheeling, cycling and public transport from the outset.
Develop 3	**Vision-Led Approach**	We will adopt a vision-led approach to planning for transport. This will set outcomes for development based on achieving well-designed, sustainable, inclusive and popular places, and providing the transport solutions to deliver those outcomes.
Develop 4	**Placemaking and Regeneration**	Transport will support large scale regeneration projects in order to develop and regenerate deprived areas of the borough in a sustainable way, encouraging sustainable and active travel behaviour and reduced car dependency.
Develop 5	**Healthy Streets**	We will require development proposals to contribute positively to Hackney's streets, public realm and town centres by applying Healthy Streets principles. New development should create safer, greener, more attractive and accessible places for everyone.
Develop 6	**Managing Transport Impacts**	We will require Transport Assessments, Delivery and Servicing Plans, Construction Management Plans and other supporting evidence where appropriate to ensure development impacts are properly assessed, mitigated and monitored. New schemes must support the safe and efficient movement of people and goods.
Develop 7	**Car Free Development and Efficient Use of Street Space**	Hackney will continue to support car-free development. Through planning decisions we will seek the efficient use of limited street space, prioritising cycle parking, car clubs, sustainable freight, greening and biodiversity, public realm

		improvements and accessible movement over private car storage.
Develop 8	**Travel Planning and behaviour change**	Hackney will secure high-quality Travel Plans through the planning framework to help change travel behaviour and support borough targets for walking, cycling, public transport use, car clubs and reduced private car trips. We will actively work with developers, including schools, employers and housing developers to maximise sustainable travel choices.
Develop 9	**Inclusive Growth and Future Readiness**	Development should be inclusive, accessible, compact, mixed use and adaptable, responding to future transport needs and changing technology.
Develop 10	**Planning Contributions and Mitigation**	Hackney will use planning obligations, conditions and financial contributions to ensure development appropriately mitigates its transport impacts and helps deliver necessary improvements to streets, public realm and transport infrastructure. Where justified, developments will be expected to contribute towards measures that support walking, cycling, public transport capacity, accessibility improvements, road safety, car club provision, electric vehicle charging, and wider Liveable Neighbourhood objectives. We will also explore the benefits of Land Value Capture[2] where transport schemes are introduced.

[2] Land Value Capture (LVC) is a public financing method where the government recovers and reinvests the increase in land value created by public infrastructure investments or administrative decisions.

Safety and Security objectives		
Safe 1	**Vision Zero**	(a) Reduce KSI's by 65% from 2022-24 baseline of 134 to reach 47 by 2035 (b) Reduce Child Casualties on Hackney's road by 25% from the 2022-2024 baseline of 52 to reach 39 by 2035.
Safe 2	**Safe Streets**	Hackney will create safer streets, by reducing motor traffic, and protecting cyclists and pedestrians from motor vehicles by creating separation where needed. ● Apply the latest street safety design ● Build a walking and cycling network It will prioritise the safe movement of people over private vehicles (including on main roads) by making walking, cycling and public transport more attractive to enable more people to change to these modes.
Safe 3	**Safe Speeds**	Hackney will continue to support a 20mph speed limit on all of the roads in the borough. including those managed by TfL to reduce road traffic collision numbers and injury severity. It will work to increase compliance with this limit through speed management, promotional campaigns and enforcement initiatives.
Safe 4	**Safe Vehicles**	Focus on tackling the road dangers associated with vehicles on our roads including reducing the dangers associated with freight delivery and servicing, illegal E-bikes and E-scooters; 'gig economy' riders and oversized SUV vehicles.
Safe 5	**Safe Behaviours (Education and Training)**	Promote safe choices in the ways that our residents use our roads through education and training including road safety education and cycle, e-cycle, cargo and motorcycle training.
Safe 6	**Safe Behaviours (Enforcement)**	Positively influence travel behaviour through better enforcement of the rules of the road focussing on speeding; driving under the influence of drugs or alcohol; use of mobile phones or not using a seatbelt.

Safe 7	**Post Collision Response**	Learn from the causes of collisions to inform behaviour change and location specific road safety engineering schemes.
Safe 8	**Reduce Crime and Anti-Social Behaviour in Public Spaces**	Work with partners to implement preventive and community-led strategies to measurably reduce crime and Anti-Social Behaviour on our streets, parks, and public spaces and diminish the fear of crime and increase feelings of security among residents and visitors to the borough especially women and girls.
Safe 9	**Reduce Crime and Anti-Social Behaviour on the Transport Network**	Work with operators to deliver a safe and reassuring transport experience by proactively reducing incidents of crime and Anti-Social Behaviour across all public transport modes and infrastructure. Increase passenger confidence and reduce the fear of crime on the network especially amongst women and girls.

