Hackney Transport Strategy

2026-2036



Hackney

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Cabinet Member's Foreword

Hackney residents already make 87% of their journeys by walking, cycling or public transport, and we should be proud of how much of everyday life happens in Hackney without a car. Yet anyone waiting for a bus held up in traffic or struggling to cross a busy road knows how much work there is to do. I want this strategy to make those journeys easier, so that more people can get around safely and independently.

For people living on our main roads, where pollution, congestion and road danger are often worse, that means seeing improvements on the street outside their home. We will give these roads particular attention through safer crossings and better conditions for buses, as part of our wider ambition to reduce motor traffic substantially.

With limited space on our roads, we need to be more willing to change how we use it. Parking could make way for a bus lane or a wider pavement, helping more people get around and creating room to connect low traffic neighbourhoods and School Streets with safe walking and cycling routes. It could make way for spaces for residents in dense housing to dwell, find quiet or community. It could make way for beautiful, naturally climate resilient spaces, reducing street temperatures in summer, and increasing flood resilience year-round.

Despite the progress London has made with the implementation of default 20 mph and other policies, over 100 people are killed or seriously injured on Hackney roads each year and that is unacceptable. Gains that have been made by reduced speeds are being lost to the combined impact of increasing size of vehicles, and the persistent levels of traffic volumes on main roads. No death or serious injury on London's roads should be treated as acceptable or inevitable.

We will also examine how road user charging can discourage oversized vehicles and investigate a Road Safety Premium with Transport for London and neighbouring boroughs. Any surplus would be reinvested in road safety, placemaking and sustainable transport. As we develop these proposals, we need to take proper account of exemptions and the needs of people who depend on a vehicle, while helping local businesses make deliveries with fewer vehicle journeys. It's also clear that families need greater support with access to family bikes, as we must ensure that access to sustainable and innovative transport is equitable.

Disabled residents must be involved from the outset, so that we can work through problems such as reaching a bus stop or crossing a cycle lane with the people affected. Alongside pressing for step-free stations and better bus services, we need to give the

details of street design the attention they deserve. Something as ordinary as a place to sit down can determine how far someone is able to walk. Further to this, we must break with the idea that cycling is only for the able-bodied. We want to promote adaptive mobility, to give disabled people the independence and confidence they deserve.

Reducing traffic will help us cut carbon emissions and improve air quality, while making room for trees and rain gardens will provide shade in hot weather and help our streets cope with heavy rain. I want children to grow up able to use these streets with increasing independence, feeling safe along the whole journey to school.

Changes to familiar streets can cause real concern, which is why I want residents to have a proper say in how schemes are designed and confidence that we will respond when something is not working. We need to be open about what the evidence tells us, so that people can judge this strategy by the improvements they see on their own street and in the journeys they make every day.



Cllr Cable, Cabinet Member for Climate, Clean Air, Energy and Transport



What is the Hackney Transport Strategy?

This draft Transport Strategy 2026-2036 is intended to provide the strategic direction for transport within Hackney over the next ten years and fulfils the National Planning Policy Framework aspiration for a vision-led transport planning approach. It replaces the current 2015-2025 Strategy.

It sets out Hackney Council's strategic transport aims, objectives and priorities for the next ten years. The Strategy aims to support other Council plans and strategies including the Air Quality Action Plan, Housing Strategy, Local Plan, Health and Well-being Strategy.

It will be one of the Council's key plans to enable delivery of the vision contained in the Hackney Borough Plan (currently under development), and will guide the development of the programme included in our 3 year Local Implementation Plans, which set out how we will meet the objectives of the Mayor's Transport Strategy.

The strategy seeks to maintain Hackney's position as a leading transport authority within London and to address the role of transport and travel in addressing the climate emergency we are facing.

The strategy contains ten chapters (each containing a set of objectives) spread over the three sections as follows:

- Transport Core
    - Connecting Places
    - Healthy Streets and Public Spaces
    - Growth and Development
- Environmental and Social Costs
    - Safety and Security
    - Healthy
    - Climate Action
    - Clean Air on Main Roads
- Transport Equity
    - Access for All
    - Child Friendly
    - Equitable and Affordable

It should be noted that the strategy is intended to lay out the strategic direction for the Council's transport policies and is not intended to authorise specific schemes, spending programmes or provide detailed design guidance.

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.

Introduction to Hackney

Hackney is located in inner East London and as shown in **Figure 1** (below), it is bounded by Islington to the west, Haringey to the north, Waltham Forest to the north-east, Newham to the east, Tower Hamlets to the south-east and the City of London to the south-west.

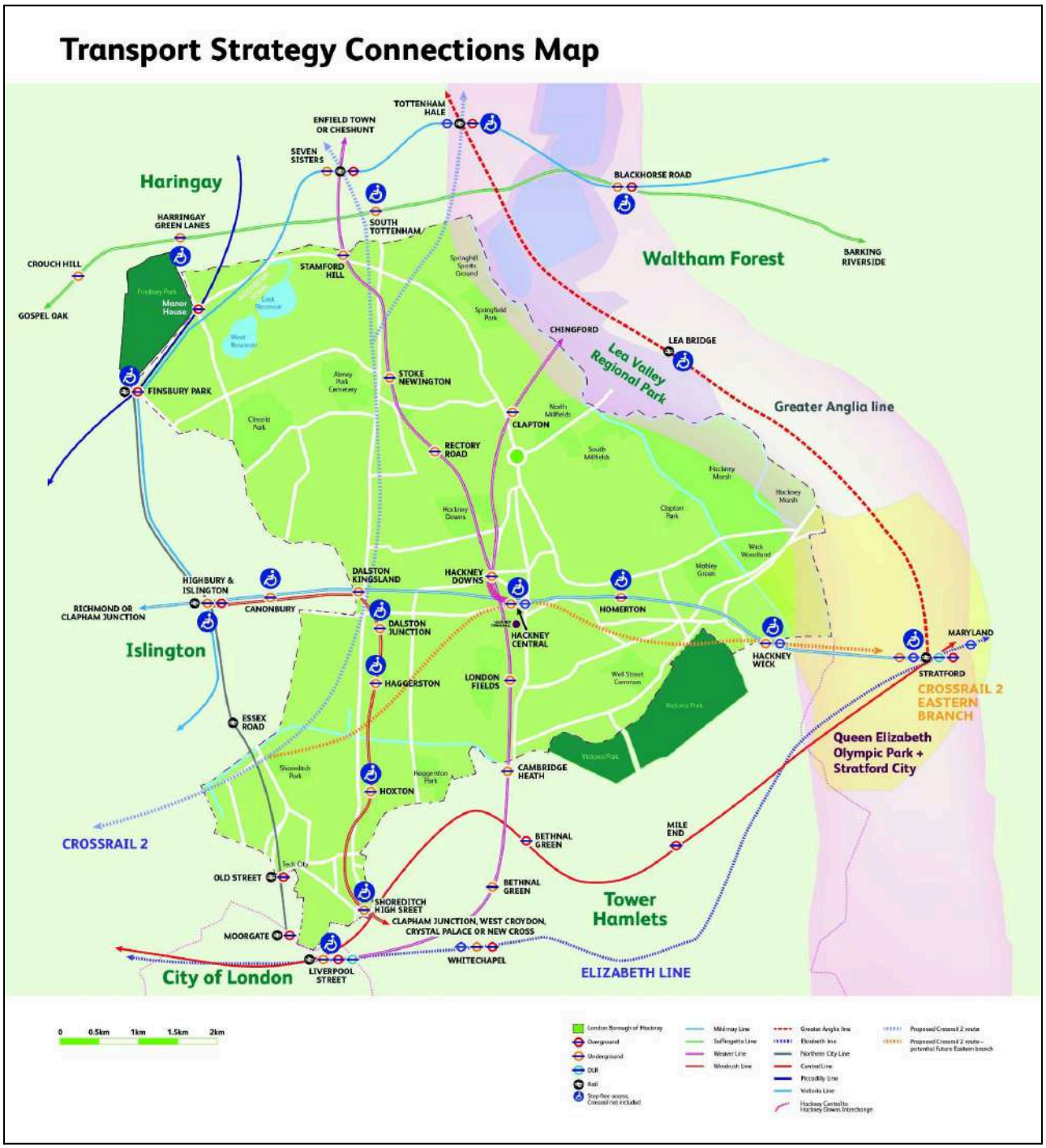


Figure 1: Hackney Connections

In the east of the borough is the Queen Elizabeth Olympic Park and large areas of canals and marshes in the Lea Valley. The Regents Canal flows through the southern part of Hackney from the Islington border to Victoria Park. The main centres in the borough include Dalston, Hackney Central, Woodberry Down/Manor House, Shoreditch, Hoxton, Hackney Wick, Homerton, Stoke Newington, Stamford Hill, Broadway Market and Haggerston.

Demographics

Hackney's population in 2024 was around 266,000 and is predicted to grow to around 300,000 by 2050.[2] Around 47% of the population come from Black and Global Majority groups; 21.1% as 'Black', 10.4% as 'Asian', 6.7% as 'Mixed' and 8.7% identify within the 'Other ethnic group' category. Some 36% of the population are White British.

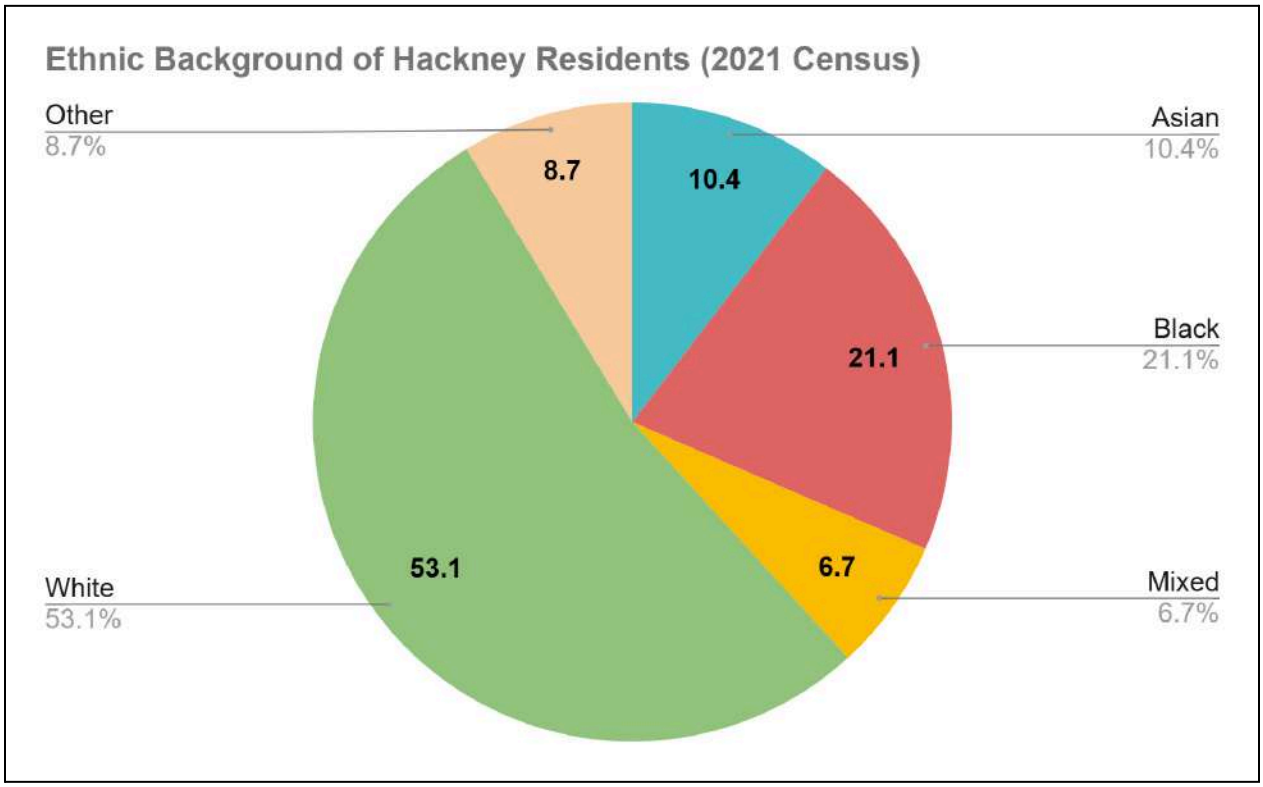


Figure 2: Ethnic Background of Hackney Residents

Hackney has one the largest groups of Charedi Jewish people in Europe. They predominantly live in the north east of the borough and represent almost 7% of the borough's overall population. The community (primarily centered around Stamford Hill)

[2] ONS mid-year population estimates 2024. https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/estimatesofthepopulationforenglandandwales

continues to maintain traditionally large families, with fertility rates averaging around 6 to 7 children per couple. Just over 3% of Hackney's residents were born in Turkey and live throughout the borough. At least 89 different languages are spoken in the borough.

The 42% of Hackney's population in their 20s and 30s is one of the highest in the country and compares to just 26% in this age group nationally and 34% in London. And there are fewer older people; with the 9% of Hackney's population aged over 65 being less than half of the national figure of 19% (13% in London).

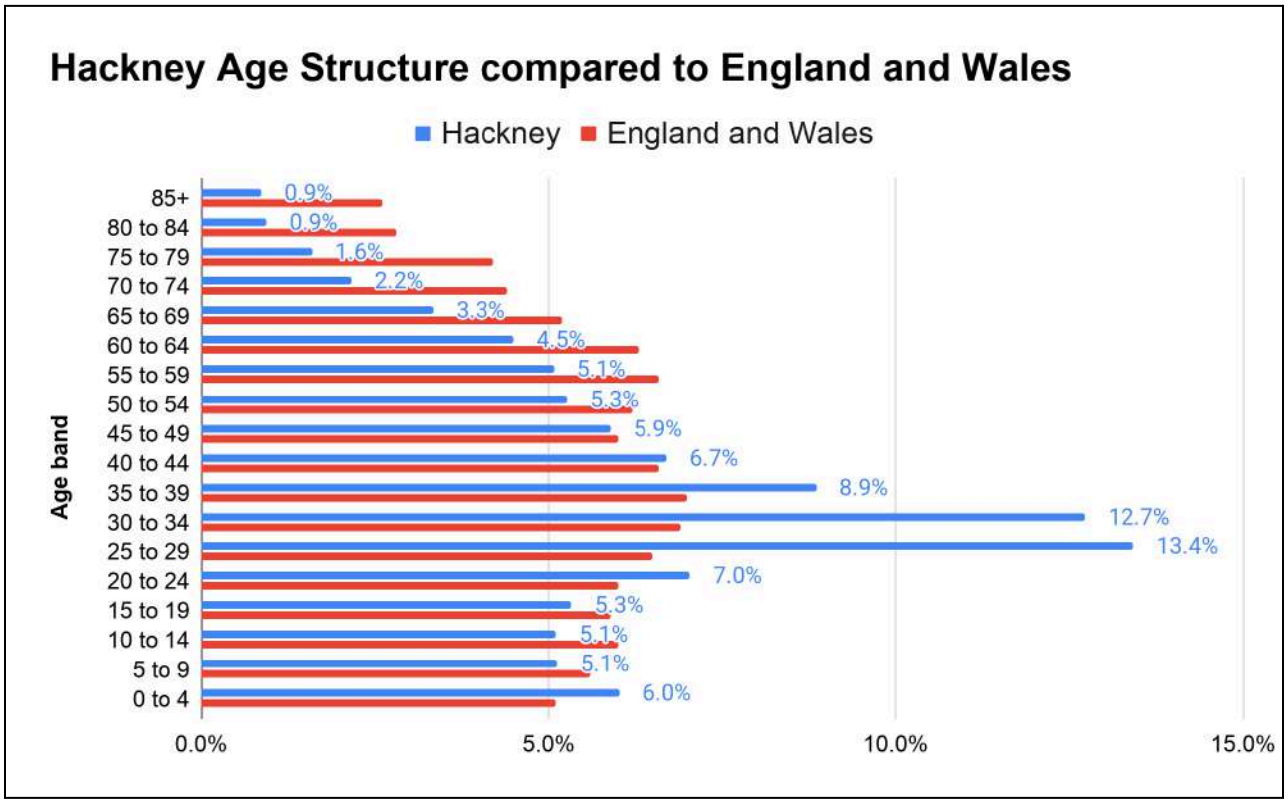


Figure 3: Hackney Age Structure compared to England and Wales

Hackney's transformation

Over the last decade, Hackney has continued its transformation from an overlooked corner of inner London into one of the capital's most desirable and expensive cultural and economic powerhouses. This evolution has brought immense improvements to local infrastructure alongside intense pressures on the borough's long-term community.

Once a haven for students, artists, and working-class families, Hackney has become increasingly affluent. House prices and private rents have surged dramatically. This has forced many multi-generational families and lower-income residents to relocate further

east or out of London entirely - a trend sometimes referred to as gentrification. The local economy has matured significantly. After a period of long decline of traditional industrial activities, the influence of "Silicon Roundabout" in Shoreditch has spilled outward, turning the entire borough into a formal tech and creative corridor.

High streets have adapted to this wealthier demographic. Traditional local shops, independent grocers, and discount stores have increasingly been replaced by speciality coffee shops, boutique bakeries, wine bars, and Michelin-starred restaurants. Areas like Dalston, London Fields, and Lower Clapton are now fully established lifestyle destinations.

Hackney Council has become a pioneer in a new wave of municipal homebuilding. Since 2011, Hackney Council has built 1,399 new homes across the borough, including 543 Council homes for social rent, 24 for Hackney Living Rent, 189 for shared ownership and 643 for outright sale to help pay for them.

Major, multi-million-pound regeneration projects have reshaped core hubs. Hackney Central has seen massive investment to transform areas like Pembury Circus, create a new linear park on Amhurst Road, and modernise the Town Hall Square. Similarly, Hackney Wick transitioned from a landscape of industrial warehouses and artist squats into a high-density residential and tech-creative hub.



Figure 4: Hackney Wick

Wealth inequalities

Not everyone has benefitted. In 2025, Hackney was the 27th most deprived local authority in England by average score. While it is still the most deprived London borough by this measure, it has generally become less deprived relative to other English local authorities over time and was the 2nd most deprived local authority as recently as 2010 and was still 11th most deprived in 2015 at the start of the last Hackney Transport Strategy.

But there are pockets of relatively extreme deprivation and inequalities are by some measures becoming worse. The proportion of Hackney's Lower Super Output Areas (LSOAs) among the 10% most deprived in England increased to 16% in 2025 from 11% in 2019.

While largely urban, Hackney benefits from 58 parks covering about 15% of the borough and numerous green corridors, many of which run along transport routes. Much progress has been made on reducing the impacts of road transport on air quality in Hackney over the past 10 years.

This has been due to cleaner engines and traffic reduction on residential roads. The introduction and expansion of the Ultra Low Emission Zone (ULEZ) has speeded the scrapping of older more polluting (especially diesel) vehicles. Hackney has also rolled out a massive electric vehicle charging network, installing over 1,000 public charging points across the borough to support the transition away from combustion engines.

While improvements have been made in levels of nitrogen oxide pollution, pollution from particulates is proving a more stubborn problem. Some 7.2% of all deaths in Hackney can be attributed to fine particulate matter ($PM_{2.5}$) air pollution. This is the third-highest rate in London (behind the City of London and Tower Hamlets). It should be understood that ultimately there is no such thing as a 'clean' motor vehicle.

Hackney - a leader in sustainable travel

Some 88% of residents' trips in Hackney are by walking, cycling and public transport with only 12% being made by car, taxi or motorbike. About 60% are by active modes (walking or cycling) - the highest rate in London.

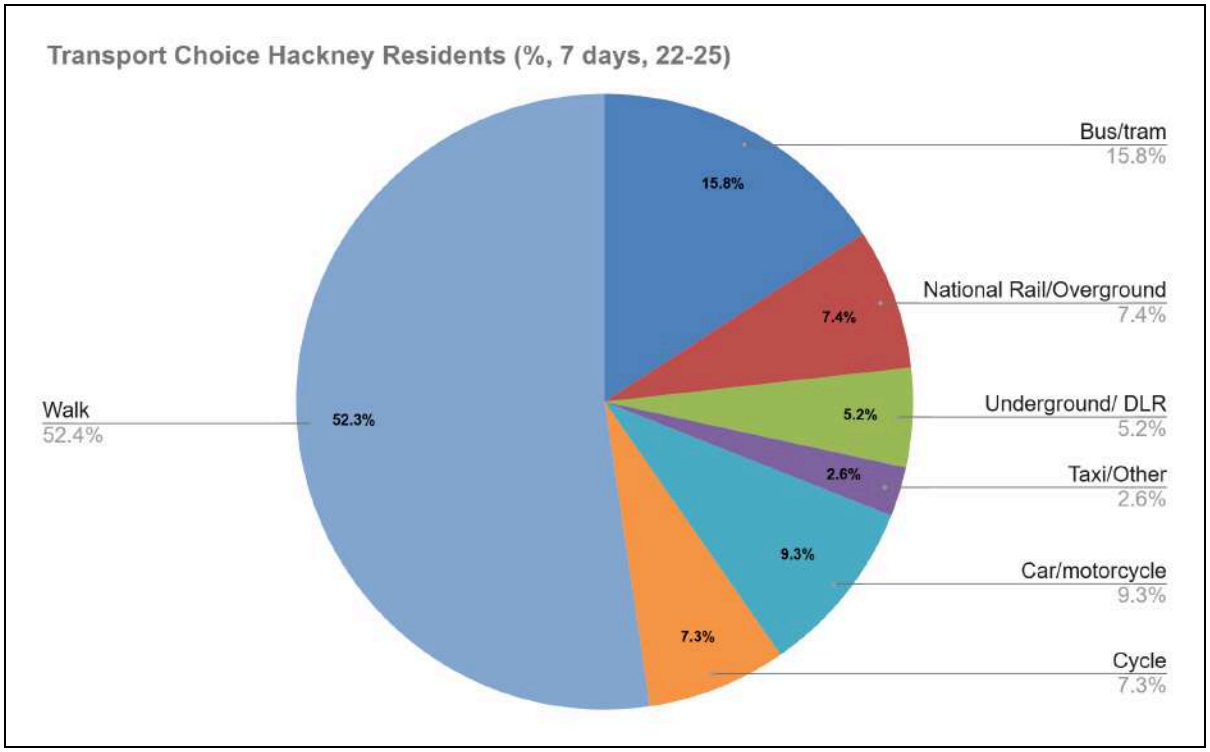


Figure 5 - Transport Choice of Hackney Residents (2022-2025)

Over the decade since the last borough transport strategy (2014-2025), active travel has increased from 42% of trips to 60% while journeys by motorised modes have fallen from 20% to 12%. But congestion remains a big problem on the borough's main roads with more than 40% of this traffic consisting of through traffic passing through the borough.