Healthy objectives		
Healthy 1	**Transport and Health**	Transport will play an important role in improved resident's health and wellbeing as well as tackling obesity levels through higher rates of active travel.
Healthy 2	**Active Travel Exercise**	70% of Hackney residents to be reporting two periods of ten minutes spent walking or cycling on the previous day by 2041.
Healthy 3	**Active Travel Trips**	Increase the active travel mode share from 60% to 70% (ie cycle 15%, walk 55%).
Healthy 4	**Targeted Active Travel Campaigns**	Joint campaigns and interventions between Hackney Council and community partnerships promoting benefits of Active Travel to benefit particular wards, residents with high levels of sedentary behaviour, deprivation and poor health. Closing gaps in active travel levels supported by robust outcome-based quantitative monitoring.

Climate Action objectives		
Climate 1	**Lowering Carbon Emissions**	Continue to reduce transport-related carbon emissions as part of the borough's Climate Action Plan. We will reduce road transport CO2 emissions in Hackney from 114,256 tonnes (2022) to 25,900 tonnes by 2041.
Climate 2	**Increasing Low Emission Transport**	Continue to expand the proportion of travel in the borough by zero or low carbon-emission transport including walking, cycling, public transport and electric vehicles.
Climate 3	**A Bluer and Greener Public Realm**	Integrate flood resilient and blue-green design (covering water and green space) into all public realm improvement schemes, prioritising routes and locations that experience ponding or surface water flooding. Sustainable drainage measures (SuDS) such as rain gardens, tree pits and permeable surfaces will be embedded to improve drainage, enhance climate resilience and support safer, greener streets. As part of this the borough will manage runoff from at least 30,000m² of public highway surface.
Climate 4	**Enhancing urban greening, protecting the Urban Forest**	Protect and manage Hackney's trees as long-term assets, ensuring their health, safety, and contribution to the Urban Forest through evidence-based, transparent management. Increasing diversity and canopy coverage where possible. Expand and enhance greening, focussing on green links, identified in the boroughs Green Infrastructure Strategy.

Clean Air on Main Roads objectives		
AQ 1	**Pollution Reduction**	Work towards achieving WHO guidelines for NO_2, PM_{10} and $PM_{2.5}$ and the interim targets detailed in the Hackney Air Quality Action Plan. Monitor the impact of all new transport and development schemes on air quality.
AQ 2	**EV Uptake**	Continue the expansion of electric vehicle and other ultra-low emission vehicle infrastructure aiming to increase resident EV uptake to over 90% of cars owned in the borough by 2041.
AQ 3	**Low/Zero Emission Transport**	(a) Continue to expand the proportion of travel in the borough from zero or low emission modes such as walking, cycling and public transport. (b) Reduce emissions from delivery and freight through reduction, consolidation, retiming and shifting to cleaner alternative fuels and the promotion of last mile delivery bays. (c) Lobby TfL to reduce contribution to air pollution in Hackney from TfL buses with the aim that all TfL buses in the borough are electric by 2030.
AQ 4	**Zero Emissions Network**	Support local Hackney businesses by working with businesses, delivery companies and consumers to reduce local emissions through the Zero Emissions Network. This includes promoting EV delivery solutions and supporting expansion of cargo bike infrastructure such as dedicated parking bays and hire schemes.
AQ 5	**Hackney Fleet**	Convert all Hackney Council fleet vehicles to zero emission by 2036 at the latest, subject to suitable depot space for charging infrastructure becoming available.

Access for All objectives		
Access 1	**Support Inclusive and Healthy street design in all schemes and policies**	Adopt the Healthy Streets and Inclusive Mobility approach to prioritise access for all in the design of streets and public spaces. This includes a focus on seating; improved lighting and wayfinding and reducing street clutter and improving crossings, especially where traffic collisions or near misses are reported.
Access 2	**Accessible Stations and Stops**	Install Step Free Access at all train stations in the borough to create a fair access to our local transport networks for mobility impaired people. Ensure all bus stops remain accessible with state of the art real time bus information.
Access 3	**Accessible locations and routes to Health and Education**	Work with education and health partners to ensure new and relocated schools and healthcare facilities are accessible for mobility impaired people. Improved School Street routes and community transport services will complement this to enhance accessibility.
Access 4	**Affordable Access**	Hackney will support travel discount schemes supporting the mobility of elderly and disabled people such as the Freedom Pass, Dial-a-Ride, and Taxicard.
Access 5	**Innovative Exemptions**	Hackney will develop innovative exemptions to area-wide traffic reductions where justified as part of a Healthy Streets approach.