Public transport, which accounted for 38% of residents' trips in 2014, declined during the Covid 19 pandemic because of social distancing rules and by 2025 had still not reached pre-pandemic levels primarily because of reduced use of local buses.

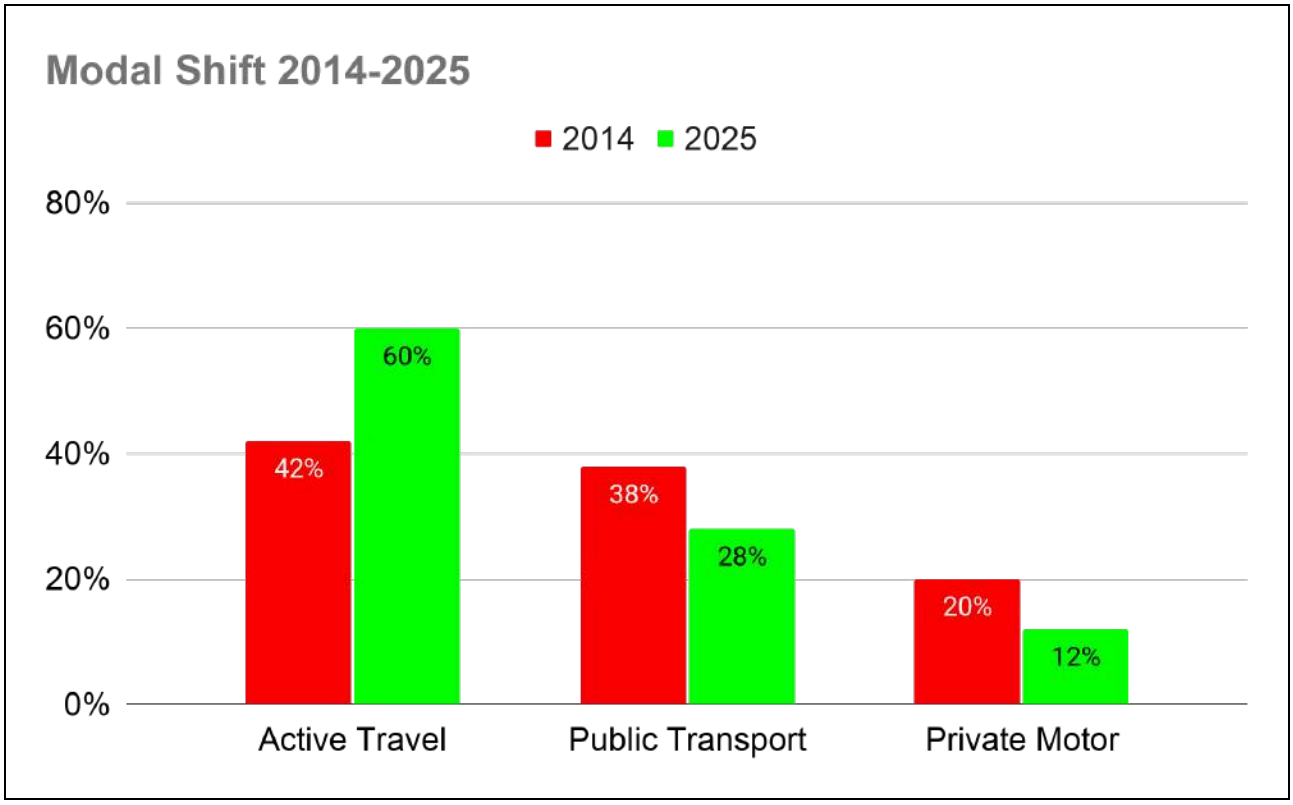


Figure 6 - Transport Choice Modal Shift (2014-2025)

The Active Travel Revolution (LTNs and Cycling)

The most visible transport shift in Hackney has been the redesign of its road network to prioritise pedestrians and cyclists:

- Low traffic neighbourhoods (LTNs): Accelerated heavily during the 2020 pandemic and subsequently made permanent, LTNs now cover over 50% of the borough. This gives Hackney the highest proportion of LTNs of any London borough, effectively blocking rat-running on residential streets and routing through-traffic onto main roads
- School Streets: The Council has introduced "School Streets" at 50 primary schools, creating temporary pedestrian and cycle-only zones during morning drop-offs and afternoon pick-ups
- Active Travel: Hackney has the highest level of active travel in London with the walking mode share surging from 35% to 52% over the period. The Council had by early 2026 installed 1450 secure cycle hangars (providing more than 8,000 parking spaces
- Cycle hire has boomed in Hackney with more than 7.5 million cycle hire trips in 2025

Bus network shifts

Buses are the most commonly used form of public transport in Hackney, which is served by 47 daytime and 14 Night Bus bus routes. Historically Hackney has had the highest level of bus use in London with more than one in five journeys by Hackney residents being by bus.

Most notably the past ten years have seen a decline in bus mode share, which fell from 23% pre-pandemic to 16% by 2025. But the decline in bus use in that period was part of a longer-term trend also related to the declining bus speeds and the withdrawal and reduced frequency of some bus services. As the Overground improved, passenger behaviour has shifted leading Transport for London (TfL) to restructure several bus routes. Historic routes like the 48 were retired, with routes including the 55 and 388 extended to fill the gaps, and peak frequencies boosted on high-demand routes including the 30.

Part of the problem is increased congestion on main roads and increased journey times despite attempts to insulate buses from this with bus priority measures such as bus lanes. Hackney has already introduced bus lanes on more than half of its bus network and it is likely that some of the problem lies outside the borough where bus speeds, including on buses serving Hackney, have fallen faster.

Major Rail Station Upgrades

Hackney has no deep level Tube stations although Old Street in the south and Finsbury Park and Manor House in the northwest do provide useful connections on the borough boundaries. The Elizabeth Line, which opened in 2022, also does not have any stations within the Hackney borough boundaries, but is useful for south Hackney residents (near Whitechapel and Stratford stations) cutting journey times to destinations such as Heathrow Airport.

The biggest change in recent years has been the development of the Overground network in the south of the borough since 2008. This has involved a major upgrade in the frequency of service and station environments of surface rail routes which have come under the management of TfL under the London Overground brand. The past ten years have also seen major station improvements at Hackney Wick and Hackney Central:

- Hackney Wick Rebuild (2018): This station underwent a £28 million modernization. The old, narrow footbridge was replaced with a spacious subway that connects the platforms and provides a dedicated pedestrian and cycle link between Hackney and Tower Hamlets. It also gained a much larger, light-filled ticket hall designed to reflect the area's industrial heritage
- Hackney Central Expansion (2022): To alleviate severe peak-time congestion, a £3 million second entrance was built on Graham Road. This addition not only brought

step-free access and modern sustainability features (like living roofs and green walls) but also vastly improved the interchange efficiency with Hackney Downs station and local bus routes

Following a rebranding exercise carried out in 2024, the lines running through Hackney now have distinct identities:

- The Mildmay Line (Blue): Formerly the North London Line, this route connects Stratford through Hackney Central and Homerton, heading west toward Richmond and Clapham Junction. It was named after Mildmay Hospital in East London, famous for its pioneering work during the HIV/AIDS crisis
- The Weaver Line (Maroon): Running through Hackney Downs and Dalston, this line travels from Liverpool Street up to Chingford, Cheshunt, and Enfield Town. Its name honors the area's rich history in the textile trade and the diverse migrant communities who built it
- The Windrush Line (Red): Runs from South London to Shoreditch through Hoxton and Haggerston to Dalston Junction before turning west to terminate at Highbury and Islington

Still outside the control of TfL are the Great Northern services which run from Moorgate to Welwyn Garden City stopping at Old Street, and a couple of stations just to the west of the Hackney boundary (Essex Road and Highbury and Islington).

Crossrail 2
However, progress on the biggest rail project of all - Crossrail 2 - has stalled with funding cuts leading to a pause in the development of the project. The proposal would create a new rail link following the long desired Chelsea Hackney alignment with a planned station in Dalston, as part of a new line linking South West and North East London. The initial alignment will provide services up to the north with the underground section running up to Tottenham Hale. Hackney has been lobbying for an eastern Branch running through to Stratford and beyond with a proposed station at Hackney Central.

This eastern phase would support a population growth of 89,800 new borough residents, and 34,000 new jobs and 40,800 new homes and has potential to unlock growth further east.

For details of how Hackney's transport has changed over the past decade and where we are now and some of our future aspirations based on feedback from residents see **Appendix A: Evidence Base**.

Engagement Summary

Towards a New Hackney Transport Strategy
The development of this draft version of Hackney Transport Strategy has been informed by extensive engagement with the public and organisations with an interest in transport in the borough.

Initial engagement on Issues and Themes
Initial public engagement on the transport and public realm issues important to residents, workers and residents took place for 12 weeks between 17 March and 9 June 2025. This included questions on important issues to be considered and space for people to leave their own comments.

Some 1,437 responses were received which were used to help shape and modify the basic themes of the strategy. A full report on this stage of the consultation can be found in **Appendix B**.

There were questions on the **core transport** elements of getting around including transport connections, public realm or the building of new homes and other development.

The survey also asked about the **environmental and social impacts** of transport. These included the health impact of transport including physical activity and air quality and the safety of our streets from crime, anti-social behaviour and road traffic collisions. Taking action on climate issues relating to transport was also addressed.

Finally there were questions on **equity and fairness** relating to accessibility, affordability and to the way we get around and share the road space we need to do this. In particular we asked about whether people agreed with making the borough a Child-Friendly borough.

Face to face meetings
We also conducted face-to-face focus groups targeted around older people, disabled people and younger people; attended ward and neighbourhood forums and tenants and residents associations. A drop-in was held at Homerton Library and stalls were present at local events and street festivals.

We also spoke to transport experts from a wide variety of transport stakeholder organisations including Age UK, Cycle Sisters, Living Streets, the Jewish Community Council, CoMoUK, London Taxi Drivers Association, Licensed Private Car Hire Association, Logistics UK, Road Haulage Association and the London Cycle Campaign.

Main Roads Deliberative Engagement

One key area of feedback was concern about problems faced by people getting around the borough on main roads, where the problems of competition for space between different modes, air quality and road danger are at their most severe.

We supported an independently managed and representative Deliberative Engagement panel to look at these difficult problems including focussing on how to redesign individual road corridors as part of an approach to a Main Roads Strategy. The findings from this panel can be found in **Appendix C** accompanied by a Main Roads Technical Note in **Appendix D**.

Part A - Transport Core

Chapter One - Connecting Places

Movement Strategy

As one of London's most progressive boroughs, Hackney's vision for the future isn't just about getting from A to B; it's about reimagining the very fabric of our streets to foster a fairer, greener, and more climate change-resilient community. The population of Hackney has increased since the last Transport Strategy but traffic levels have gone down and air pollution has decreased. However, levels of death and serious injury on our roads through traffic collisions remain stubbornly high.

This Strategy will take the next steps towards a sustainable future by further reducing traffic and encouraging sustainable modes, to create Healthy Streets across the borough including on our main roads.

Net Zero Transport

We are aiming to make moving around Hackney easy and enjoyable. By 2036, our borough will be a Net Zero or low-carbon haven, part of London's urban forest. Our neighbourhoods will be safer, quieter, and with much cleaner air. Streets will be designed for walking and cycling, with local buses providing convenient connections.

We're shifting away from car dependency. and freeing up space currently used for parking and traffic. This will create room for more trees and green spaces, sustainable drainage, plenty of secure cycle parking, cargo bike facilities, and convenient cycle hire. We need to ensure every resident has seamless access to jobs, healthcare, and education. However, this connection must not come at the cost of well-being.

Further traffic reduction is needed especially on main roads where levels of 'through traffic' (which makes up 44% of Hackney traffic), are higher. This is crucial if we want to choose to create a thriving low carbon local economy which encourages active travel. This is all the more challenging because at a national level many policy makers are still working from outdated traffic models which assume that motor traffic growth is an inevitable price for a growing economy. In London, in particular, there has been a long-term decoupling of economic growth from traffic growth.[3]

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

[3] See for example Drivers of Demand for Travel in London: A review of trends in travel demand and their causes. TfL, 2012. https://tfl.gov.uk/corporate/publications-and-reports/travel-in-london-reports-past-years

neighbourhood planning and enhanced digital connection. **Move 1 (Connecting).** Enhancing connections between communities will also be a priority.

Healthy Streets Priorities

To achieve our goals we will put the Healthy Streets approach[4] at the core of everything we do in 'designing our streets **Move 2 (Healthy Streets)** This approach looks at the overall design of the street and how it impacts on the people that use it ensuring that health and human experience are the primary lenses through which we allocate street space.



Figure 7: Healthy Streets Wheel

[4] The Healthy Streets 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. Further details can be found in the Healthy Streets and Public Spaces chapter of this strategy.

Hackney has made significant progress in the past decade in creating Healthy Streets especially through area-wide traffic and regeneration schemes in residential neighbourhoods and town centres known as Liveable Neighbourhoods (sometimes known as Low Traffic Neighbourhoods).

But there is a recognition that Hackney needs to make stronger and renewed efforts to successfully apply Healthy Streets principles to the challenging environments faced by our residents living and travelling on our main roads network**.** For this reason we are developing a Main Roads Strategy to the arteries of our borough - the places where the tension between movement and "place" is highest, and where we must work hardest to combat air pollution and congestion. **Move 3 (Main Roads)**

It is also paramount to always respect the Highway Code's hierarchy of road users considering the needs of the most vulnerable road users (pedestrians, cyclists and public transport users) first. **Move 4 (Road User Hierarchy).**

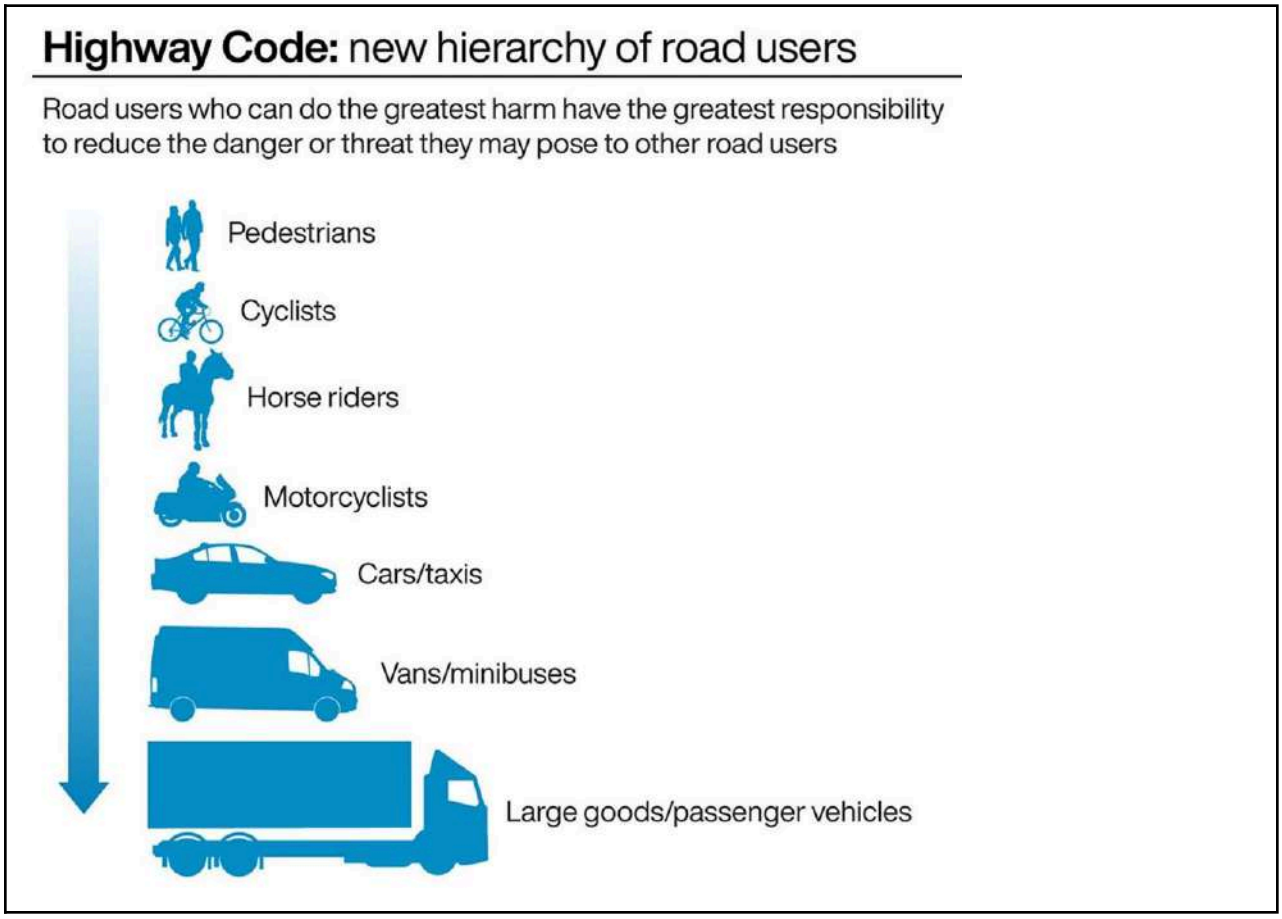


Figure 8: DfT's Hierarchy of Road Users[5]

[5] Source: https://news.sky.com/story/highway-code-everything-you-need-to-know-as-the-road-rules-change-from-today-12527340

For those who still need to drive, parking will prioritise shared vehicles, people with mobility challenges, and zero-carbon freight deliveries, supported by a greatly expanded network of on-street charging points. Improved public transport, active travel options, and shared vehicles mean that fewer people will need to own a private car.

Developing a Main Roads Strategy

It is on the Main Roads network where the competing demands of place and movement are at their highest**.** We need to prioritise the use of limited road space to different transport modes while recognising that these roads are also often important destination places where people head to for shops and services and town centre facilities.

Main Roads are also where many of the transport issues that Hackney residents face (discussed later in this strategy) are at their most pronounced such as air pollution (**Air Quality Chapter 7)** and road traffic collisions (**See Safe and Secure Chapter 4)**.

There is also a need to take into account the way that different people travel, fairness and equality (**considered in Equitable and Affordable Chapter 10**), the needs of disabled people (**See Access to All Chapter 8**), and children (**see Child-Friendly Chapter 9**).

Getting a consensus among the borough's residents on the right way of connecting places in Hackney and to manage sometimes competing modes and conflicting priorities, is a tricky process. The fact that many of Hackney's main roads are managed by TfL rather than Hackney also makes managing these roads more complex. Hackney is committed to the continuous development of a **Main Roads Strategy** over the lifetime of this plan to manage the sometimes competing modes and conflicting priorities.

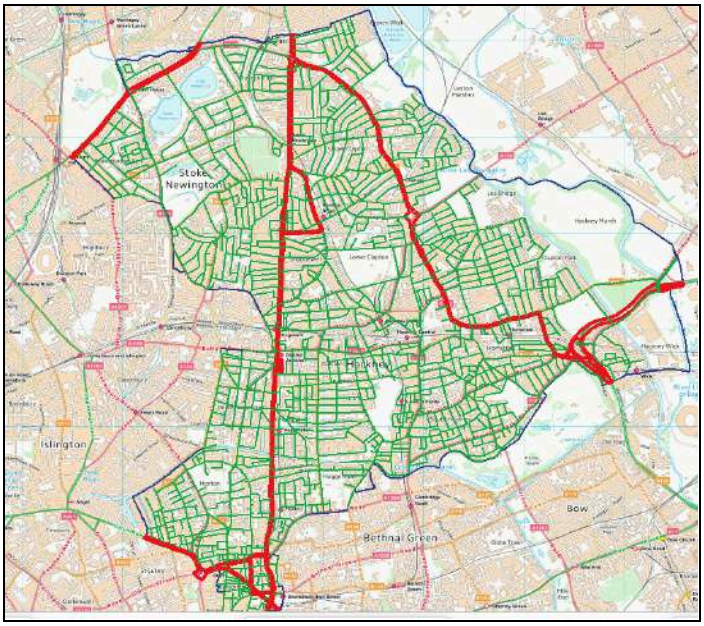


Figure 9: TfL (red) and Hackney (green) Managed Roads

What are Hackney's Main Roads? This is not as straightforward as it might at first appear. One way is to look at all A and B roads but some of the large main roads are managed by TfL and not under the direct control of the borough.

We have made a start in the form of a **Main Roads Technical Note (see Appendix D)** which contains, among other things, a **Main Roads Toolkit.** We have also recognised the importance of involving Hackney residents in making these difficult and nuanced decisions by funding an independent Main Roads Deliberative Engagement involving a representative panel of 21 Hackney Residents consulting with leading academic experts from LSE Cities.

This Deliberative Engagement, carried out in October and November 2025, produced a vision for Hackney's main roads which is:

"To create a modern, efficient and sustainable main road network that connects all of Hackney's diverse communities in an inclusive, safe, fair and accessible way - improving quality of life, supporting economic growth, and delivering a cleaner, greener future for current and future generations."

You can find out more about the panel's recommendations which also included detailed recommendations for individual main road corridors in the report which is included in **Appendix C** of this strategy.

Lowering Traffic

The success of all these initiatives depends on measurably reducing the dominance of the private car. Through **Move 5 (Traffic Levels)**, we have set a rigorous target to reduce motor traffic by 15.6% by 2041, with a specific focus on eliminating the "through traffic" that cuts across our communities without serving them. Reducing traffic can relieve congestion and create space for walking, cycling and public transport and reduce the fears of being injured by cars either through polluted air or road traffic collisions.

After substantial reductions in traffic from its peak in 2002, traffic in the borough declined more slowly in the middle part of the last decade before a further drop in 2020 associated with the Covid pandemic. Following Covid, traffic has increased again but remains below the level seen prior to the pandemic.

The Mayor's Transport Strategy, covering all of London, commits TfL and all boroughs to achieving car traffic reduction of 27% by 2030. We have so far achieved a 5.6% reduction between 2018[6] and 2024, and to achieve the Net Zero target on Hackney traffic levels, significant new policy and resources would be required for the whole of London.

In the meantime Hackney is recommitting to its existing long-term and very challenging target to reduce all motor traffic to 372 million vehicle km by 2041 which is 15.6% lower than current levels.[7] Building on the 22% reduction already achieved between the peak levels of motor traffic experienced in the borough in 2002 and those of 2024[8], achieving our target would result in more than a 30% reduction in distance driven on Hackney roads by 2041.

[6] The Mayor Transport Strategy and the targets set for individual London boroughs and the overall London 27% car traffic reduction trajectory are based on slightly different metrics. The targets for London boroughs are based on 'all motor traffic' while the 27% car traffic reduction target is based on cars only and does not include freight and HGVs.

[7] Trajectory-wise this means 388 veh km million by 2036 which is already below the 2020 Covid traffic levels of 390 veh kim million. Clearly there would be much higher levels of walking, cycling and public transport use in this scenario which would be quite unlike the conditions seen in the Covid lockdown.

[8] Road traffic by vehicle class from 1993 to 2025 - Hackney
https://roadtraffic.dft.gov.uk/local-authorities/E09000012

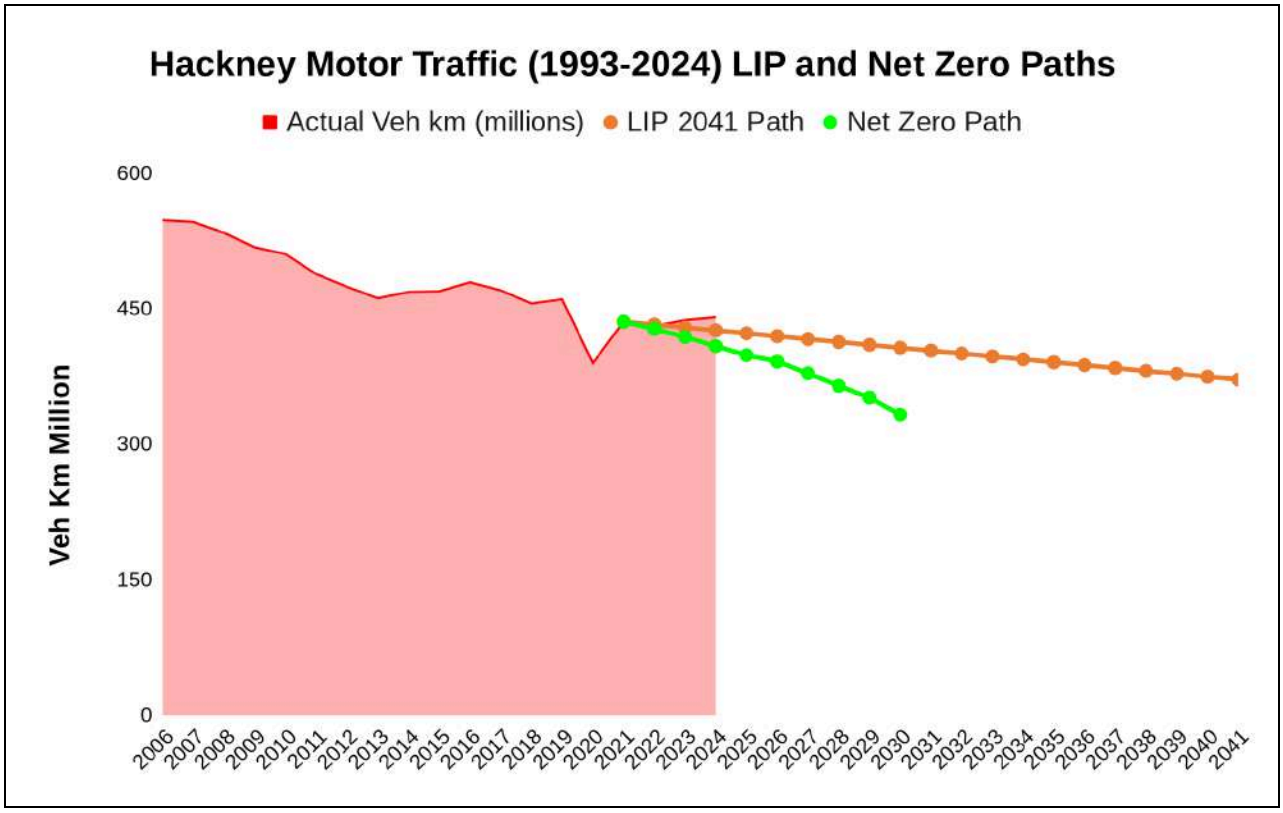


Figure 10: Trends in Hackney Motor Traffic and Future Projections

As we reduce the presence of motor cars, we must simultaneously empower residents to choose better, more sustainable alternatives. Hackney is already one of the most sustainable places in London and the whole of the UK in transport terms with 65% of households not owning a car and only 13% of residents' trips are by car or taxi. We want to go further to increase the use of sustainable modes to 95% by 2030 from the current 88% as measured by TfL surveys. **Move 6 (Modal Share)**

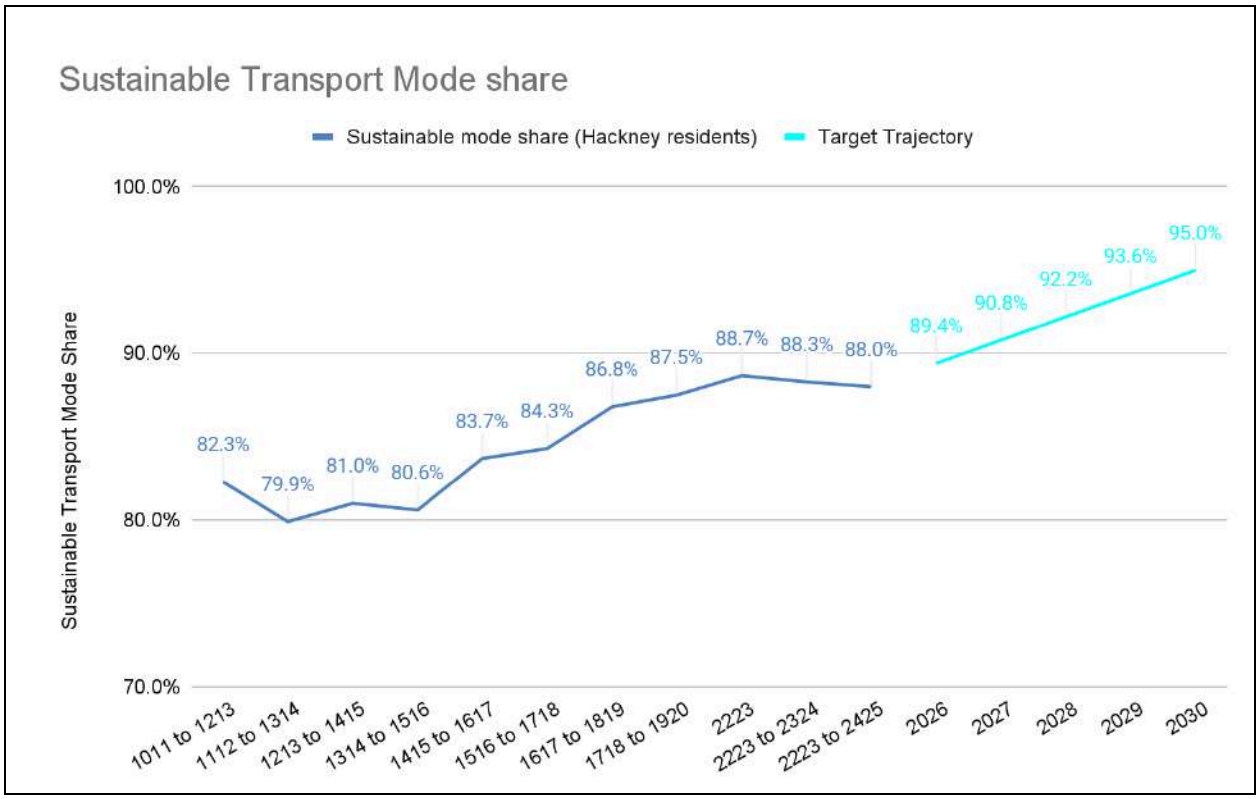


Figure 11: Trends in Sustainable Transport use by Hackney Residents from 2010

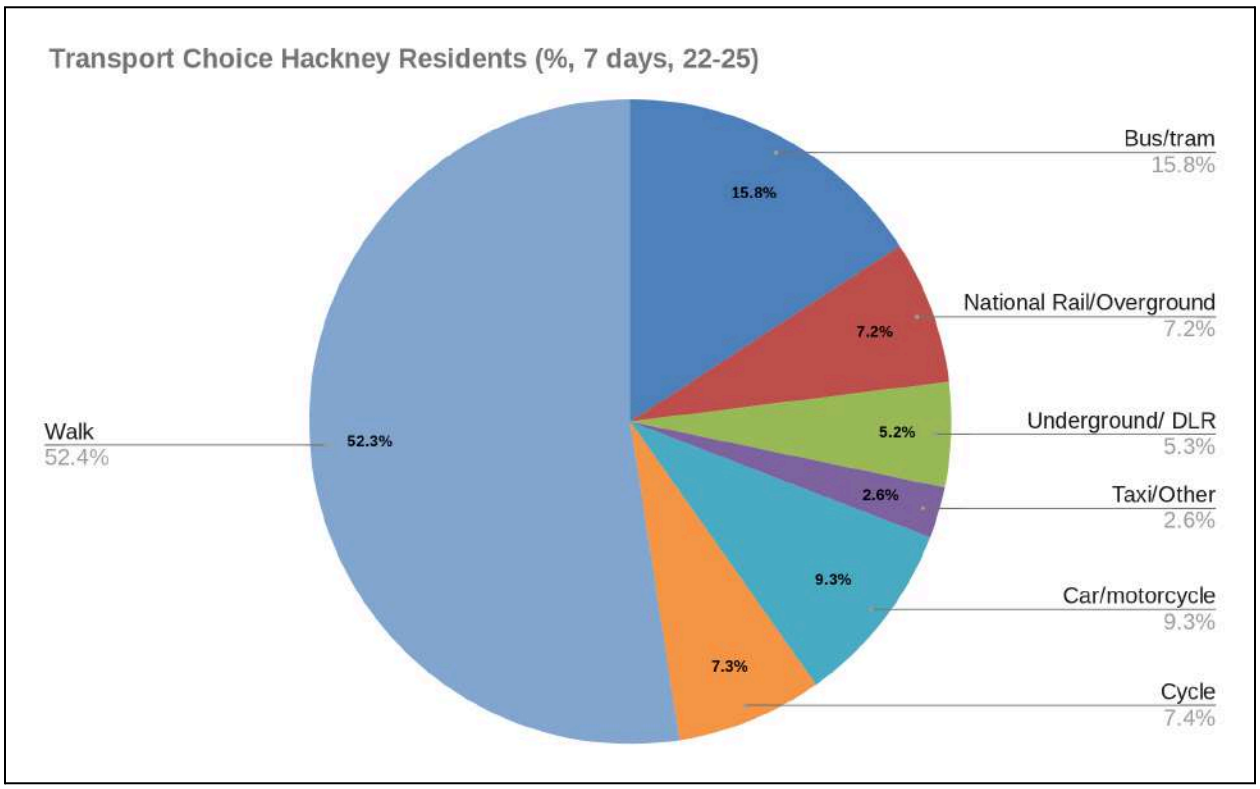


Figure 12: Transport Mode Choice of Hackney Residents 2025

But increasingly we are aware that behaviour change of Hackney residents is not enough. We need to also look for ways of reducing through motor traffic which originates outside the borough and runs through the borough on its way to other locations.

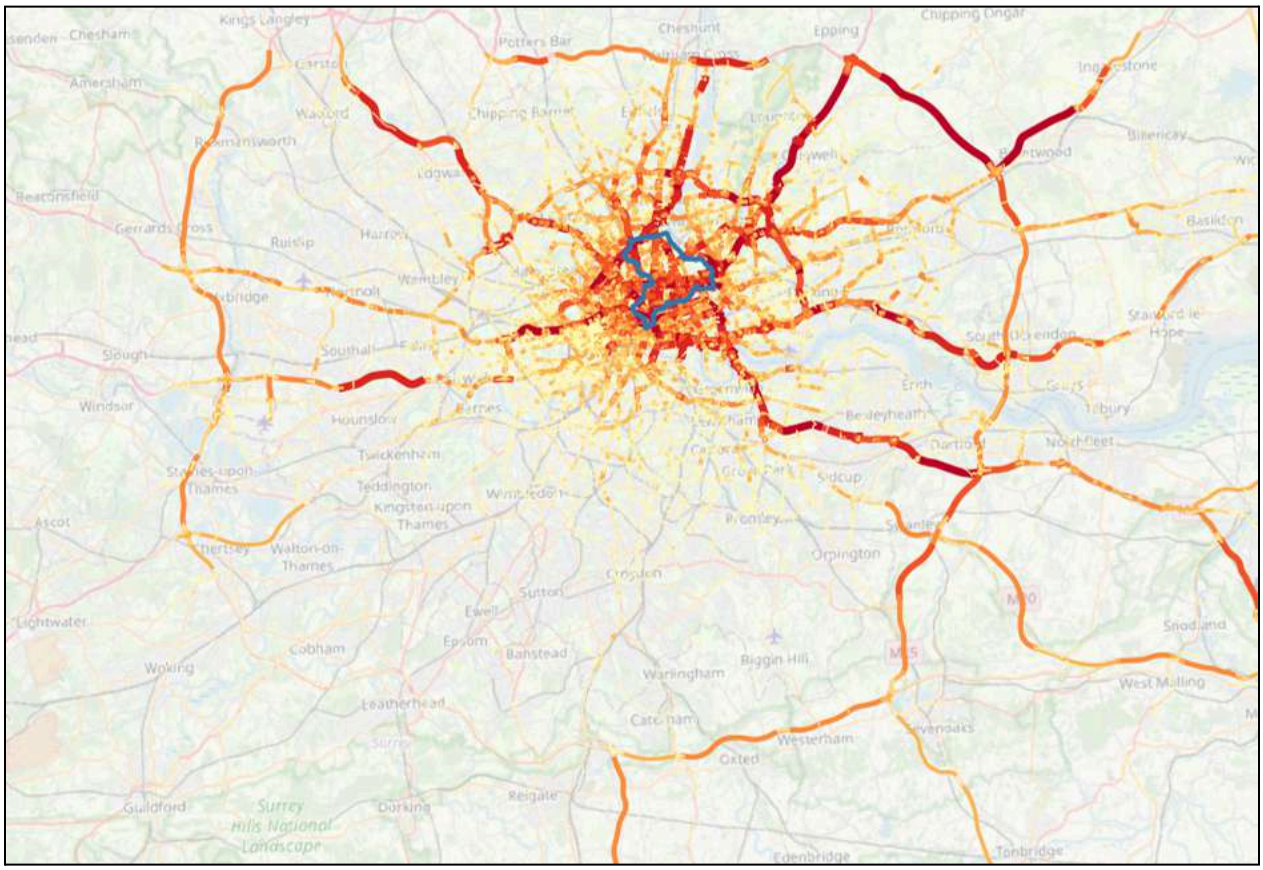


Figure 13: London-wide heat map showing roads used by observed through trips in 2023

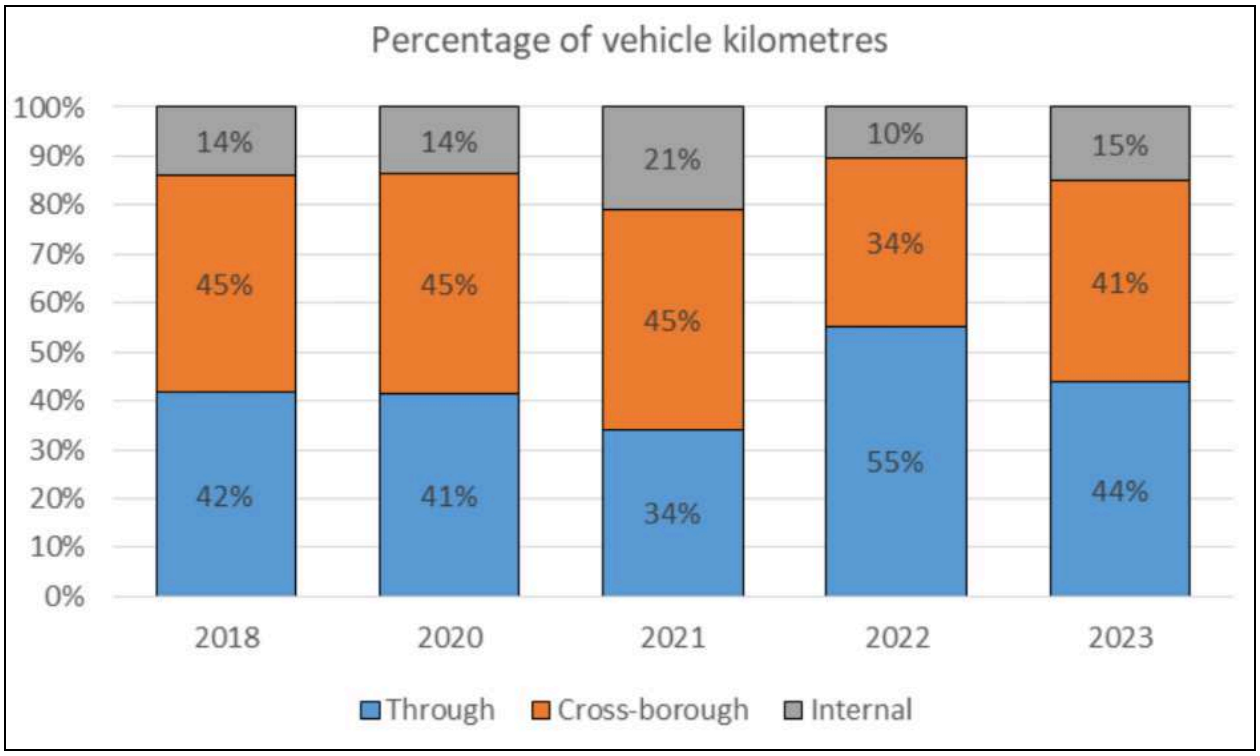


Figure 14: Trends in Hackney Through Traffic (2018-2023)

So the shift required isn't just for those who live here. **Move 7 (Sustainable Modes)** ensures that everyone - including those passing through - contributes to a cleaner, safer Hackney. We want there to be a really tangible effect of reduced traffic on the lives of Hackney residents, whether or not that traffic is Hackney resident trips or through traffic, so we will need to measure traffic from our own continuous roadside counts and TfL surveys. So we will look at the trends in the proportion of active and sustainable trips as well the overall level of motor traffic.

Together, these seven "Moves" form a cohesive roadmap, transforming Hackney into a borough where the streets belong to the people.

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

Hackney will investigate all tools to reduce motorised traffic in the borough including the redesign of streets and smart road user charging schemes[9]. **(TR 1 Traffic Reduction).** This ambition is necessitated by the fact that motorised traffic continues to impact the health and safety of our streets.

You said:* *"Buses are often delayed due to high volumes of cars on the roads. I'd like to see the number of cars reduced so that buses run more effectively."

This strategy focuses on prioritising road space for public transport through an Main Roads Strategy making use of all the methods available including a new Road Safety Premium to tackle road danger and reallocate road space.

There are various ways to manage traffic to reduce it. One alternative could be to expand the amount of road space available to modes other than the car, for example reallocating space to expand bus lanes and dedicated cycle lanes. This would directly impact on the amount of carriageway available for cars, whilst increasing speed and safety for bus users and cyclists.

[9] Smart road user charging is a system that charges drivers for road use based on factors including distance driven, time of day, route or vehicle emissions. This is often enabled by number plate recognition or GPS.



Figure 15: Modal Filter, Broadway Market

Another option which could be explored is to reduce capacity via traffic signal control. ‘Gating’ is a term used for using the control of signals to respond to traffic conditions and control both traffic flow and capacity entering an area such as inner London or Hackney. This method this was first demonstrated in Zurich Switzerland and was an approach used by TtL at the time of the London Olympics in 2012.

A key aim is to reduce congestion and to do this Hackney needs to make the best use of the limited road capacity that it does have. One means of doing this is to cut down on the amount of times that whole lanes of traffic are taken out by temporary road works and traffic lights. We are committed to better managing road works by charging ‘lane rental’ charges to utility companies to incentivise them to avoid overrunning road work closures. (**TR 2 Tackling Congestion**).

Another potential tool is road user charging. The government is currently intending to introduce a form of national road user charging in 2028 for electric vehicle owners. Hackney will continue to engage in the debate over road user charging and will consider lobbying for the introduction of systems of smart road pricing such as pay per mile in London as a pilot scheme or on a national basis.

While some of the space reallocation will create better conditions for movement, especially on our congested main roads, we are also looking at reallocating the use of space in our residential areas. **(TR3 Reallocate Carriageway Space)** This is for a variety of uses including greening; tree planting, better seating parklets and creating sustainable drainage systems (SuDS). Some of these measures will also provide critical benefits to help mitigate some of the effects of climate change such as flooding and increased heat.

The context of this is a borough where most residents do not own cars yet a large percentage of carriageway space is given over to car parking[10]. We also want to increase the amount of carriageway space dedicated to cleaner and sustainable transport (EV charging, cycle parking and hire spaces) to encourage cleaner vehicles and modal shift. We will also continue to use emissions based parking charges to incentivise earlier switching to electric and low emission vehicles. We are aware of the growing prevalence of SUVs and other oversized vehicles which have proven road danger impacts and also use a larger amount of road space when parked or moving. Hackney will also explore the potential of discouraging such vehicles through measures including increased permit prices. (**TR 4 Parking Management**)

With autonomous vehicles (AVs) likely to launch soon in London, Hackney is proactively managing emerging new mobility to ensure innovations align with our transport vision. Unregulated deployment of cheap, autonomous private transport risks introducing downsides, such as undermining public transport viability, reducing active travel, and increasing traffic congestion. Many operational details, such as the nature of AV pick-up and drop-off and their exact impact on other road users, remain unclear.

While immediate advantages seem set to favour vehicle users, Hackney is determined to ensure that any emerging technologies are harnessed to benefit the wider community, including pedestrians, cyclists, and public transport users. We will actively influence the AV debate and facilitate technological trials only where they prioritise these vulnerable groups, maximising safety and accessibility while mitigating risks to our sustainable transport goals. This includes the risks of “empty mileage” created by circulating vehicles without a passenger on-board. **(TR 5 Autonomous Technology)**

Hackney will explore the need for legislative changes to properly manage and control autonomous technology vehicles. Where the Council holds regulatory powers over the public highway and public realm, we will actively implement restrictive measures on new technologies where appropriate.