Child-Friendly objectives		
CF 1	**School Streets**	We will continue to support Hackney's award-winning School Streets programme by expanding the number of schools protected and also work to take these schemes to the next level by improving the wider journey to school.
CF 2	**Journey to School**	Currently 84.5% of children's journeys to school are by sustainable modes. (walking, wheeling, cycling, and public transport). We will increase this figure to 95% by 2036. We will aim that most of this travel (75% mode share) will be by 'active modes' (walking, wheeling, and cycling).
CF 3	**Access to Parks and Playspace**	Improve the quality, provision of, and access to areas where children can play and move, including dedicated play areas, green spaces, play streets, leisure centres and incidental play spaces accessed along a journey.
CF 4	**Reduce Child Casualties**	Reduce Child Casualties on Hackney's road by 25% from the 2022-2024 baseline of 52 to reach 39 by 2035.
CF 5	**Child-Friendly Foundation**	Hackney will lay important foundations for child-friendly policies by creating a borough that is safe, active and minimises harmful pollution. ● Safe from the risks of traffic collisions and the fear of crime and anti-social behaviour ● Active - Children are able to travel actively and independently as far as possible, and parents and carers are supported to travel actively with their children ● Clean - Children are protected from polluted air from transport emissions

Equitable and Affordable objectives		
EQ 1	**Affordable Public Transport**	Hackney will continue to lobby TfL and rail operators for affordable bus and rail fares for all.
EQ 2	**Affordable Access to Bicycles (Cycle Hire and Community Bike Schemes)**	It will use its procurement leverage to encourage low income discounts for the user of Cycle Hire and other public hire schemes. Hackney will also break down barriers to cycle ownership and usage through Community Bike Schemes.
EQ 3	**Active Travel Networks**	Develop world class cycle networks and pedestrian environments. Including walking and cycling permeability, crossing points and places to rest and public access to all new and existing green space. Permeability through new developments.
EQ 4	**Equitable main roads network**	Hackney will create a sustainable main road network that connects all of Hackney's diverse communities prioritising sustainable and active travel.
EQ 5	**Reduce Active Travel Inequality**	Hackney will seek to reduce the active travel inequalities between the rates of walking and cycling in the borough as a whole and less active neighbourhoods and demographics (by ethnicity, age and disability) measured by robust outcome-based quantitative measures.
EQ 6	**Affordable Access**	Hackney will support travel discount schemes supporting the mobility of elderly and disabled people such as the Freedom Pass, Dial-a-Ride, and Taxicard.
EQ 7	**Innovative Exemptions**	Hackney will develop innovative exemptions to area-wide traffic reductions where justified as part of a Healthy Streets approach.
EQ 8	**Child-friendly**	Increase child-friendly active travel infrastructure and public spaces. Develop further School Streets

		and ‘safe routes’ interventions to continue to increase the level of active travel on the school-run.
EQ 9	**Ageing Well**	Hackney will integrate the needs of older age groups in developing a transport system that is age-friendly providing accessibility and seating on transport networks and public realm, and ensure access to health and social facilities.

Glossary

Active Travel:
Making a journey by physically active modes, such as walking, wheeling, cycling or scooting, rather than by motorised transport.

AV (Autonomous Vehicle):
Vehicles capable of performing some or all of the driving task without human control. Also referred to as automated or self-driving vehicles.

Healthy Streets Approach:
An approach to street design seeks to embed health into the fabric of street design. While much of it relates to physical exercise, clean air and safety, it also covers other aspects of health affected by street design such as noise, protection from heat by shade, social safety and mental health.

Lane Rental:
A charging scheme for utility companies intended to incentivise the timely completion of roadworks.

LGV (Light Goods Vehicle):
A smaller motor vehicle used to transport goods, such as vans.

Liveable Neighbourhood:
An area where measures are introduced to reduce through-traffic from motor vehicles on residential streets, while maintaining local access.

School Street:
Temporary zone created around schools that restrict motor traffic during morning drop-off and afternoon pick-up times.

SuDS (Sustainable Drainage Systems):
Drainage features designed to manage rainwater naturally and sustainably, reducing localised flooding and improving the local environment.

TfL (Transport for London):
The transport authority responsible for meeting the Mayor of London’s strategy and commitments on transport in London. TfL runs the day-to-day operation of the capital's public transport network and manages London's main roads.

Vision Zero:
A road safety goal aimed at eliminating all traffic-related fatalities and serious injuries.

Wheeling:
A mode of movement at a walking pace that involves wheels, such as using a wheelchair or mobility scooter, or walking with wheels, such as a pushchair or walking frame.

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have your say

Hackney