[10] About 40% according to some estimates of “usable” space. Furthermore, the average car or van in England is driven just 4% of the time, and parked for 23 hours a day https://www.racfoundation.org/media-centre/cars-parked-23-hours-a-day

Large vehicles and road safety

We know that our residents are concerned about traffic and road safety on our main roads. There is too much congestion within London which slows down bus speeds and operations, and reduces the ability to meet Vision Zero targets for 2041.

In addition, the average size of new cars continues to rise and there is a growing prevalence of oversized vehicles. Larger vehicles pose a significantly greater danger to pedestrians and cyclists compared to conventional-size cars, with more severe consequences than if they are involved in a collision with a smaller vehicle. Being struck by a large vehicle increases the likelihood of being killed by 44% for adults and more than 80% for children[11].

Studies project that the continued increase in the average size of new cars could lead to an additional 400 deaths (of which 79 would be children) a year by 2040[12]. We need to take serious action to address this issue if we are to achieve our Vision Zero ambition to end road deaths and serious injuries by 2041.

Congestion and the prevalence of larger vehicles take up more of our limited road space, including parking. This impacts on our ability to create healthier and safer streets. It also impacts on our ability to prioritise road space for active travel and public transport, which is how the majority of residents travel. Importantly, congestion and large vehicles also degrade the quality of our air through the emission of higher levels of CO2 and NO2.

The borough already has size-based charges for residents' parking permits, reflecting the increasing range in vehicle sizes on its roads. However, most Hackney residents do not own cars, and more than 40% of our traffic on main roads is through traffic, without an origin or destination in Hackney.

We will therefore investigate the introduction of a Road Safety Premium in the borough. **(TR 6 Road Safety Premium).** Working in partnership with neighbouring boroughs and TfL, we will seek to develop a scheme designed to address these issues. Any surplus from the charge would be reinvested in the borough's road safety and sustainable transport. It will seek to reduce the number of vehicles passing through the borough, while aiming to ensure that those using more of the limited public space available pay more fairly towards its management and the maintenance of our roads.

This is a unique opportunity to test an innovative approach to improving road safety, that will improve the lives of Londoners beyond Hackney, and across our city. It will form part of our wider strategic approach to improving road safety, supporting sustainable travel, and making the best use of limited road space.

[11] https://www.theguardian.com/world/2026/jun/20/suv-risks-warnings-road-safety-buyers-uk-study
[12] https://www.theguardian.com/environment/2026/jun/24/carspreading-vehicle-size-crash-deaths-study

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.

Also see Objectives:
Access 4 (Affordable Access)
Access 5 (Innovative Exemptions)
AQ 2 (EV Uptake)

Walking and Wheeling

Nationally, walking dominates short trips: 25% of all trips are under one mile, and 99.8% of all recorded walks are under five miles, demonstrating the central role of walking in everyday travel and the potential for further growth where safe, attractive routes exist. Since walking or wheeling (using a wheelchair or mobility scooter – or walking with wheels, such as a pushchair or a walking frame) are a key element of active travel and often form part of a longer journey, for example by public transport, they are also a key component of other sections of this strategy.

Walking is already the most common and universal mode of travel in London, forming the first and last stage of the vast majority of journeys. Londoners make the highest proportion of trips by active modes in England at 37%, well above other regions, reflecting both dense urban form and strong public transport connectivity.

Hackney already has the highest active travel (walking and cycling) rates in London (60%) but the ambition is to go further to increase the walking mode share from 53% to 55% as part of a total active mode share of 70%.

It is important to note that this walking mode share also includes the use of wheeled mobility devices such as wheelchairs, mobility scooters and pushchairs which are essential to help mobility-impaired people get around. It does not usually include bicycles or E-scooters

Hackney's ambition is to increase walking mode share to 55% by 2036 **W 1 (Walking Mode Share)**. This is achievable given the borough's compact layout, high population density, and extensive network of local centres and parks. This ambition will include increasing walking in particular areas or in demographic groups with lower than average walking rates. See **Healthy 4 (Targeted Active Travel Campaigns).**

London-wide evidence also highlights the importance of inclusive, high-quality walking environments. People with mobility difficulties make fewer active trips (25%) than those without (30%), underscoring the need for accessible public spaces, seating, and step-free routes.

This will mean we ensure a safe, inclusive and well maintained walking environment - target accidents, provide and improve 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. There is a natural link between improving walking conditions and creating green corridors where shade facilitates the choice to walk or cycle. **W 2 (World Class Walking Environment)**

In addition to these measures need to facilitate the accessing of public transport (rail or bus) by those using wheeled mobility devices. Hackney is committed to step-free access at train stations and maintaining full accessibility standards at its bus stops. **W 3 (Accessible Stations and Stops)**



Figure 16: Parklet Seating, Wilton Way

Safety in particular remains a key determinant of walking levels: national and local variations in walking rates are closely linked to perceptions of road danger, lighting quality, and the condition of pavements and crossings. Ensuring well-maintained streets, improved crossings (including new formal and informal crossing points), and reduced clutter is essential to enabling more people, especially children, older residents, and disabled people to walk confidently. We will focus particularly on supporting walking on the journey to school through developing an enhanced School Streets programme.

These trends justify Hackney's wider programme of walking actions. Planning for increased walking capacity, improving wayfinding, and promoting walking through travel awareness and school-focused initiatives **W 4 (Walking Promotions)** align with national evidence showing that clear information and behavioural support can significantly increase active travel uptake. These promotions will be targeted at groups with known existing lower physical activity levels. Ensuring permeability in new developments will help embed walking into the borough's long-term urban form.

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.

Also see Objectives:
Healthy 4 (Targeted Active Travel Campaigns)
CF 1 (School Streets)
CF 3 (Journey to School)
Develop 1 (Sustainable Development)

Cycling

Cycling is a popular form of travel in Hackney and the borough has an active cycling culture. It forms a significant modal share of trips in the borough and in fact is the highest in any London borough.

There are many social and environmental benefits to cycling, and these include:

- Public health - activity through cycling regularly helps counteract and reduce obesity, and a range of other health conditions and diseases
- Zero emission - trips by bicycle are fossil fuel free and therefore cycling is a benefit in terms of air quality and carbon emissions
- Low cost, equitable and socially inclusive - travelling by bicycle is free and bike purchase can be low-cost

There has been growth in cycling across London, and despite the high level of cycling in Hackney, which currently stands at around 7.3% of residents' trips,[13] there is still potential to increase the number of cycle trips across the borough, to further tackle congestion, reduce transport emissions of CO_2 and also improve air quality. Analysis shows, for example, that very significantly lower levels of Asian and black people in the borough choose to cycle compared to the borough average.

Hackney already has the highest active travel (walking and cycling) rates in London (60%) but we can go further to increase the cycling mode share from the current general level of cycling from 7% to 15%**,** giving a total active mode share of 70%. Hackney is also aiming to increase the cycle mode share of primary school children to 10% **C 1 (Cycling Mode Share)[14].**

Hackney's existing cycle network, including low-traffic neighbourhoods and improved junctions, already demonstrates how high-quality design can encourage more people to cycle, and the borough continues to expand cycleways and local links to key destinations such as schools and transport hubs.

[13] LTDS 2022-2025 average, Borough of Residence
[14] 14/15-24/25 average for cycling to school is 6.75%
Last 10 measured years for Modes of Travel Survey (some years missed due to COVID)



Figure 17: Modal filter, Broadway Market

These targets demonstrate both the borough's support for the high levels of active travel and public interest to travel by bicycle as a practical, everyday mode of transport both for personal travel and for freight. Despite this progress, cycling levels do vary across communities and age groups, with a need to support more children, families, and under-represented groups such as black and Asian people to cycle confidently and safely.

You said:* *"More segregated cycle paths and low traffic roads would make me feel safer cycling around my local area."

For the first time Hackney is joining the dots to create an inclusive bus-friendly cycle network across the borough, making use of low-trafficked streets and protected lanes where appropriate.

To support this growth the Council will develop a new cycle network incorporating best practice cycle infrastructure. **C 2 (New Cycle Network)**

The development of a cycle network will be driven by three overarching goals:

- Hackney's roads are made safe for cycling (Vision Zero)

- Cycling mode share doubles from 7.3% to 15% in 10 years
- All Hackney residents live within 400 metres of a high-quality, safe cycle route

The following principles will be used to guide the network's development:

- The network is future proofed to maintain design standards of routes that are coherent, direct, safe, comfortable and attractive by explicitly designing for capacity to accommodate the significant anticipated growth in usage
- The network connects Liveable Neighbourhoods and local destinations including town centres, schools and parks
- The network designs-out existing and potential conflict areas with other road users, e.g. around parks, schools, high streets and canals
- The network interacts with main roads primarily through the use of "Gateways" or junction improvements to facilitate movement across main roads to connect Liveable Neighbourhoods
- The Main Roads Strategy will guide the use of main road links within the cycle network. This is to manage the integrity of the Healthy Streets outcomes, where place and movement demands compete and where problems of air pollution, congestion and traffic collisions are most pronounced
- Road safety improvements may still be required on routes outside of a formal cycle network in order to meet Hackney's Vision Zero goal

The map below **(Figure 18)** provides an indicative vision to illustrate a proposed new cycle network when applying the principles outlined above.

The level of intervention required to bring the various sections of this vision to life will vary. While some sections will require relatively light touch interventions such as new signage or road markings to activate, other sections will be significantly more complex to deliver and require interventions on roads where Hackney Council is not the highway authority. The aspirational desire lines indicated in the map below are subject to comprehensive testing for viability, desirability and feasibility, particularly concerning its full alignment with the Main Roads Strategy and availability of funding.

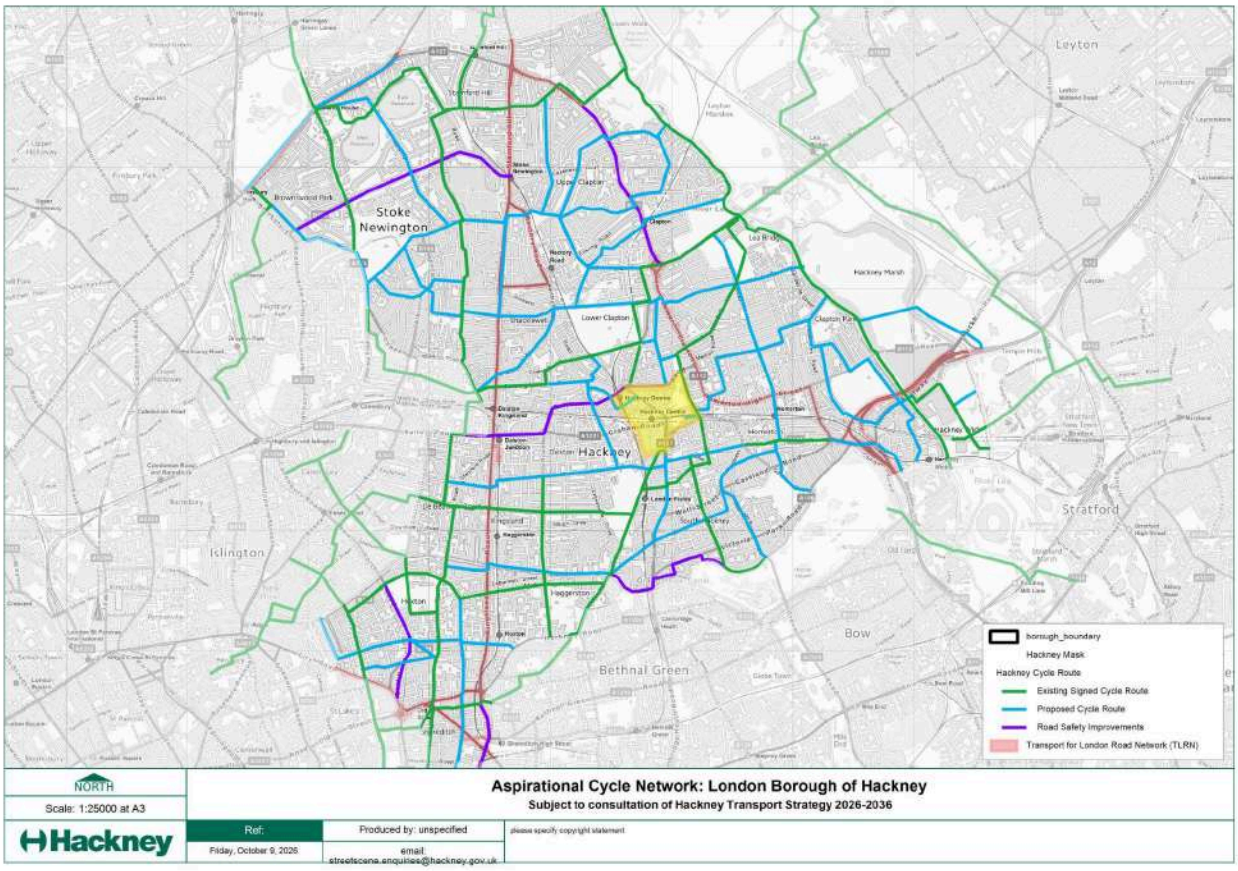


Figure 18: Hackney Proposed Cycle Network (October 2026)

We will also expand cycle parking including secure and visitor cycle parking, and parking for adapted cycles and cargo bikes **C 3 (Cycle Parking).** Cargo bikes for both residential and commercial uses will be promoted to support local businesses and reduce the negative impact of freight vehicles on the borough's streets. Electric cargo bikes that carry multiple children are increasingly used by large families, including some in urban Orthodox and Charedi areas like Stamford Hill as a practical alternative to cars for school runs and errands **C 4 (Cargo Bikes)**. Hackney will also continue to develop its cycle hire schemes to increase access to cycling and relieve pressure on public transport. It is creating a dense network of cycle hire locations where bikes can be hired at affordable prices in all areas of the borough including in particular areas with low cycling uptake. Hackney's schemes will prioritise creating well-managed parking locations and include options for hiring adapted bicycles suitable for those with mobility impairments. **C 5 (Cycle Hire)**.

Hackney will introduce a considerate cycling and parking campaign including enforcement actions **C 6 (Considerate Cycling)** to address in particular the issues of pedestrian/cyclist conflicts over parking and riding behaviour. It will ensure that the growth in cycling in Hackney is not at the expense of other vulnerable road users. Finally,

continued investment in training, campaigns, and school travel planning **C 7 (Cycle Promotion)** will help embed cycling as a natural, accessible choice for residents of all ages. This includes campaigns such as Bike Week, Cycle To Work Day, Car Free Day and ongoing initiatives such as Dr Bike and active travel events.

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

Hackney's public transport network sits at the heart of how residents move, work, and access opportunity, yet persistent gaps in accessibility, capacity, and reliability continue to shape everyday travel.

Public transport underpins daily life in Hackney, with 28% of residents' trips being by train or bus more than double the proportion of car trips despite Hackney's historic lack of direct access to the Underground network.

Buses play an important role in delivering the Mayor of London's Healthy Streets approach and encouraging active travel. They are the most commonly used form of public transport in Hackney, which is served by 47 daytime and 14 Night Bus bus routes. Historically Hackney has had the highest level of bus use in London with more than one in five journeys by Hackney residents being by bus.

The bus network has a major role in supporting equalities. Some groups of Londoners rely on the bus more than the London average. These include under 25s, households earning less than £20k a year, and women and black and global majority Londoners.



People with disabilities use the bus more than any other mode except walking. In Hackney 50% of the population is female, 45% black and global majority, 7% are over 65 and 42% are on lower incomes.

Hackney had previously seen a regular increase in the number of passengers using the bus network, helped by the additional buses introduced by the first Mayor of London. This started to decline from 2014. The Covid 19 pandemic saw a large drop in the number of passengers across the public transport network with buses being impacted on quite heavily with frequency cuts introduced.

The decline in bus travel has happened in the context of major upgrades to rail services which have come under TfL control as part of the London Overground brand, which has seen increased usage.

Figure 19: Installation of a new bus lane

Access to public transport services remains a critical challenge. While Public Transport Accessibility Levels (PTALs) are generally high in parts of the borough, significant pockets of low PTAL persist, particularly in areas of deprivation. Many stations also lack **step-free**

access, limiting mobility-impaired residents' ability to participate fully in local life and employment. At the same time, the London Overground—now central to Hackney's connectivity—faces increasing crowding pressures, and the borough's key stations such as Hackney Central, Dalston Kingsland and Hackney Downs require upgrades to manage interchange demand and support the nighttime economy.

You said:* *"Lifts should be a priority at all Overground stations, as the Overground serves areas that lack other rail transportation."

This Strategy is pushing for Step Free access at all Hackney Overground stations.

These trends justify the eight proposed public transport objectives. Delivering step-free access **PT 1 (Accessible Stations and Stops)**, securing the most beneficial alignment for Crossrail 2 **PT 2 (Crossrail 2)**, and lobbying for improved Overground services **PT 3 (Overground)** will strengthen the borough's strategic rail offer. Enhancing station interchanges **PT 4 (Interchange)** and **PT 5 (Station Upgrades)** and protecting and improving the bus network **PT 6 (Bus Networks)** will ensure that everyday journeys remain efficient and inclusive. Improving bus speed and reliability **PT 7 (Bus Reliability)** is key to support the bus network as an attractive and efficient alternative to car use. Beyond this Hackney will explore innovative mobility options such as autonomous, demand-responsive services **PT 8 (Autonomous Public Transport)** to help Hackney maintain a fast, reliable and future-ready public transport system that meets the needs of a growing population.

Delivering Step-Free Access

Although stations on the former East London Line (now Windrush line) in Hackney are all fully accessible with direct lift access to platforms some stations such as Homerton are only accessible with ramps. Where investment has been forthcoming such as the adjacent station at Hackney Wick which was completely rebuilt, direct lift access has replaced ramps. Funding was announced in 2019 to make Hackney Downs accessible although the project has been subject of review and work has not yet started there. The Council will press for the remaining stations on the London Overground network to be made fully accessible as well as Manor House and Old Street Underground stations. **PT 1 (Accessible Stations and Stops)**

Crossrail 2

Crossrail 2 is a proposed rail line linking South West and North East London with a possible eastern phase through parts of Hackney. It is projected to unlock and accelerate the delivery of more than 200,000 homes, while adding around 10% additional capacity to London's rail network. Its scale and potential impact are comparable only to the Elizabeth

Line. A station is proposed for Dalston, along with one at Hackney Wick as part of the possible eastern phase; see the map below for the proposed route in autumn 2015.

Growth is being planned and delivered along the route today without certainty about Crossrail 2 or clarity on how TfL intends to move the scheme forward. The long-term transport needs that Crossrail 2 will address remain however. The timeline for completion is long and remains uncertain. There is also a need to address the transport challenges that we face today and in the intervening period as Crossrail 2 is developed.

Hackney will continue to seek clarity from TfL on the delivery of Crossrail 2 and the implications for safeguarded land in the borough, as well as lobby for the Eastern branch through Hackney Central should the project be unpaused. **PT 2 (Crossrail 2)**

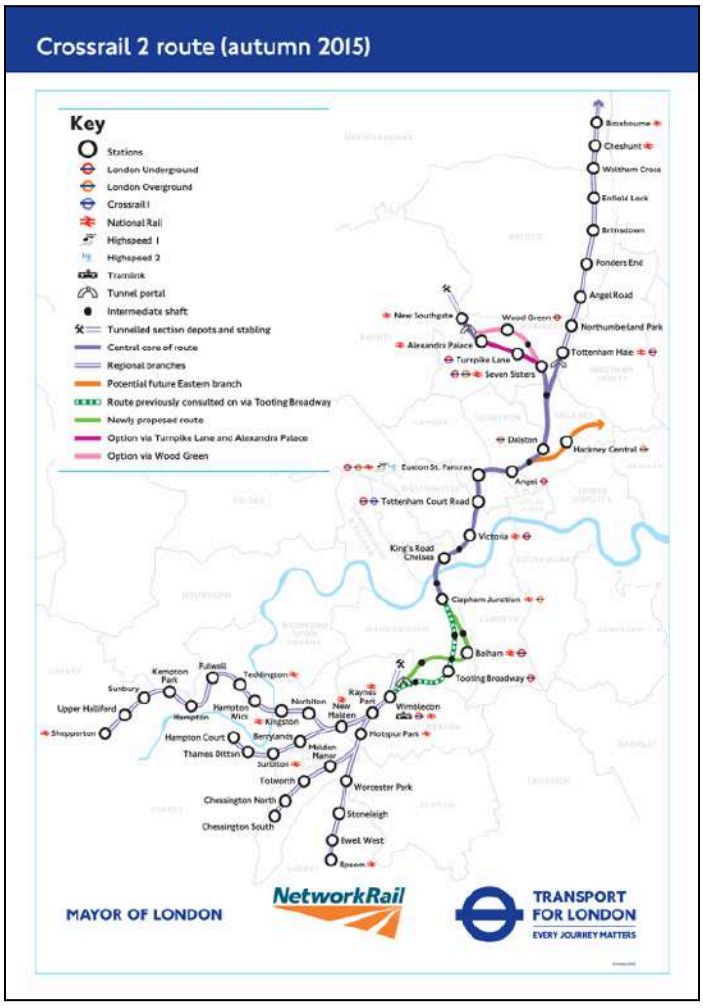


Figure 20: Crossrail Alignment options (2015)[15]

[15] https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/crossrail-2

Improved Overground Services

London Overground services through Hackney have seen steady improvements in frequencies over the past 10 years coupled with new trains and upgrades to cope with rising demand. Hackney Wick has benefited from a £25m investment to deliver a brand new fully accessible station and recently the northern exit has been opened to provide a more direct route to the Queen Elizabeth Olympic Park. Hackney Central has benefited from a second entrance. Services still suffer from unreliability at times as the line shares passenger trains with freight trains. Non-stopping at stations within Hackney remains an important concern affecting reliability as does the frequent breakdown of freight trains.

At the same time, the London Overground - now central to Hackney's connectivity - faces increasing crowding pressures, and the borough's key stations such as Dalston Kingsland and Hackney Downs/Hackney Central still require upgrades to manage interchange demand and support the nighttime economy. The Council will continue to lobby TfL and the Mayor of London to secure further investment and for improved reliability on all lines which serve the borough. **PT 3 (Overground)**

Hackney's Night Time Economy

Hackney boasts one of London's most vibrant nighttime economies, driven by world-renowned cultural hubs, live music venues, pubs, and restaurants in hotspots like Dalston, Shoreditch, and Hackney Central. This thriving late-night scene relies heavily on a robust late night public transport network to keep venues accessible and secure.

While the borough lacks traditional London Underground stations, it is sustained after dark by extensive round-the-clock bus routes (such as the 38 and 55) alongside the London Overground's weekend Night Overground services running through key arteries like Highbury & Islington to New Cross Gate. Reliable public transport not only guarantees a steady flow of patrons for local businesses, but it also ensures hospitality staff and partygoers can travel home safely, affordably, and efficiently in the early hours.



Figure 21: Dalston Junction station at Night (Windrush Line)

Improved Interchange

Seamless connections are key to encouraging travel by public transport and these must be convenient, accessible and sheltered from the elements.

The bus/rail interchange at Dalston Kingsland is a good example of this but sadly does not provide convenient bus to bus interchange. Around Hackney Central, convenient rail to road interchange is provided on Graham Road but only for a limited number of bus routes.

The Council will seek to improve interchange across the borough - where development opportunities arise, or when public realm improvements can be carried out along with other measures. The Council will also seek to develop 'mini hubs' incorporating cycle parking, electric vehicle charge points and parcel collection points. **PT 4 (Interchange)**

Station Upgrades
On London Overground some stations such as Homerton, have basic, out of date facilities and would benefit from a wholesale rebuild. This could only be achieved in partnership with a developer and with the assistance of Network Rail (soon to be Great British Railways). Where stations still have redundant buildings, some of the space could be repurposed to provide passenger waiting rooms and accessible toilets as at Clapton, for example. Hackney Central has benefited from the construction of the interchange with Hackney Downs and the creation of a second entrance although this is currently not accessible. Hackney will continue to lobby for improvements to stations across the borough and where appropriate will examine using developer funding contributions to progress schemes. **PT 5 (Station Upgrades)**

Improved Bus Networks
Although Hackney traditionally boasts some of the highest sustainable and active travel rates in London, bus service demand has fallen by about 20% in recent years, reaching a low in the Covid period. Although demand since then has been steadily creeping back, (bus demand on weekdays is now at 85% of the pre-Covid level compared to 92% in outer London) Saturday and Sunday demand has recovered to 90% and 100% respectively. Hybrid working has altered commuting patterns across the borough. There is a need to protect the borough's Night Bus network to serve the borough's thriving night time economy.

In recent years TfL has been adjusting bus capacity, balancing lower usage with frequency cuts across a number of bus routes in Hackney to achieve financial savings. Despite a large number of frequency cuts since 2015 Hackney still has a good bus network. However, some areas could benefit from better and more direct links such as:

- A direct link from Stamford Hill to Homerton Hospital
- A direct link from King's Park/Homerton to Leyton ASDA
- Direct links from Homerton/Clapton to Liverpool Street and the West End

TfL has recently rebranded some (mainly outer London) bus routes as 'Superloop' with new services introduced in the suburbs. The Council believes such a network should also be introduced in inner London. Routes 205 (Paddington to Bow) and 254 (Holloway to Aldgate) would benefit from an express operation as this would speed up journey times. Parallel routes would provide the regular stopping services. **PT 6 (Bus Networks)**

Bus Reliability
Improving bus journey times and reliability will help make buses more attractive and a viable alternative to private vehicles. 51% of Hackney's bus network has some form of bus priority (through bus lanes or modal filters) which is the highest in London according to the 2024 Healthy Streets Scorecard data. The Council constantly keeps the network

under review and will continue to look at where bus lanes could be extended and hours of operation increased. Over 70% of the borough's bus lane network is on TfL Red Routes, on which bus lanes are now in operation 24 hours, seven days a week.

Bus service reliability is often measured by an indicator called Excess Waiting Time (EWT) which represents the amount of time a passenger has had to wait in excess of the time they should expect based on the schedule gaps. The majority of Hackney's bus routes now achieve an EWT ratio well below 1. However, although this might sound positive there are other factors such as 'timetable padding' with buses waiting at stops to regulate the service.

Hackney's bus speeds have declined over recent years in line with the majority of inner London boroughs with AM Peak speeds averaging just over 7mph. Roadworks and other measures have had an impact on these. The Council has taken measures to reduce the decline by introducing bus gates and LTNs on key bus corridors. But there is still progress to be made and it is hoped that lane rental and more priority for buses at traffic signals will result in improved bus speeds. **PT 7 (Bus Reliability)**

New technologies within public transport have the potential to improve and expand access to motorised travel for those currently disadvantaged by a lack of transport options. Any future deployment of connected or automated shared shuttle services must complement, rather than compete with, established high-capacity bus networks, guaranteeing that technological efficiency directly supports sustainable passenger growth. The use of new technology to assist, speed up or prioritise public transport or active modes on the highway network will be explored**. (PT 8 Autonomous Public Transport)**

An example of where this can be used is in King's Park and Hackney Marshes, where there are low PTAL levels. Most residents, however, are within 400m of a bus stop. The King's Park estate is served by just one bus route which no longer serves the West End (except at night) and this has been an issue for several years. Most of the stops lack 'Countdown' real time passenger information too.

In such areas, the Council will work with partners and stakeholders to determine whether demand-responsive services could be introduced.

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 where appropriate (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

The movement of goods for freight, deliveries and servicing now make up one of the fastest growing sources of traffic, emissions and road danger in London, and Hackney feels these pressures acutely. Over 450 million parcels were delivered in London in 2021[16].

In contrast to the decline in trips made by cars, taxis, and Heavy Goods Vehicles (HGVs) over the past decade, the use of Light Goods Vehicles (LGVs) has increased significantly adding more traffic to Hackney, mirroring a capital-wide trend and is forecast to continue to increase exponentially. Across Hackney, freight vehicles accounted for 23% of road traffic in 2024[17].

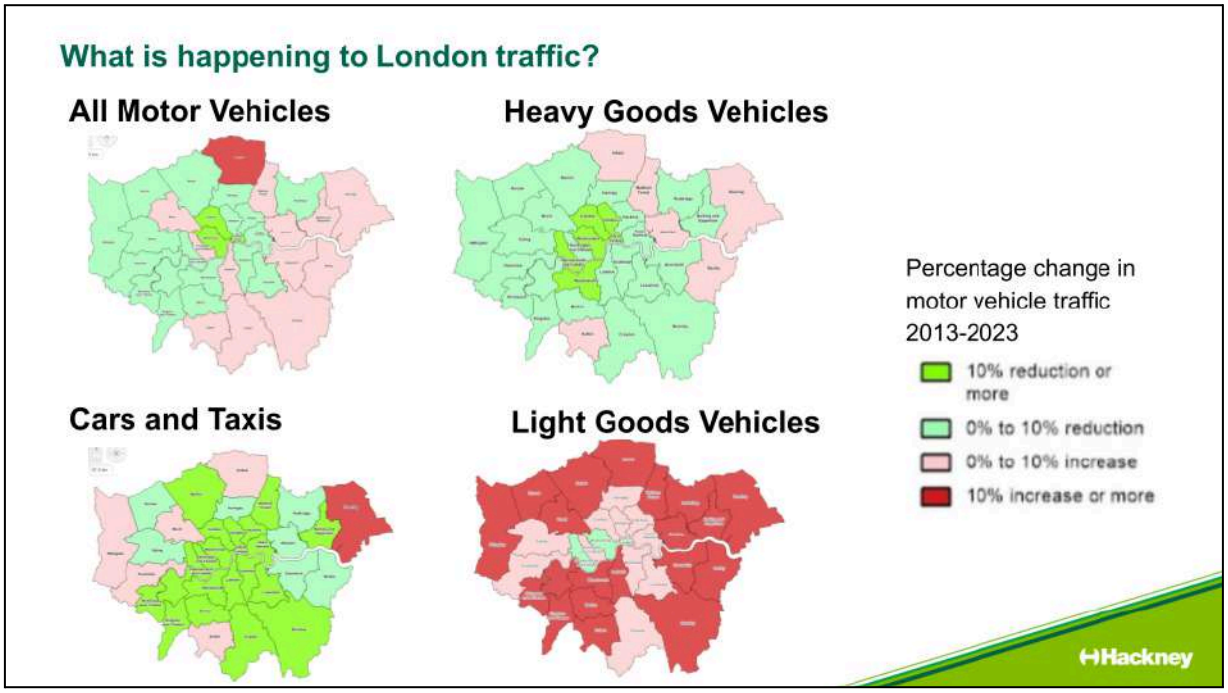


Figure 22: Longer term London traffic trends

LGVs are significant contributors to emissions, congestion, and road danger within the borough. Initiatives are essential to mitigate these harms. London-wide research and Hackney Council-led initiatives show that initiatives to reduce trips, re-time to avoid peak hours and re-mode to delivery by foot, e-bikes, and e-cargo bikes can significantly cut LGV and freight mileage, reduce emissions, and improve safety **DS 1 (Reduce, Retime, Remode).**

16 https://crossriverpartnership.org/wp-content/uploads/2023/10/On-track-for-sustainable-logistics-Express-Freight-Market-Analysis-1.pdf

17 dft_rawcount_local_authority_id_122 - downloaded 26 02 2026

Any such measures must be implemented while taking into account the diverse business needs of delivery and freight operators, including through carriageway allocation measures. While our approach for other motor vehicles in Hackney is focused on sustaining and accelerating their downward trend, the strategy for LGVs demands a more robust and targeted intervention to reverse the increase in usage.

The projected growth in the number of parcels being delivered per annum is a significant concern. There is a forecast 9-10% annual growth of these between 2021 and 2030, higher than the 7% growth forecast across the rest of the UK[18]. This will create demand for additional delivery capacity for freight networks, and pressure on carriageway space to facilitate deliveries. This will also create more business to business deliveries, which again will add to traffic levels and demand for parking provision.

In addition to re-moding, retiming and reducing LGV and HGV trips, EV charging infrastructure for both types of vehicle needs to be promoted and supported to assist in the switch away from fossil fuels.

Failed Deliveries and Congestion

It is important to reduce the number of failed deliveries and unnecessary vehicle circulation through the expansion of consumer and business delivery collection and pick-up points **DS 2 (Pick up/Drop off).** Expanding the provision of consumer and business delivery collection and pick-up points is a necessary intervention to reduce these issues, thereby minimising the associated traffic and environmental impacts. Pick Up and Drop Off (PUDO) locations exist within the borough, including many corner shops that offer this functionality, as well as more bespoke options that are in place.

Planning Powers and Interventions

The planning process includes mechanisms to manage and mitigate the negative impacts of construction and servicing-related freight movements. Utilising transport planning powers, such as to enforce Construction Management Plans and Delivery and Servicing Plans is necessary. Furthermore, freight impacts must be better anticipated and addressed during the early stages of development through improved transport measures.

Hackney will use Transport Planning powers to reduce the impact of freight deliveries through Construction Management Plans and Delivery and Servicing Plans, and better anticipate freight impacts in Transport Assessments **DS 3 (Transport Planning Interventions).**

18 https://crossriverpartnership.org/wp-content/uploads/2023/10/On-track-for-sustainable-logistics-Express-Freight-Market-Analysis-1.pdf

The Gig Economy

The rapid growth of gig economy food deliveries has led to harmful impacts, including increased road danger and issues with e-bike safety, and vehicle safety. The increase in time-pressed vulnerable riders and drivers raises safety concerns. Also, groups of riders can adversely affect the amount of footway, carriageway and public spaces available to other road users and pedestrians, particularly where high streets may feature a concentration of food outlets.

The increase in deliveries via the gig economy has also introduced a number of regulatory challenges. Collaborative work with delivery companies is required to better manage these negative impacts and simultaneously protect our residents, many of who are working in this sector.

Gig economy riders should enjoy better protection and Hackney will work with delivery companies to better manage the risks through enhanced safety initiatives, training and worker welfare. We will also work to reduce road danger and increase vehicle compliance by working with delivery, logistics and construction companies through initiatives such as the London Safer Lorry Scheme and Exchanging Places. **DS 4 (Gig Economy)**

As a major fleet operator in the borough, Hackney Council's own vehicles contribute to local traffic and emissions through its internal trips. To lead by example and reduce the Council's environmental footprint, we must prioritise reducing traffic and emissions by implementing strategies to re-time and re-mode trips carried out by our own vehicles **DS 5 (Hackney Fleet)**.

To effectively minimise urban disruption, Hackney will collaborate with the freight industry to safely integrate emerging automated logistics, ranging from heavy cargo AVs to drones and sidewalk delivery robots. The long-term operational impacts of these technologies remain relatively unknown, so operators will be required to align with the borough's wider air quality and sustainable transport goals. **DS 6 (Autonomous Freight)**

To achieve this, freight operators must embed consolidation and off-peak retiming directly into their models, proving that their technology delivers a net reduction in the overall number of freight vehicles operating in the borough. New automated distribution systems must not add clutter or obstruct pavements, ensuring our footways remain safe and accessible for people walking and wheeling.

In summary, the key levers the Council has to influence the use of LGVs in the borough include:

- Planning powers
- Road space reallocation
- Hackney fleet management
- Strategic and diverse stakeholder engagement and partnership, with fleet operators, freight and logistics companies, and gig economy companies



Figure 23: An electrically assisted freight vehicle in the Lea Valley

Last Mile Permit Bay
Hackney Council piloted a Last Mile Permit Bay with a major delivery company, allowing freight transfer from LGVs to walking trolleys for the final mile. Trial data indicates one bay saves 56,000 LGV miles annually. In depth engagement with operators indicates potential increased use of the last mile permit model for some, but delivery models in the borough require additional, tailored solutions.

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.

Also see Objectives:
AQ 4 (Zero Emissions)

Chapter Two - Healthy Streets and Public Spaces

Many public spaces and streets are currently unattractive and require improvement for those walking, wheeling, or using public transport. This is due to factors such as high levels of motor traffic, anti-social behavior, poor air quality, a lack of shade and greenery, inadequate maintenance, insufficient safe crossings, poor lighting, and a shortage of resting places.

Rather than dealing with these issues in a piecemeal way, Hackney is supporting a holistic approach to creating streets where the health of the broad mixture of people using the streets is paramount whether being used as routes where people can travel sustainably or public spaces and destinations in their own right. The guidance can be applied on main roads and in neighbourhoods and town centres. **HS 1 (Healthy Streets)**



Figure 24: Low-traffic Street and Parklet, Wilton Way.

The Healthy Streets approach, which forms a central part of the London Mayor's Transport Strategy (MTS), is based on 10 evidence-based Healthy Streets Indicators, which is often portrayed in the form of a Healthy Streets wheel.[19] (see **Figure 7**).

[19] For more details on this tool see Health Streets for London, TfL 2017, https://content.tfl.gov.uk/healthy-streets-for-london.pdf

Each indicator describes an aspect of the human experience of being on streets. These ten indicators must be prioritised and balanced to improve social, economic and environmental sustainability through how Hackney's streets are designed and managed.

Table 1: The Ten Indications of a Healthy Street

Indicator	Description
Everyone feels Welcome	London's streets should be welcoming places for everyone to walk, spend time in and engage in community life.
Easy to cross	Making streets easier to cross is important to encourage more walking and connect communities. People prefer direct routes and being able to cross streets at their convenience. Physical barriers and fast moving or heavy traffic can make streets difficult to cross.
Shade and shelter	Providing shade and shelter from high winds, heavy rain and direct sun enables everybody to use our streets, whatever the weather
Places to stop and rest	A lack of resting places can limit mobility for certain groups of people. Ensuring there are places to stop and rest benefits everyone, including local businesses, as people will be more willing to visit, spend time in, or meet other people on our streets.
Not too noisy	Reducing the noise impacts of motor traffic will directly benefit health, improve the ambience of street environments and encourage active travel and human interaction.
People choose to walk and cycle	Walking and cycling are the healthiest and most sustainable ways to travel, either for whole trips or as part of longer journeys on public transport. A successful transport system encourages and enables more people to walk and cycle more often. This will only happen if we reduce the volume and dominance of motor traffic and improve the experience of being on our streets
People feel safe	The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger or experience threats to their personal safety.
Things to see and do	People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art and where other people are using the

	street. They will be less dependent on cars if the shops and services they need are within short distances so they do not need to drive to get to them.
People feel relaxed	A wider range of people will choose to walk or cycle if our streets are not dominated by motorised traffic, and if pavements and cycle paths are not overcrowded, dirty, cluttered or in disrepair.
Clean air	Improving air quality delivers benefits for everyone and reduces unfair health inequalities.

How will Hackney apply the Healthy Streets approach? Currently, some 87% of trips in the borough are by walking, cycling and public transport and Hackney also has the highest active travel rates in London, with 60% of resident trips made by either walking or cycling. We want to use the Healthy Streets approach to further encourage active and sustainable travel so that sustainable travel trips reach 95% including 70% of active travel trips.

Walking is the most common way that people get around in Hackney and accounts for more than half of all residents' trips. The Healthy Streets approach will be used to ensure a safe, inclusive and well maintained walking environment - target accidents, provide and improve crossings (including new formal and informal crossing points), junctions, street design, open spaces, public realm and parks. Improve pavement width, wayfinding, lighting, install extra seating in all areas of the borough and reduce street clutter. **HS 2 (World Class Walking Environment)**

To support sustainable trips growth, Hackney will also develop a new cycle network incorporating best practice cycle infrastructure that is driven by the goal to make all of Hackney's roads safer for cycling (Vision Zero) and future-proofing for the significant anticipated growth (doubling of mode share from 7.3% to 15% in 10 years) **HS 3 (New Cycle Network)**:

- Connecting Liveable Neighbourhoods, via connecting Gateways over main road junctions
- Main road cycle lanes where they meet network objectives
- Prioritising routes to schools and parks

It should be recognised, however, that space is often at a premium on these links and in some places other infrastructure may need to take precedence as part of a Healthy Streets approach. This might include for instance bus lanes (where bus routes pass along

width-constricted corridors); wider pavements (in town centres with high levels of pedestrian footfall) and sustainable urban drainage (in areas of high flood risk).

Unlocking the benefits of Healthy Streets will bring huge co-benefits in addressing the problems that make our streets sometimes unsafe and unpleasant - such as road danger and poor air quality.

Hackney will use the Healthy Streets approach to create safer streets by supporting the Vision Zero goal for eliminating all deaths and serious injuries from road traffic accidents. At the same time Hackney will tackle the fear of crime and Anti-Social Behaviour (ASB) on Hackney's streets and public spaces **HS 4 (Safer Streets).**

Perhaps the biggest fear is the one that our residents have of life-changing injuries and even death from road traffic collisions. Our Vision Zero approach to road danger aims to eventually reduce the number of these serious injuries and deaths to zero.

The fear of becoming a victim of street crime and anti-social behaviour is another social ill which affects our residents every day they venture out onto our streets and public transport networks. It also makes people less likely to travel sustainably by public transport or walking or cycling. It can also be a factor that makes car drivers less willing to change their travel habits, feeling that they have a cushion of safety around them.

Hackney is also aiming to 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 5 (Cleaner Air)** with the aim that half of all cars in the borough will be EVs by 2036. One of the barriers to EV adoption is reallocating carriageway space in order to provide a sufficiently dense network of electric vehicle charging points.

EV adoption is also a way to tackling excessive street noise pollution in Hackney which is essential to delivering the TfL Healthy Streets framework, which specifically establishes "Not too noisy" as one of its ten core indicators for creating inclusive urban spaces.

Excessive traffic noise acts as an invisible barrier in densely populated boroughs, generating chronic stress, sleep disruption, and cardiovascular issues. Hackney will boost well being by curbing noise pollution through measures like liveable neighbourhoods, green buffering, and speed reduction.

Lowering street decibels also drastically improves conditions for urban wildlife; reduced traffic rumble allows urban birds and pollinators to communicate, mate, and navigate without the masking effects of heavy engines, while encouraging species to inhabit green corridors that would otherwise be abandoned due to high disturbance.

Alongside this we will reallocate carriageway space to other sustainable uses such as cycle parking, cycle hire, car clubs, hospitality space, pocket parks, greening and

sustainable urban drainage, always seeking to increase biodiversity. **HS 6 (Reallocate Carriageway Space)** This will be of particular benefit to the 65% of Hackney households that do not have access to a car. This initiative will deliver benefits for climate change mitigation and local air quality, while also addressing the inequitable use of space on Hackney's streets. For details see **Appendix E - Carriageway Space Priorities.**

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.

Also see Objectives:
Healthy 2 (Active Travel Exercise)
Healthy 3 (Active Travel Trips)
Safe 8 (Reduce Crime and ASB in Public Spaces)
AQ 1 (Pollution Reduction Targets)
CF 2 (School Streets)
CF 4 (Journey to School)
Access 1 (Support Inclusive and Healthy street design in all schemes and policies)
Access 2 (Accessible Stations and Stops)
Access 4 (Affordable Access)
Access 5 (Innovative Exemptions)
Develop 6 (Car Free)
Climate 3 (Blue Green Public Realm)
Climate 4 (Protect and enhance greening and the Urban Forest)
EQ 5 (Reduce Active Travel Inequality)

Chapter Three - Inclusive Growth and Development

Hackney has a strong track record of delivering sustainable transport outcomes. The borough has some of the highest levels of walking and cycling in London, alongside low levels of car ownership. This is supported by a long-standing policy approach that promotes car-free development, Liveable Neighbourhoods, School Streets, car clubs and improvements to the public realm.

However, continued growth and development could place additional pressure on the borough's streets and transport networks, including public transport, walking and cycling, as well as on carriageway space, servicing and the public realm. At the same time, air pollution, road danger, congestion, climate risks and unequal access to transport remain significant challenges with the potential to hold back growth.

New development has a central role in helping to deliver the borough's transport, planning, climate and public health objectives. But it needs to be good growth and needs to contribute positively to Hackney's residents, streets, neighbourhoods and transport network.

Transport will support large scale regeneration projects in order to develop and regenerate deprived areas of the borough in a sustainable way, encouraging inclusive growth, incorporating sustainable and active travel behaviour and reduced car dependency. Larger projects are likely to be focused in the east of the borough; in Hoxton or in Stamford Hill as well as areas where networks of one-way systems may be acting a barrier to Healthy Streets based development.

Investment in local transport in Hackney also acts directly as a catalyst for skills, apprenticeships, and green job creation. By directing capital into active travel, EV infrastructure, and low-carbon transport schemes, local transport initiatives create direct pathways from education into sustainable careers.

In line with the National Planning Policy Framework 2026, we will adopt a vision-led approach to planning for transport. This approach to transport planning sets outcomes for a development based on achieving well-designed, sustainable, inclusive and popular places, and provides the transport solutions to deliver those outcomes as opposed to predicting future demand to provide capacity (often referred to as 'predict and provide').

Hackney Local Plan 2033 is the current statutory Local Plan and the main policy tool for determining planning applications in the borough. Chapter 10, Improving Accessibility and Promoting Sustainable Transport, is particularly relevant and includes policies on liveable neighbourhoods, walking and cycling, transport and development, public transport and infrastructure, and parking and car-free development. A new Local Plan is in the process

of being developed, which will guide how land is used and how places across the borough grow and change over the next 15 years.

This strategy aligns with the London Plan, currently under review, including policies on Healthy Streets, transport capacity, cycle parking, public transport access and parking standards. At national level, the revised National Planning Policy Framework supports a stronger vision-led approach to transport planning, moving away from a narrow reliance on historical traffic trends and towards planning for the places and movement patterns that the Council wishes to see.

Expected outcomes
This strategy seeks to ensure that growth in Hackney is supported by a transport system that is fair, safe, healthy, connected, efficient, resilient and adaptive. New development should help to deliver higher levels of walking, wheeling, cycling and public transport use, reduced private car dependency, safer and more accessible streets, better public realm, well-managed freight and servicing activity, improved air quality, lower transport emissions and climate-resilient places.

Overall, it establishes how development management will help deliver Hackney's transport, planning, climate and public health ambitions. It ensures that new development is considered as part of a wider borough-wide approach to creating Liveable Neighbourhoods, healthier streets and a low-car, inclusive and sustainable Hackney.

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**	Hackney will use planning obligations, conditions and financial contributions to ensure development appropriately mitigates its

	Mitigation	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[20] where transport schemes are introduced.

[20] 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.

Part B - Environmental and Social Costs

Chapter Four - Safety and Security

An unacceptable number of people are killed and injured in road traffic collisions on the borough's roads. Dangers range from speeding cars to inconsiderate cycling and poorly designed streets.

You said:* *"Safer pedestrian crossings with longer crossing times to accommodate children and those with mobility issues."

We are looking afresh at rolling out a radical Healthy Streets approach to all of our roads including increasing and improving pedestrian crossings.

Also, crime and anti-social behavior on the transport network and in public spaces contribute to a sense of insecurity, particularly for women, children, and other vulnerable road users like cyclists and pedestrians.

Road Danger Evidence Base

Table 2 below displays the number of casualties, deaths and serious injuries on the Hackney road network between 2015 and 2024. The Mayor of London's 'Vision Zero' premise is that all these deaths and serious injuries should be considered preventable. The actions outlined in Vision Zero seek to ensure that road design and traffic management work towards zero casualties in 2041.

Table 2 - Casualties, deaths and serious injuries on the Hackney road network

Casualties (all modes)		**Killed and seriously injured only**	
Year	**Total**	**Year**	**Total** (including number killed)
2015	974	**2015**	82 (6)
2016	1016	**2016**	98 (4)
2017	1091	**2017**	150 (3)
2018	984	**2018**	159 (2)
2019	999	**2019**	148 (4)
2020	888	**2020**	110 (4)
2021	975	**2021**	132 (1)

2022	867	**2022**	146 (1)
2023	838	**2023**	130 (3)
2024	786	**2024**	119 (3)

The emotional and physical trauma of every casualty on Hackney's road network also results in significant financial implications for the emergency services and the wider economy. The Department for Transport estimated the total cost in England to be £36 billion in 2018 compared to cancer treatment which was estimated in the Lancet at £18.9 billion.

It is unacceptable and unethical that anyone is killed or seriously injured on our roads. Any road user must be free from road traffic harm as much as they are free to drive/ride/walk/travel. Collisions and injuries, when reported in the press, also add to the fear of travelling actively, and serve as a disincentive to others to take-up walking and cycling.

Vision Zero

Hackney is committed to Vision Zero, supporting the Mayor's goal to eliminate road traffic casualties by addressing the root causes of road danger.[21]

The Vision Zero action plan adopts a Safe System approach to reduce road danger, particularly where vehicle use is essential. The progression of work towards Vision Zero and the reduction in killed and seriously injured (KSI) rates, and the reduction in child casualties, is an important aspect of this strategy. The Vision Zero approach is based on three principles:

- **Acknowledge human error:** The transport system must accommodate mistakes and unpredictability
- **Forgiving design:** Design must limit kinetic energy in collisions to prevent fatal or serious injury, respecting the physical limits of the human body
- **Shared responsibility:** All involved in designing, operating, managing, enforcing, and using streets share the responsibility to reduce danger

[21] Responsibility for road safety and network management in London is divided based on specific road networks and institutional roles between Transport for London (TfL) and the individual London boroughs such as Hackney. TfL looks after the primary road network in the borough known as the Transport for London Road Network (TLRN) which carries about 30% of road traffic. Hackney is responsible for managing the remaining 95% of Hackney's Roads. TfL also manages about 180 traffic lights located in the borough.

London's Vision Zero priorities are to:

- Reduce motorised traffic, especially in residential and active travel areas
- Lower speeds to reduce collision likelihood and severity
- Target action on the most dangerous locations, particularly junctions
- Reduce the danger posed by the highest-risk vehicles
- Reduce dangerous behaviours to protect vulnerable users (walkers, cyclists, motorcyclists)
- Prioritise road safety investment to close the gap in outcomes in areas of high deprivation and vulnerability

To work towards Vision Zero, Hackney will adopt the following targets **Safe 1 (Vision Zero)**:

- Reduce KSI's by 65% from 2022-24 baseline of 134 to reach 47 by 2035
- Reduce Child Casualties on Hackney's road by 25% from the 2022-2024 baseline of 52 to reach 39 by 2035

Safe System approach

The Safe System approach to road safety starts from a simple but radical premise, that human beings make mistakes, and the transport system must be designed so that those mistakes do not cause death or serious injury. Instead of placing the burden primarily on individual road users to behave perfectly, the Safe System reframes responsibility across the whole system into 5 main pillars, that shifts road safety from reactive interventions to a proactive, preventative philosophy grounded in public health principles

The Safe System is built on five pillars:

1. Safe Streets
2. Safe Speeds
3. Safe Vehicles
4. Safe Road users
5. Post-Collision response

These pillars create multiple layers of protection. Adopted globally (e.g. through Vision Zero), this holistic framework treats road danger as a systemic design challenge, consistently delivering significant reductions in deaths and serious injuries, resulting in safer, healthier, and more liveable streets.

1. Safe Streets

The Safe System approach designs roads to lower crash risk and injury severity. Safe Streets are an important aspect of promoting safety in Hackney**.** Safety features are integrated from the start, focusing on:

- **Segregation of road users:** Separating different user types (e.g. dedicated cycle routes, footways, safer walking routes for schools) to reduce shared-space dangers
- **Safe by Design Roads:** Design roads to be self-explaining and intuitive, where the road alignment and features intuitively guide drivers to adopt appropriate speeds and behaviors
- **Segregation of traffic:** Separating traffic moving in different directions or at different speeds
- **Speed Management:** Implementing appropriate speed limits to protect vulnerable users where segregation isn't possible
- **Regular Maintenance:** Ensure proper road maintenance to prevent accidents caused by poor road conditions, such as faded markings or damaged surfaces/planting /visibility splays

The approach also prioritises proactive road safety, reducing actual and perceived risks by identifying crash hot spots and implementing targeted engineering remedies (e.g. improving surfaces, removing obstacles, installing traffic lights).

Hackney will create safer streets, by reducing motor traffic, and protecting cyclists and pedestrians from motor vehicles by creating separation where needed. We will:

- 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 2 (Safe Streets)**.

2. Safe Speeds

Speed is a key element in the severity of accidents **Safe 3 (Safe Speeds).** Promoting the continued designation of 20mph speed limit on all borough roads is a main facet of safety being improved in the borough. For vulnerable road users, the risk of a fatal or life-changing injury to a pedestrian struck at over 20mph is significant.

Hackney will adopt the Safe System aims to manage speed through three core areas:

- **Establishing Appropriate Speed Limits:** 20mph will be maintained as a speed limit on all borough roads
- **Enforcing Existing Limits:** Hackney will continue to collaborate with the police to develop and assess speed enforcement strategies
- **Educating Road Users:** We will continue to raise public awareness through education campaigns focused on speed and safety. Work will include working directly on safety and training initiatives aimed at pedestrians and cyclists, whilst

also working with professional drivers, including fleet operators, licensed taxi companies, and contractors, to ensure compliance with speed limits

3. Safe Vehicles

Safer vehicles are central to safety for all road users and relates to a Safe System, focusing on minimizing both the occurrence and consequences of crashes through technology, regulation and enforcement.

- Vehicle Safety: Promote the use of modern vehicles equipped with advanced safety features (e.g. anti-lock braking systems, electronic stability control, automatic emergency braking) and enforce strict vehicle safety standards and regular inspections
- Ensure all construction-related vehicles are compliant with HGV vehicle safety regulations of Direct Vision Standard (DVS) and the Safer Lorry Scheme. All lorries over 3.5 tonnes to have enhanced safety features, primarily side guards and better mirrors (Class V & VI), to protect vulnerable road users like cyclists and pedestrians from collisions
- Ensure that construction companies also cover logistics with schemes like CLOCS (Construction Logistics & Community Safety) for better site management, and national grants supporting driver welfare, parking, and decarbonisation
- Inhouse regulation for Council use. To utilise, wherever feasible, low emission vehicles as well e-cargo bikes, e-bikes and other available fleet bicycles
- Pedal cycle maintenance workshops as well as Dr Bike sessions for the community in order to maintain pedal cycles in good working order
- In a rapidly changing world, the shift towards electric vehicles is not just a trend; it's a necessity for a sustainable future. This will include consideration towards Powered Two Wheelers (P2W) and the gig economy
- EVs can be heavier and efforts should be made to reduce the size and weight of EVs operating on Hackney roads

Hackney will 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. There is a continuing commitment to manage the speed of the borough’s electrically assisted hire bikes through improved go-slow zones including geofenced restrictions around the borough’s parks. **Safe 4 (Safe Vehicles)**.

4. Safe Road Users

The Safe System philosophy encourages a shared and proportionate responsibility for road safety among all road users, promoting compliance with road rules.

This approach includes several key areas:

- **Traffic Reduction:** to decrease the volume of motor vehicle traffic, primarily by encouraging the use of safer alternative modes of transport, such as public transport
- **Education and Risk Awareness:** Make drivers, cyclists and pedestrians aware of risk through public education and campaigns. This involves informing new drivers about potential risks and urging all road users to operate unimpaired, alert, at appropriate speeds, and without distraction, while always adhering to the rules
- **Vulnerable Road User Education and Behaviour**: continued promotion of cycle use as a viable and sustainable mode of transport through education, training and publicity:
    - Universal offer for all schools for in-house cycle training and bikeability accreditation
    - E-bike syllabus promotion and practical e-bike training for adult one-to-one training
    - Cargo bikes training for individuals and businesses through road safety and the Zero Emissions Network
    - Pedestrian skills for Key Stage 1
    - Continued engagement with secondary schools around road and cycle awareness. Classroom road safety sessions, themed days (Scooter to school, Bike bus), designated events (i.e Kidical mass, Winterfest) Citizenship programme for secondary and primary, Junior Road Safety Officer initiatives, as well as challenges and rewards during designated months or weeks together with holiday and after school clubs
    - Independent travel training/ Static bus days
- **School Road Safety and Travel Planning:** This component focuses on improving road safety for children. Transport authorities often collaborate with schools to establish safe walking routes and may increase the number of School Crossing Patrols in the area
- **Community Use of Streets:** By promoting the use of streets for broader community activities, a sense of shared ownership and stake in the streets is encouraged. This includes small-scale activities, like community car free days and play street initiatives
- **Evolving Safety Measurement:** Beyond the traditional focus on casualty statistics, the Safe System seeks additional ways to evaluate safety, such as measuring the public's perception of road danger

Hackney Council will promote safe choices in the ways that our residents use our roads through education and training including road safety education and cycle, e-cycle and motorcycle training. **Safe 5 (Safe Behaviours - Education and Training)**



Figure 25: Independent Travel Training Scheme

Additionally, we will 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 6 (Safe Behaviours - Enforcement)**.

5. Post-Collision Response

Post-collision response allows an effective and appropriate response to collisions. This ensures that road victims receive appropriate medical care and rehabilitation to minimise the severity and long-term impact of their injuries. We will ensure that lessons learnt from collisions are captured and acted upon and families of those killed or seriously injured are appropriately supported.

Learn from the causes of collisions to inform behaviour change and location specific road safety engineering schemes. **Safe 7 (Post Collision Response)**

Hackney is committed to and supports Vision Zero. As a borough we strive to understand and learn from any occurring incidents, together with our police colleagues and TfL, should any occur on the TfL Road Network (TLRN). Therefore our commitments remain the same. The key elements are:

- **Improved Post-Collision Care:** Focus on enhancing the emergency services'

ability to respond in time at collision sites to mitigate the severity of risks. Work in partnership with emergency services throughout our engineering and traffic management response to improving safety at these sites

- **Data and Technology for Proactive Safety:** Implement tried and tested systems for collecting and analysing traffic collision data to accurately pinpoint high-risk locations and inform targeted safety interventions
- **Real-Time Safety Data:** Leverage of advanced technologies, such as vehicle-to-infrastructure (V2I) communication, to provide immediate, real-time safety data for swift action

Target Groups for Pedestrian and Cyclist Safety Interventions - Safe road users
The analysis of current safety data highlights distinct priority groups for targeted pedestrian and cyclist safety interventions within the updated transport strategy. Focusing efforts on these specific demographics is crucial for achieving a significant reduction in road casualties and promoting active travel for all residents.



Figure 26: School Cycle Training Session

Priority Pedestrian Groups - Behaviour change Road safety & Active travel
The primary focus for pedestrian safety initiatives continues to be **children and young people**, recognising their inherent vulnerability and lower developmental awareness of road danger. This category is segmented as follows:

Children and Young People (Below Age 16)
This group requires a comprehensive programme regarding road and cycle safety awareness together with practical training which can include hazard perception, route planning, investigating collisions and managing expectations, and personal safety, together with other supportive educational measures.

This is extremely important as the sessions will instill positive behaviour and consideration for other road users which they should carry forward as young adults.

We will also provide a dedicated independent travel training programme for those in need of extra support (Special Educational Needs (SEN) Support, Education, Health and Care (EHC) Plans) plus cycling for all abilities.

Active travel would include promotion of sustainable modes of transport and health and wellbeing activities, which in turn align with road and cycle safety awareness. Also, it includes continued development of School Streets in order to manage traffic during peak periods and ensure a safer area around schools.

Young People (Ages 17-24)
While more independent, this group may face higher risk due to factors like distraction, peer influence, and greater exposure to night-time travel. Interventions should also include awareness campaigns focused on mobile phone use and visibility.

Crucially, an intensified focus is necessary for the 10-19 year old cohort. This age range often marks a transition to independent travel, increased risk-taking behaviour, and a greater propensity for walking longer distances or using public transport links, therefore requiring tailored sessions and infrastructure improvements around key youth hubs and educational institutions.

Priority Cyclist Groups
Data reveals a difference in the highest risk age group for female and male cyclists; careful consideration needs to be given to the focus of campaigns and messaging for these and other groups of cyclists.

Female Cyclists (Ages 20-29)
The risk profile for female cyclists peaks at a younger age range. Interventions for this group should consider factors that might deter or increase risk for novice or less-confident riders. This could include campaigns promoting cycle training, focusing on personal

security and route planning, and prioritising infrastructure that feels safer and less exposed, such as well-lit, segregated cycle paths.

Male Cyclists (Ages 30-39)
This higher age category is identified as being disproportionately represented in collision statistics. Possible contributing factors may include higher commuting rates, greater average speed, or different risk perceptions. Targeted safety messaging should focus on junction awareness, safe overtaking, and the importance of high visibility gear, particularly during peak commuting hours. Infrastructure improvements, such as protected cycle lanes and advanced stop lines, should be prioritised on key commuting corridors relevant to this group.

Motorcyclists
The same age demographic, specifically those aged 30 to 39, represents the most vulnerable category for motorcyclists in terms of road casualties, a pattern that holds true across both male and female riders.

Further analysis would be required to understand the underlying factors contributing to this elevated vulnerability. Potential contributing elements could include a combination of factors such as increased mileage, potentially more powerful machines, evolving risk perception compared to younger or older cohorts, or the demands and pressures associated with this particular stage of adult life.

Interventions focused on this 30-39 age group are therefore essential to effectively reduce serious injuries and fatalities among the motorcycling community. These can be in the form of education and engagement, plus enforcement where required. Thought will also be given to modifications to road layouts, and to traffic calming and safety measures implemented at the intersection of a side road and a main road.

Drainage and manhole surfaces, along with potholes and poor road condition, are a particular issue to both motorcyclists and cyclists alike and should be recognised and addressed accordingly with appropriate non-slip covers wherever feasible.

Improving Security Through Reducing Crime
Personal security is one of the foundations of a functional transport network. Without the feeling of safety, even the most advanced infrastructure remains underutilised. Actual crime and also the fear of crime act as significant psychological barriers to mobility. By committing to community-led strategies that measurably reduce Anti-Social Behaviour (ASB) in streets and parks, the Council aims to dismantle these barriers, ensuring that the physical environment feels as secure as it is accessible.

For those traveling by foot or bicycle, personal security is inextricably linked to the design of the public realm. Objectives focused on diminishing the fear of crime are particularly

vital for women, girls, and vulnerable residents who may otherwise avoid active travel during evening hours or in quieter areas. By integrating transport goals with the Violence Against Women and Girls (VAWG) Strategy, Hackney ensures that greening measures, like new street trees or planters, are implemented alongside improved lighting and visibility. This holistic approach ensures that walking and cycling are perceived as safe choices at all times of day, fostering a more inclusive and active community.

Finally, the strategy emphasises that a reassuring experience on public transport is essential for borough-wide connectivity. By proactively reducing incidents of crime and ASB across all modes and infrastructure and also therefore the fear of crime, Hackney and its partners aim to boost passenger confidence.

When residents feel protected from harassment and theft on buses or at interchanges, they are more likely to shift away from private car use. This alignment between transport objectives and safety policies creates a positive effect: safer streets and stations lead to higher footfall, which in turn provides more surveillance, naturally enhancing the collective security of everyone moving through the borough. This work will include the design of kerbs and street furniture in places attracting large crowds in order to reduce the risk and impact of potential terrorist attacks.

The Council will work with partners to implement preventive and community-led strategies to measurably reduce crime and ASB 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. This is a particular issue at nighttime and also has an economic aspect to it as it affects the viability of the borough's thriving nighttime economy. **Safe 8 (Reduce Crime and Anti Social Behaviour in Public Spaces)**

Also, we will work with transport operators and partners to deliver a safe and reassuring transport experience by proactively reducing incidents of crime and ASB across all public transport modes and infrastructure. We will increase passenger confidence and reduce the fear of crime on the network especially amongst women and girls. **Safe 9 (Reduce Crime and Anti Social Behaviour on the Transport Network)**

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**	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	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.

Also see Objective:
TR 6 (Road Safety Premium)

Chapter Five - Healthy

Many Hackney residents get little or no exercise from their everyday travel, contributing to a wide range of chronic health conditions and diseases. Increasing active travel even in small amounts is one of the easiest ways of increasing exercise levels for an individual and is profoundly beneficial to physical and mental health.

This strategy recognises that transport can play an important role in improving residents' health and wellbeing and tackling obesity levels through higher rates of active travel. **Healthy 1 (Transport and Health).** More widely, reductions in air pollution and road traffic collision injuries will also have a large role to play in extending the lives of Hackney's residents.[22]

Inactivity currently contributes to the wide range of chronic health conditions and preventable diseases in the local community including poor mental health. But with Hackney having the highest levels of active travel (walking and cycling) in London, there is an opportunity to greatly improve the health and wellbeing of the community through enhancing protective and preventive powers of travel-related physical activity.

And the benefits go wider. Physical activity is also often associated with first stages of trips made using public transport (by bus or train), forming a component part of longer journeys. It is particularly important to embed active travel habits in children and young people and help older residents to travel actively for as long as possible. So everyday transport choices profoundly affect the health of residents.

[22] **Transport emissions:** Hackney's residents breathe unhealthy amounts of air pollution in the form of Nitrogen oxides and particulates (small particles most commonly from burning fuel but also tyre, brake, and road wear). The emissions are frequently in excess of World Health Organisation limits Transport emissions in 2019 accounted for 36% of NO_x emissions in the borough, 20% of PM_{10} and 25% of $PM_{2.5}$ (LAEI 2019) Promoting zero emission forms of transport such as electric vehicles, walking and cycling is a key part of addressing this threat to health.
Road safety: People are being killed and injured in road traffic collisions on the borough's roads in unacceptable numbers with nearly 1,300 people killed or seriously injured in Hackney over the past ten years (2015 and 2024). These deaths and injuries on our roads disproportionately affect vulnerable road users - pedestrians, cyclists and motorcyclists. Roads, pavements and junctions are not always safe enough to prevent this. Main roads are also sometimes intimidating to cross, creating 'severance' and reducing the likelihood that people exercise using active modes.
The challenge of tackling the health impact of poor air quality in the borough is discussed in the **Clean Air on Main Roads (chapter seven)** of this strategy while the task of reducing death and injury from road traffic collisions is covered in **Safety and Security (chapter four).**

But the link between transport and health goes deeper. We are embedding health into the fabric of street design through following a Healthy Streets approach where every element of street design is considered through the lens of health. Street design affects the way that people travel along a street as well as the way that they relate to the public street realm when they reach their destination.

Physical activity has significant physical and mental health benefits. It helps to prevent and manage over 20 chronic conditions and diseases, including some cancers, heart disease, type 2 diabetes and depression (See **Figure 27** below Benefits of Physical Activity). For this reason, it was coined the 'miracle cure' by the Academy of Royal Colleges.[23]

It is estimated that 70% of total expenditure on health and care in England is associated with the care of people with major conditions (previously known as long-term conditions)[24]; a lack of physical activity is implicated in all of these.

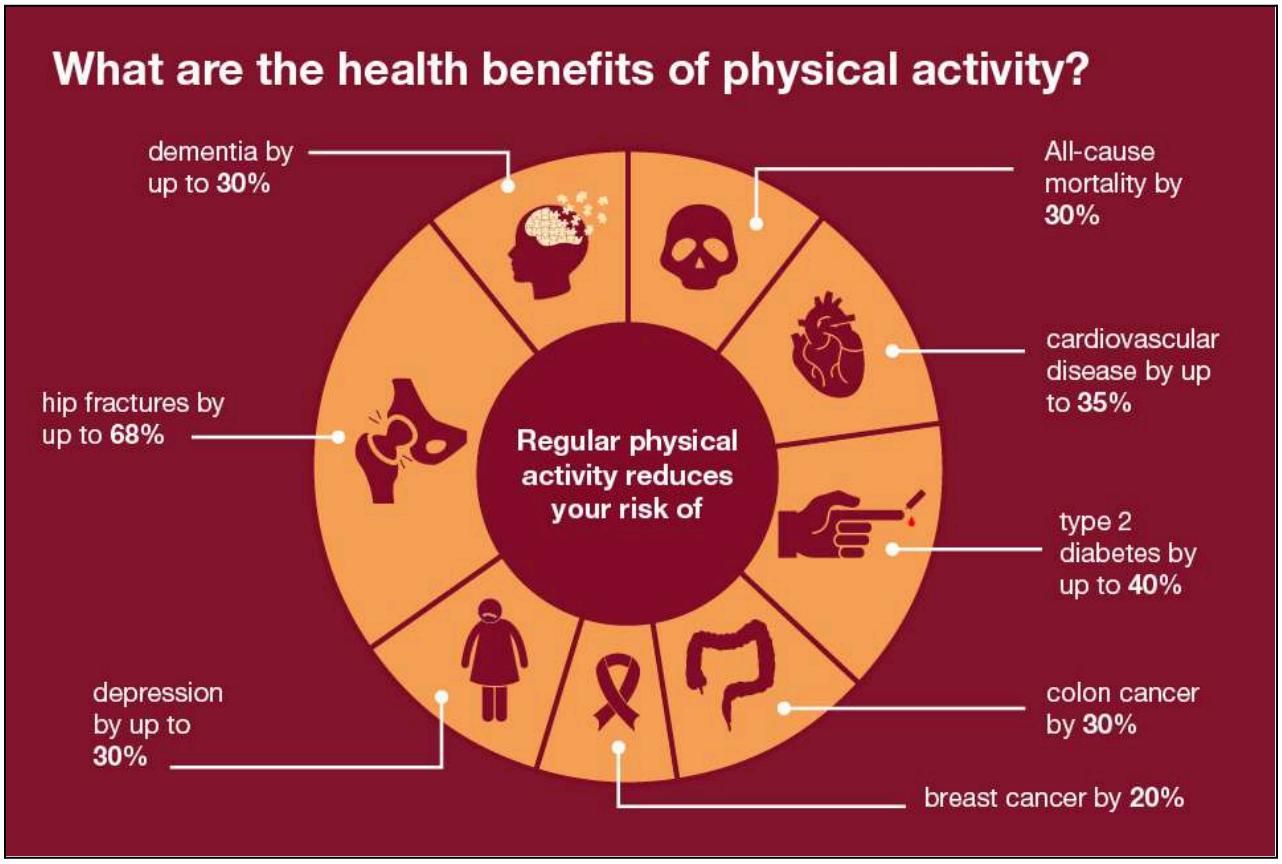


Figure 27: Benefits of physical activity

[23] Exercise: The Miracle cure and the role of the doctor in promoting it. Academy of Royal Colleges. 2015.
[24] House of Commons Health Committee. Managing the care of people with long–term conditions. 2014

There is also strong and growing evidence to support the mental health benefits of active travel with one recent large longitudinal study of more than 80,000 cycle and pedestrian commuters in Scotland finding significantly reduced mental health disease alongside the usual physical health benefits.[25]

Embedding exercise in daily travel

It is recognised that many people struggle to find time for dedicated exercise (like going to the gym). Active travel, by making exercise a *necessary* part of a journey (e.g. walking to the bus stop or cycling to work), is a more accessible, low cost and sustainable way for Londoners to get their physical activity. Active travel does not typically substitute for other forms of exercise; instead, it adds to overall physical activity and provides a way to achieve health benefits from everyday movement.[26]

***You said**: "I cycle to work and to see friends etc. and that incidental exercise (which I almost don't realise I am doing) makes a big difference to my overall fitness levels and mental health."*

This strategy builds on Hackney's leadership in active travel tackling the infrastructure and social barriers to a happier, healthier, more active borough.

[25] Friel C, Walsh D, Whyte B, Dibben C, Feng Z, Baker G, et al. Health benefits of pedestrian and cyclist commuting: evidence from the Scottish Longitudinal Study. *BMJ Public Health*. 2024;2:e001295. https://doi.org/10.1136/bmjph-2024-001295

[26] See, for example, the meta-analysis included in the Health economic assessment tool (HEAT) for walking and for cycling, WHO 2017.

The increase in physical activity when car journeys are switched to active and sustainable modes of transport is shown in **Figure 28** (below). Analysis from 2017 showed that if all Londoners walked or cycled for 20 minutes a day, it would save the NHS £1.7bn in treatment costs in London over 25 years.[27]

There is the potential for many more Hackney residents to gain health benefits from the physical exercise involved in active travel. Currently only just over half of Hackney's residents exercise 20 minutes of active travel (walking or cycling as part of a journey) per day.[28]

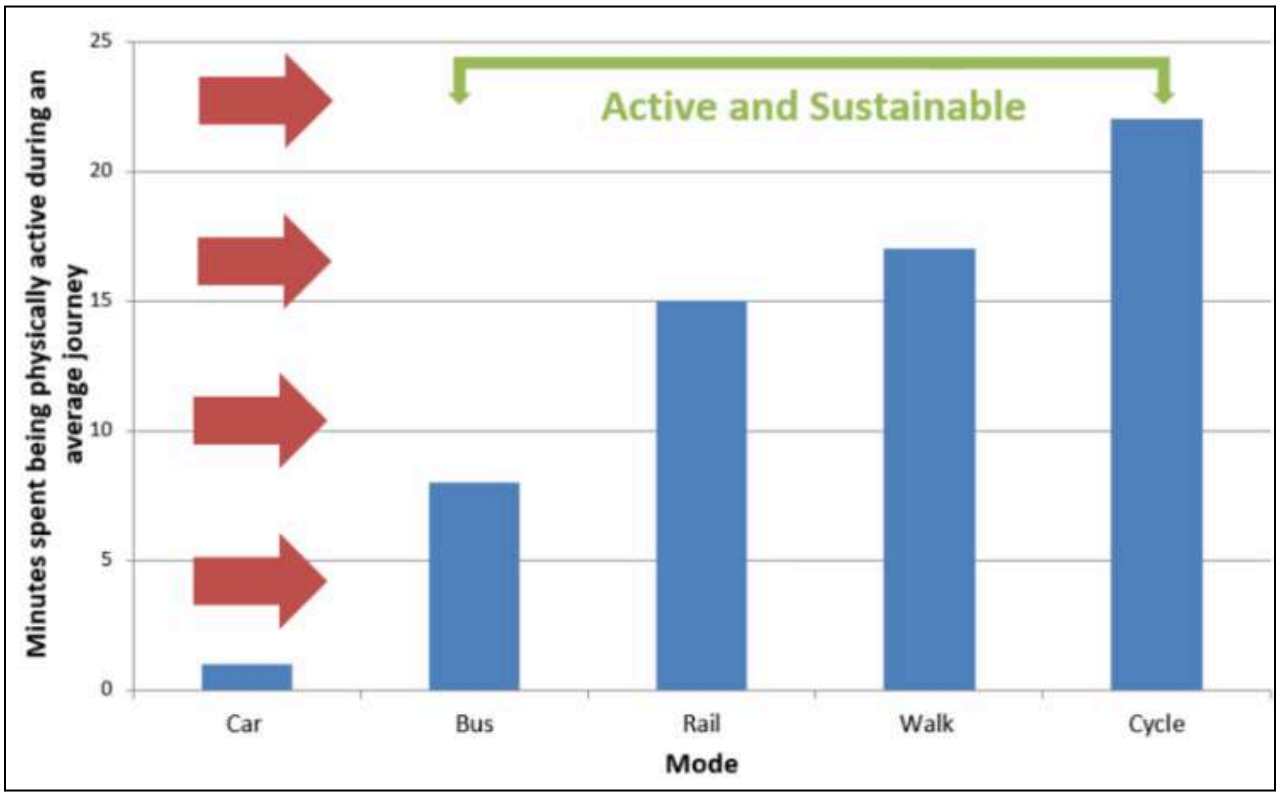


Figure 28: Minutes physically active on average journey (by mode)

[27] Healthy Streets for London. Transport for London. 2017.
[28] The Active Lives survey carried out by Sport England estimated that 71.8% of adults in Hackney met the 150 minutes of exercise per week target which is slightly different from the 20 minutes per day measure. It should be noted that this included all forms of exercise including gyms and participation in Sport.



Figure 29: Kidical Mass Event, Shoreditch, March 2026

This strategy commits the Council to meeting the London Mayor's Transport Strategy (MTS) ambition for 70% of Hackney residents to achieve 20 minutes of active travel per day by 2041 - a level of activity linked to meeting the Chief Medical Officers' physical activity recommendations. **Healthy 2 (Active Travel Exercise).** In 2025 this stood at

51%, which is one of the highest levels in London, and increases to over 70% when including other forms of physical activity such as football, running or swimming.

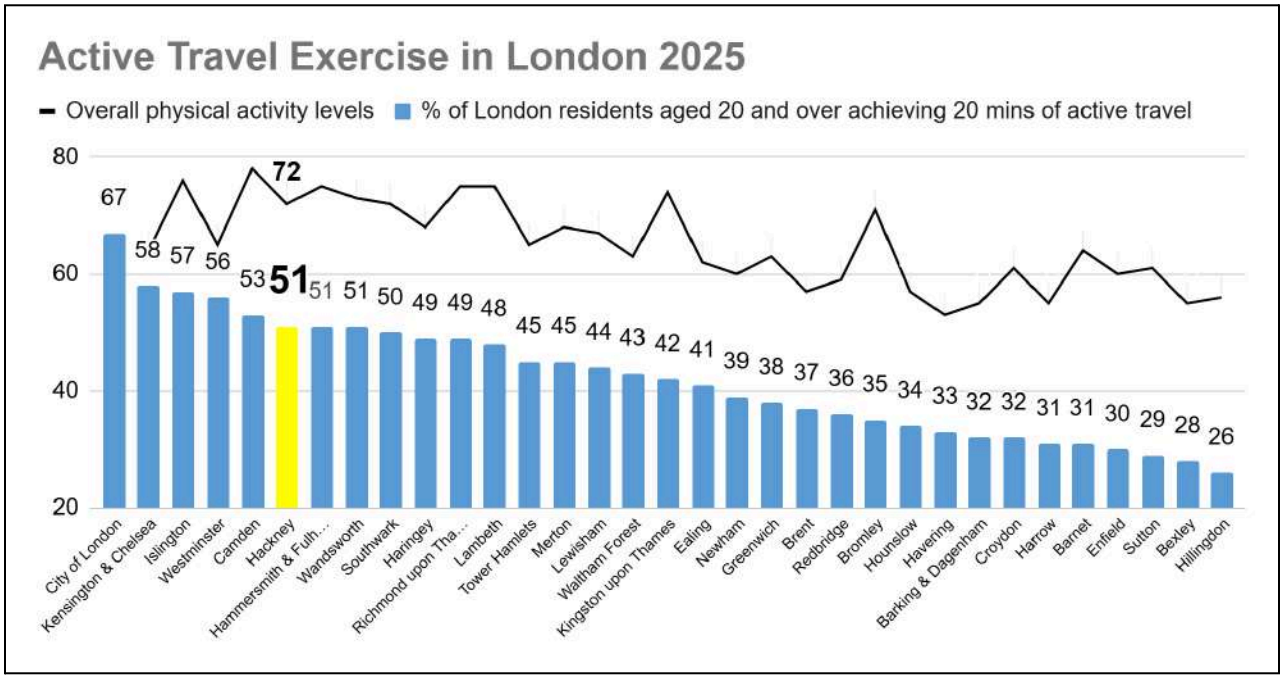


Figure 30: Proportion of borough residents aged 20 and over doing at least 20 minutes of active travel per day

Hackney residents already make the highest proportion of active travel trips in London (60%) made up of 52% of walking trips and 7% of cycling trips[29] and we are hoping to increase this so that Hackney is the first borough to reach 70% by active travel modes by 2036. **Healthy 3 (Active Travel Trips)**

[29] Trips % by borough of residence, 2022/23 to 2024/25 average. Rounding up makes the total of two modes add up to 60%. Both of these modal figures (walking and cycling) are also individually the highest in London. One way the 70% target could be achieved would be to increase the cycling mode share to 15% which has been a long-standing Hackney ambition while also increasing the current 53% walking mode share to 55%. In addition further 28% of trips are made by public transport which often involves some active travel to reach the station or bus stop.

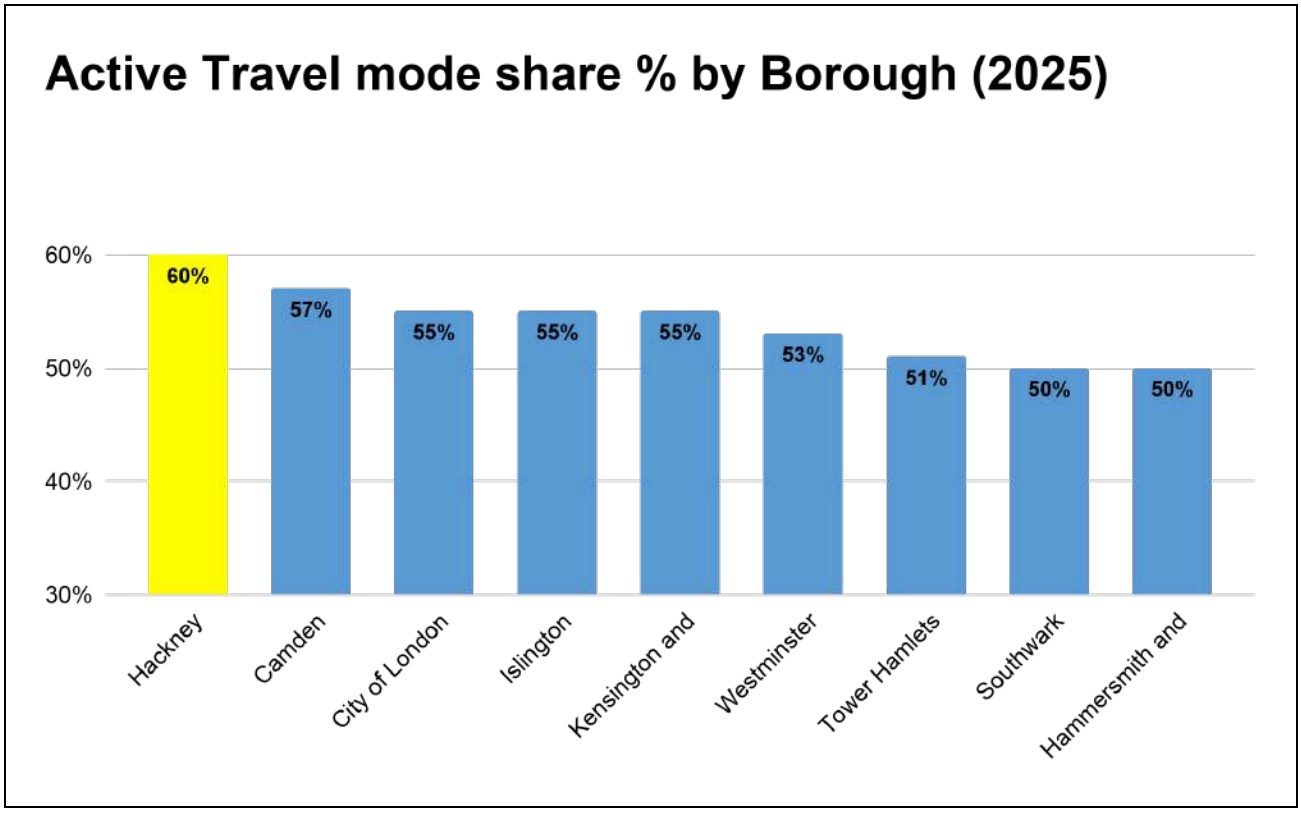


Figure 31: London boroughs with highest rates of active travel (2025)

While this is ambitious, changes of this magnitude will be needed across London if we are to take seriously the London Mayor‘s vision of 70% of Londoners getting all their recommended daily exercise from active travel.

But we are aware that not everyone travels in the same way. There are striking differences in behaviour between older and disabled people and residents from some Black and Asian ethnic groups.[30]

There is an opportunity to use detailed knowledge of spatial and demographic health inequalities and hyperlocal information on active travel levels to design highly targeted active travel promotion and interventions between Hackney Council and community partners using a community asset-based approach. Many areas of low physical activity are also areas of economic deprivation. **Healthy 4 (Targeted Active Travel Campaigns)**

Preventing and managing health conditions

Many of the most common health conditions in Hackney can be prevented or better managed by being physically active. Regular activity can help people stay well, reduce the risk of illness, and support long-term health.

[30] One striking example of this are findings from the London Travel Demand Survey that Asian and Black residents in Hackney have far lower walking and cycling mode share and a significantly higher car mode share than the general population of Hackney (LTDS, 2024/25).

The burden of key health conditions linked to physical *inactivity* across Hackney and the City of London, compared with North East London as the local Integrated Care Board (ICB) health and care footprint is shown in **Figure 32**.

Compared with the North East London average, recorded prevalence in Hackney is broadly similar for most conditions linked to physical inactivity, including hypertension, obesity, type 2 diabetes and cardiovascular conditions. The clearest difference is depression, where Hackney shows a higher recorded prevalence than both North East London and the City of London, highlighting a potential local challenge around mental wellbeing. Although, it is important to note that the data is based on diagnosed conditions and may not represent the true underlying prevalence.

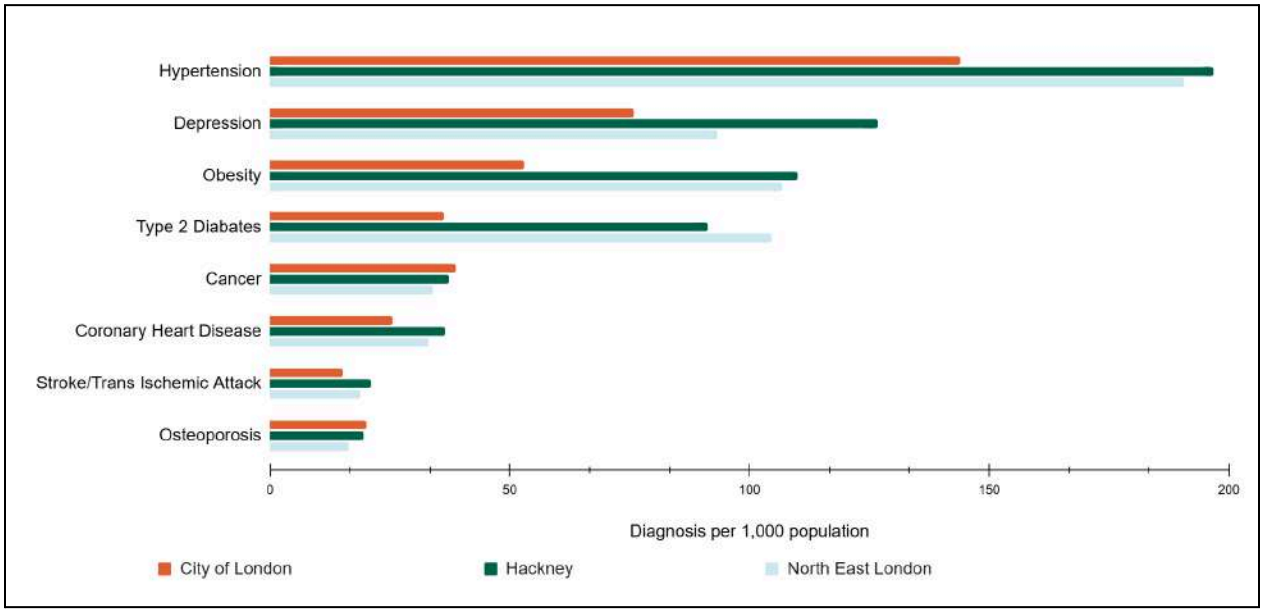


Figure 32: prevalence of health conditions across all ages related to physical inactivity in City of London, Hackney and North East London GP registered population (number of diagnoses per 1,000 population) (2025)[31,32]

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.

[31] Source: CEG East London Database at Queen Mary University of London, available to view here: profiles.
[32] Note: the data included within the chart covers City and Hackney residents registered with a GP across North East London. This data excludes any resident that is registered with a GP out of the area.

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.

Also see Objectives:
HS 1 (Healthy Streets)
AQ 1 (Pollution Reduction Targets)
Safe 1 (Vision Zero)

Chapter Six - Climate Action

Climate Emergency and Action Plan

The climate and ecological crisis is having a significant negative impact in Hackney and across the world through increased extreme weather events, such as flooding and extreme heat, putting communities, ecosystems and natural resources at risk. Without drastic reductions in emissions and proactive measures to adapt to higher rainfall and warmer temperatures, the impacts of climate change will continue to worsen, affecting our lives and those of future generations.

Climate change is primarily caused by human activities - specifically the burning of fossil fuels like coal, oil, and gas - which release large amounts of greenhouse gases into the atmosphere. CO_2 is one of the most important greenhouse gases and globally it is essential that action is taken to reduce emissions of this gas. Hackney needs to play its part including by tackling the 20% of the borough's CO_2 emissions which come from surface transport specifically petrol and diesel tailpipe exhausts[33].

Climate change also presents a significant public health concern where poor air quality, together with food and water scarcity disproportionately affect vulnerable populations. In response, the Council declared a climate emergency in 2019, supported by an ambitious vision to rebuild a greener Hackney.

You said: "More trees and planting not only looks better but helps reduce urban heating in hot and sunny weather. This is only going to get more important as the world warms."

The strategy takes a serious look at measures to tackle the risks of flooding and heat by increasing climate mitigation including expanding shade and drainage across the borough.

Hackney has made progress in reducing emissions over the last decade. Nevertheless, without faster action, driven by ambitious policies and targets, we won't be able to protect communities and ecosystems from the effects of climate change.

One of the key strategies to address climate change is the boroughwide Climate Action Plan 2023-2030 (CAP). The Hackney CAP is the holistic borough-wide plan to address the climate and ecological crisis, bringing together the various strands into one overall document. It sets out the ambitious, science and evidence-based changes, and action plan to facilitate and work towards achieving a reduction in carbon emissions by 2030.

[33] LEGGI 2023, [Table B.2 Greenhouse gas emissions by borough, 2023 (ktCO2e)]

The CAP serves as a framework to address the climate and ecological emergency, aiming for a 45% reduction in borough-wide territorial emissions by 2030 and net zero by 2040. While the Council itself is responsible for only about 5% of the borough's territorial emissions, it has committed to moving faster where possible for its own emissions which include a number of its key buildings and its fleet, amongst others.

The plan emphasises a "just transition," ensuring that climate actions can enable significant co-benefits—such as improving air quality and reducing energy costs, benefitting all residents, particularly the most vulnerable who are often hit hardest by environmental changes.

Key Themes

The CAP is organised around five key themes: Adaptation, Buildings, Transport, Consumption, and Environmental Quality. The Transport theme prioritises promoting active travel (walking and cycling), and efficient development, while phasing out fossil-fuel vehicles, while "Environmental Quality" aims to protect and enhance local biodiversity and green spaces to improve the borough's overall ecosystem health. To ensure these goals are met, the plan is supported by a Council Climate Implementation Plan that outlines specific, measurable actions for the Council where it has control or most influence. The objectives contained in this strategy complement the aims and strategies in the CAP and a key emphasis will be to tackle the key issues related to climate change and Hackney.

The Impact of Not Taking Action on Climate Change

There are a number of negative impacts that will be experienced due to climate change, which would affect everyday life in the borough. These include environmental and health risks and socio-economic impacts.

Hackney needs to play its part in the regional, national and international interventions to tackle the key issues of climate change that will affect us all, and implement measures that will contribute towards tackling climate change. If action is not taken, the effects that climate change has nationally, regionally and locally will increase and the following issues will have a greater impact;

Environmental and Health Risks

- **Extreme Heat and Flooding:** Failing to implement the Adaptation theme would leave Hackney’s dense urban infrastructure vulnerable. The "urban heat island" effect would intensify, posing life-threatening risks to the young, elderly, and those with long-term health conditions. Additionally, without improved drainage and green spaces, the borough's risk of surface water flooding, which has previously closed local services and affected transport infrastructure, will increase.

- **Toxic Air Quality:** If the Transport goals like Liveable Neighbourhoods and zero emission transport schemes are not taken forward, nitrogen dioxide levels will likely remain high. This directly links to childhood asthma, stunted lung development, and thousands of premature deaths across London each year.

Expected Rainfall and Temperature Changes Due to Climate Change
Climate change is already having an effect on the borough and it is predicted that rainfall will have more of an impact in coming years. The total annual rainfall may not change drastically, but when and how it falls will shift significantly, increasing the risk of 'flash flooding' that significantly affects infrastructure, residential communities, commercial areas and localities in urban areas such as Hackney.

- **Winter Rainfall:** Projected to increase 7% to 20%. This typically means more frequent, prolonged wet periods.
- **Summer Rainfall:** Projected to drop 7% to 33%. While summers will be drier overall, the rain that does fall is more likely to be in intense, heavy bursts (convective storms), which the surface drainage systems in London often struggle to handle.
- **Heavy Rainfall Events:** The number of days with high-impact heavy rainfall is expected to rise, increasing the localised flood risk for local services and properties, utility infrastructure and transport hubs.

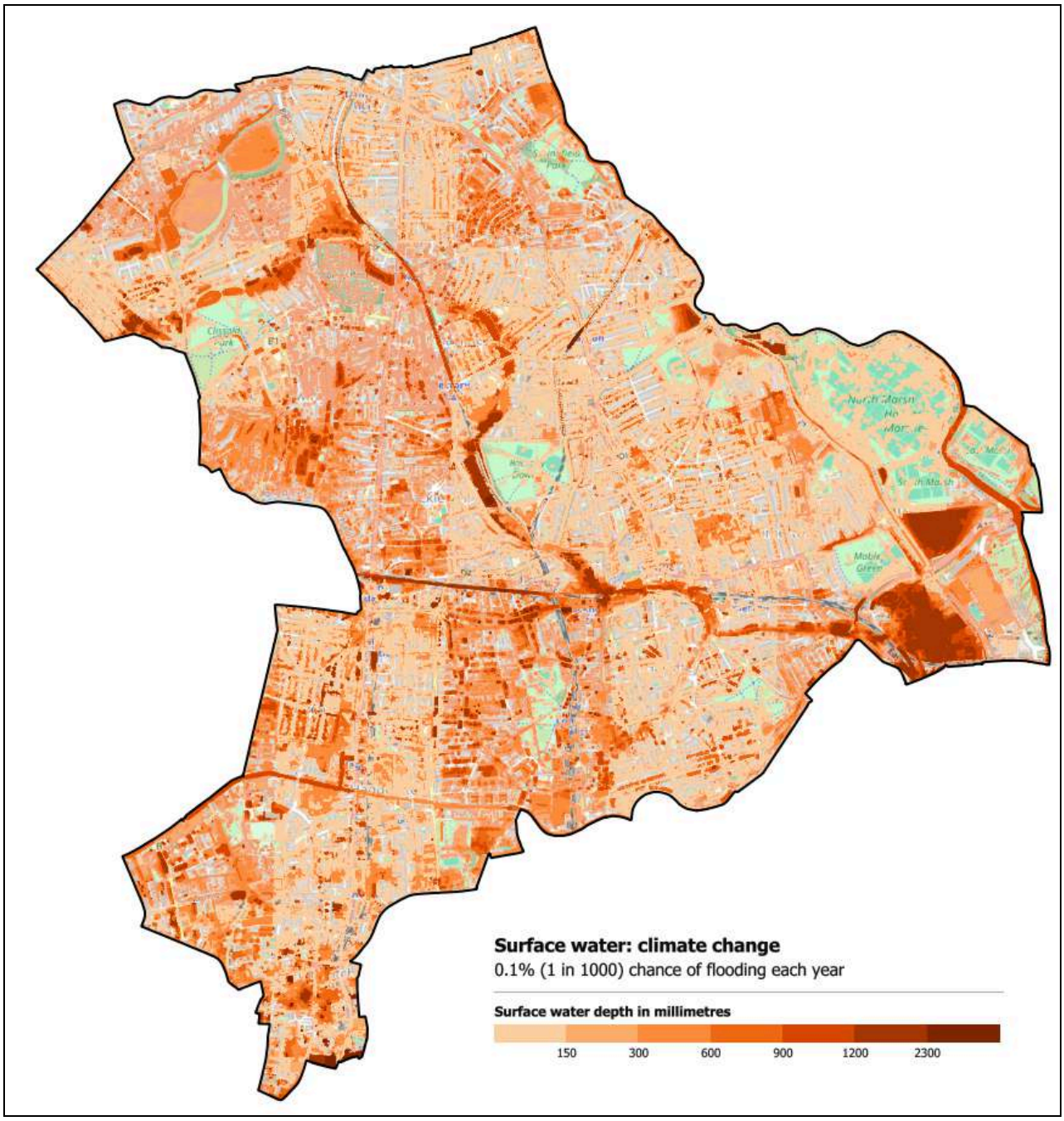


Figure 33: Surface Water Flood Risk Map (with Climate Change)

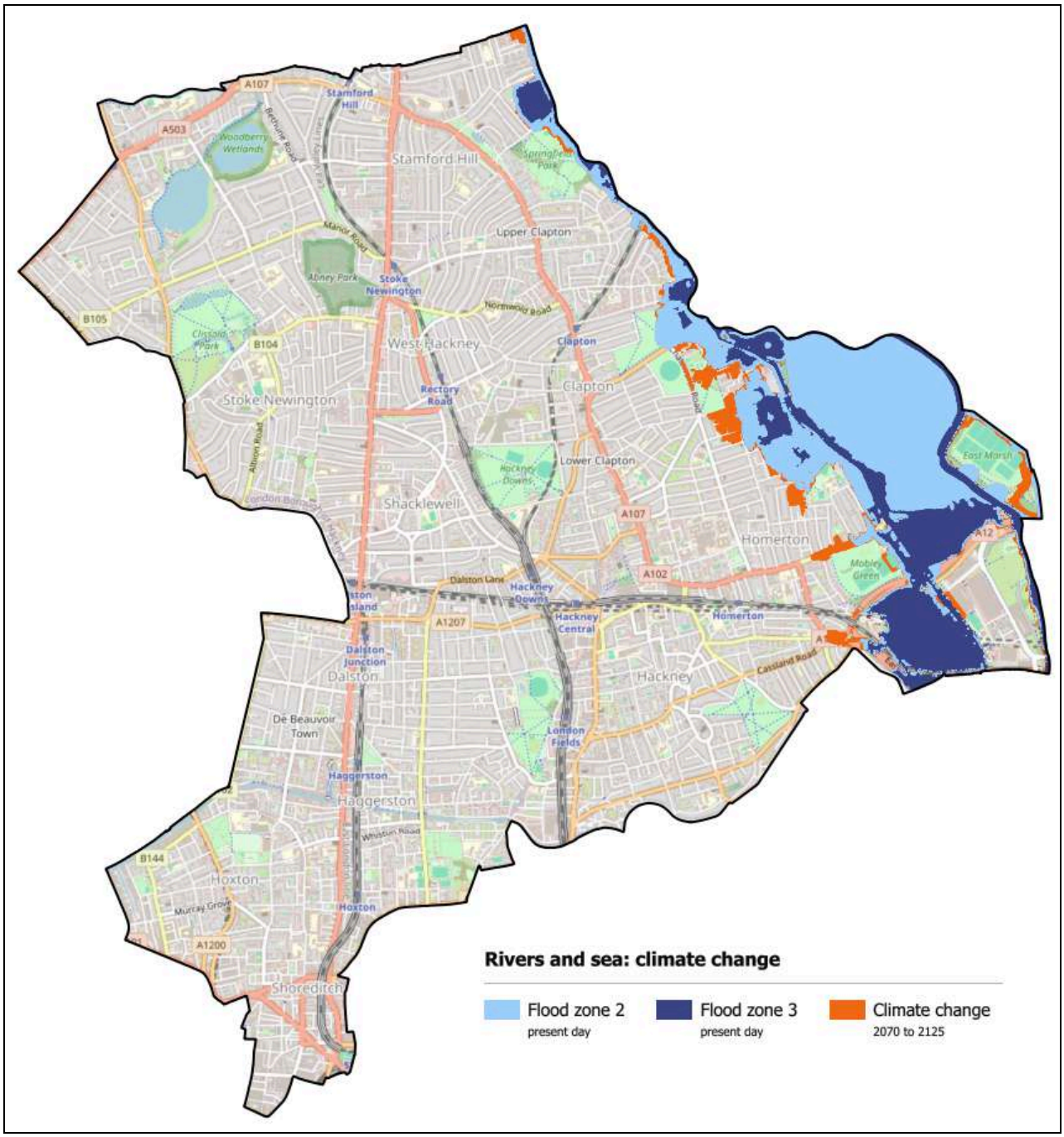


Figure 34: Fluvial Flood Risk Map (with Climate Change)

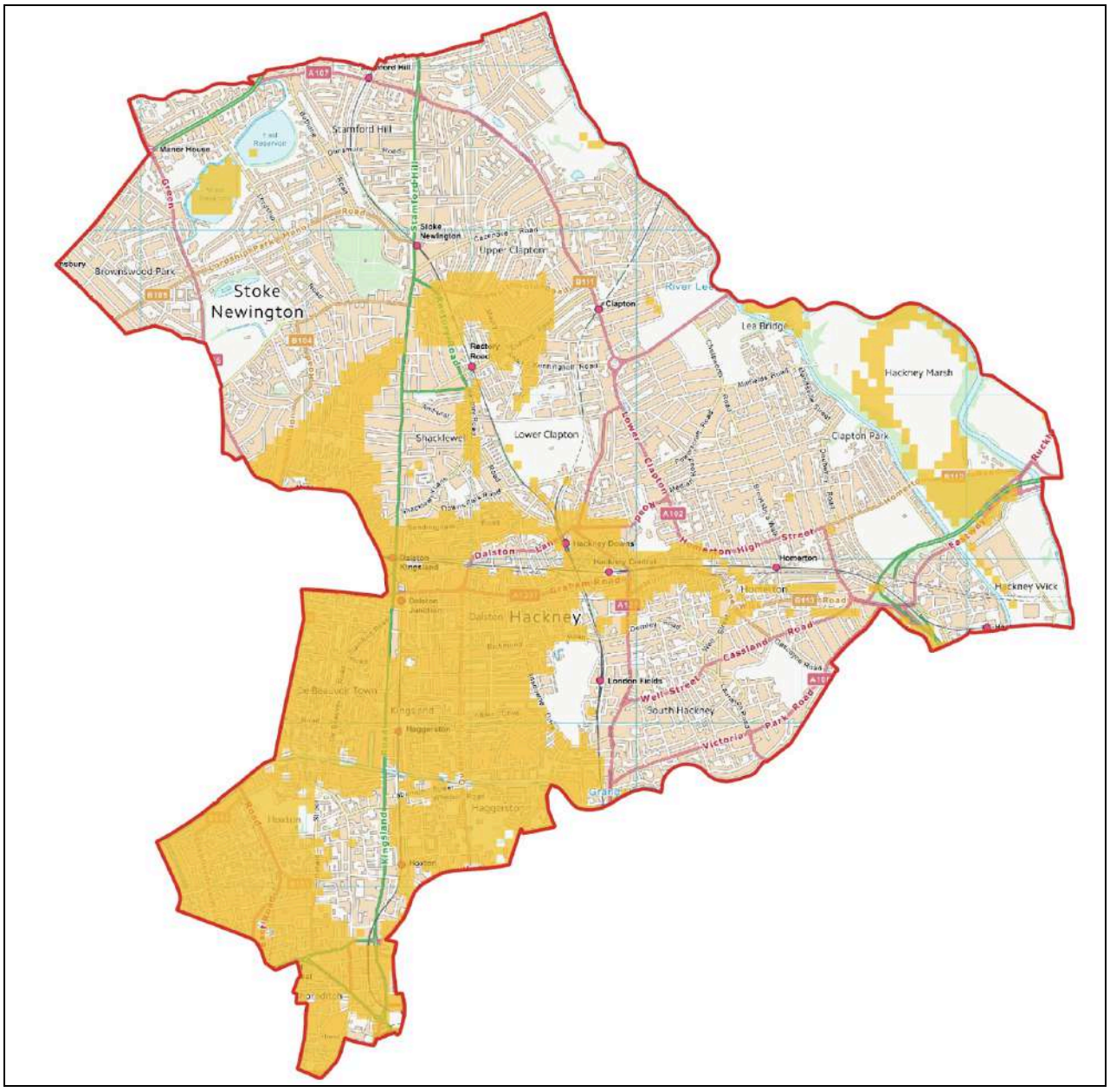

Stamford Hill
Stoke Newington
Upper Clapton
Clapton
River Lea
Lea Bridge
Hackney Marsh
Lower Clapton
Clapton Park
Shacklewell
Dalston
Hackney
Homerton
Hackney Wick
London Fields
South Hackney
Kingsland
Haggerston
Hoxton
Brownswood Park
Manor House
Rectory Road
Dalston Junction
Hackney Downs
Hackney Central
Graham Road
Mortimer Road
Kingsland Road
Lower Clapton Road
Homerton High Street
Wells Street
Victoria Park Road
Cassland Road
Dalston Lane
Green Lanes
Stamford Hill
Queensbridge Park
Evering Road
Rectory Road
Shacklewell Lane
Dalston Junction

Table 3 - London Climate Impacts (by 2030s)

Metric	Projected Change (Low to High Scenario)
Summer Temperature	+1.1°C to +2.3°C
Winter Temperature	+0.8°C to +1.9°C
Summer Rainfall	-7% to -33% (Drier)
Winter Rainfall	+7% to +20% (Wetter)

With these predicted increased impacts of rainfall and temperature, it is imperative that we act to reduce the possibilities of more severe changes occurring in the borough through more resilient drainage and transport infrastructure.

Transport and CO_2

Transport systems are major contributors to greenhouse gas emissions and pollution, directly impacting climate change and resident health. By promoting sustainable transport, reducing car dependency, and accelerating the shift to zero-emission vehicles, this strategy plays a vital role in translating the borough's climate commitment into tangible, local change for a healthier, cleaner, and a more resilient Hackney.

Unlike other areas of the UK and in many other boroughs where car dependency remains the norm, Hackney represents a much less car dependent urban environment. The 2021 Census found that approximately 65% of Hackney households do not own or have access to a private car, a figure that has risen steadily from 56% in 2001 and 64.6% in 2011. In addition, 88% of residents' trips are by public transport, walking and cycling.

About 20% of Hackney's CO2 emissions come from surface transport[34], and with CO2 being a primary driver of climate change, contributing to the 'greenhouse effect', it is essential that action is taken to reduce transport emissions. We are committing to reduce road transport CO2 emissions in Hackney from 114,256 tonnes (2022) to 25,900 tonnes by 2041 **Climate 1 (Lowering Carbon Emissions).**

To reduce transport-related carbon emissions we will seek to increase the proportion of those travelling sustainably. We are aiming to switch those trips that have to be undertaken by car or van to low-emission and electric options facilitated by greatly enhanced EV charging infrastructure.

[34] LEGGI 2023, [Table B.2 Greenhouse gas emissions by borough, 2023 (ktCO2e)]

Zero Emissions Network

Hackney Council has supported many Hackney businesses who want to adopt low-carbon transport, through the Zero Emissions Network (ZEN). With every business having its own transport challenges, ZEN takes a multi-layered approach. This includes a popular grants scheme for businesses to purchase their own cargo bikes, which is paired with a cargo bike trial and consultation programme guaranteeing businesses get the right solution for their needs, with advice on insurance, storage and servicing. In the last two years, 25 business grants have been awarded to Hackney businesses to purchase a cargo bike. Other businesses have utilised ZEN's cargo bike leasing solution that tailors to those businesses used to leasing vehicles or without the capital for the upfront costs of purchasing one.

Cargo bike hire

Through the Zero Emissions Network, Hackney Council has improved and expanded the cargo bike hire scheme. Operated by OurBike, the cargo bike hire scheme has 14 bikes in 6 hubs in Hackney and plans for further expansion. This is the only on-street cargo bike hire scheme in the UK to offer two different bike types, two and three wheelers, and the ability to dock bikes at different locations to facilitate A to B journeys. Half of the users report that they would have used a car or a van for their journey if they had not had access to the cargo bike. The bikes are used by a mix of 30% business and 70% resident (June 2026). ZEN promotes the scheme by providing free cargo bike training for businesses and residents and holding regular community events, as well as promotion through social media.

It is also important that walking and cycling are promoted as these are zero emission and can often be used for local trips, therefore substituting trips that may be made by car or other petrol/diesel vehicle with a mode of transport that is not adding to air quality or carbon emissions, and also a way of travelling that is beneficial for personal health.

Complementing this will be an overall reduction in the level of motor vehicle traffic in the borough brought about in part by reallocation of the carriageway towards more sustainable options. In this way we will continue to expand the proportion of travel in the borough towards zero or low carbon-emission transport including active travel modes, public transport and electric vehicles. **Climate 2 (Increasing Low Emission Transport)**

The climate change interventions and mitigations are essential in the borough where the level of carbon emissions from the transport network remains a huge challenge to achieving London-wide carbon reduction targets.

Mitigating the effects of Climate Change

Hackney Council's Green Infrastructure Strategy 2023–2030 (GIS) is an ambitious roadmap to "green the grey" by transforming urban spaces into a resilient network of nature-based solutions to manage drainage and provide additional shade. The GIS focuses on four primary goals:

- **Improve Health and Wellbeing:** To ensure that all residents have access to high-quality green spaces, which are proven to reduce stress and improve mental and physical health. This includes creating "Green Links" to make walking and cycling more attractive
- **Increase Resilience to Climate Change:** To use nature-based solutions (like rain gardens and street trees) to cool the borough during heatwaves and manage excess rainwater to prevent the surface water flooding mentioned previously
- **Reduce Deficiency in Green Open Space:** To target investment in areas of the borough that currently have the least access to nature, focusing on densifying greenery in areas including Shoreditch, Dalston, and Hoxton
- **Increase Ecological Connectivity:** To create a "joined-up" network for wildlife. By linking isolated parks and gardens, the strategy allows species to move safely across the borough, supporting the **Local Nature Recovery Plan**

More detail on the delivery of the GIS is provided by the borough's Local Nature Recovery Plan 2023-2030 which identifies five Nature Recovery Areas (NRAs).

Blue-Green Infrastructure (BGI) is an urban planning approach that combines water management (Blue) and green space (Green) into a single, unified network. BGI measures include surface water management such as SuDS installed as rain gardens, bioswales and reduced use of traditional 'grey' drainage infrastructure such as concrete pipes.

Another strand deals with the maintenance and development of urban tree management to maintain/increase tree canopy cover and urban forestry. These interventions have been implemented as elements in local transport schemes in Hackney and will form a key feature of project implementation as part of this strategy.



Figure 36: Sustainable Drainage System (SuDS), Duncan Road

To mitigate some of the effects of climate change, including heavier and less predictable rainfall and hotter weather, Hackney will implement a significant increase in its SuDS provision. Flood resilience will be improved through undertaking increased provision of SuDS as standalone measures and as component measures as part of the implementation of new transport schemes. This includes exploring the potential for the installation for combined parking and SuDS. As part of this, the borough will manage runoff from at least 30,000m² of public highway surface. **Climate 3 (A Bluer and Greener Public Realm)**

In addition, to tackle higher temperatures and more intense sun, it is important to manage, protect and increase tree cover in the borough. The borough has a significant tree canopy covering 23% of the borough, consisting of 350 different species making it one of London's most diverse tree populations.

Heat Vulnerability in Hackney

Heat vulnerability is an increasingly serious issue in Hackney with Londonwide studies showing Hackney's schools and homes as having some of the highest vulnerabilities to heat impacts anywhere in London.[35]

[35] Arup, *Properties Vulnerable to Heat Impacts in London* (London: Greater London Authority, 2024)

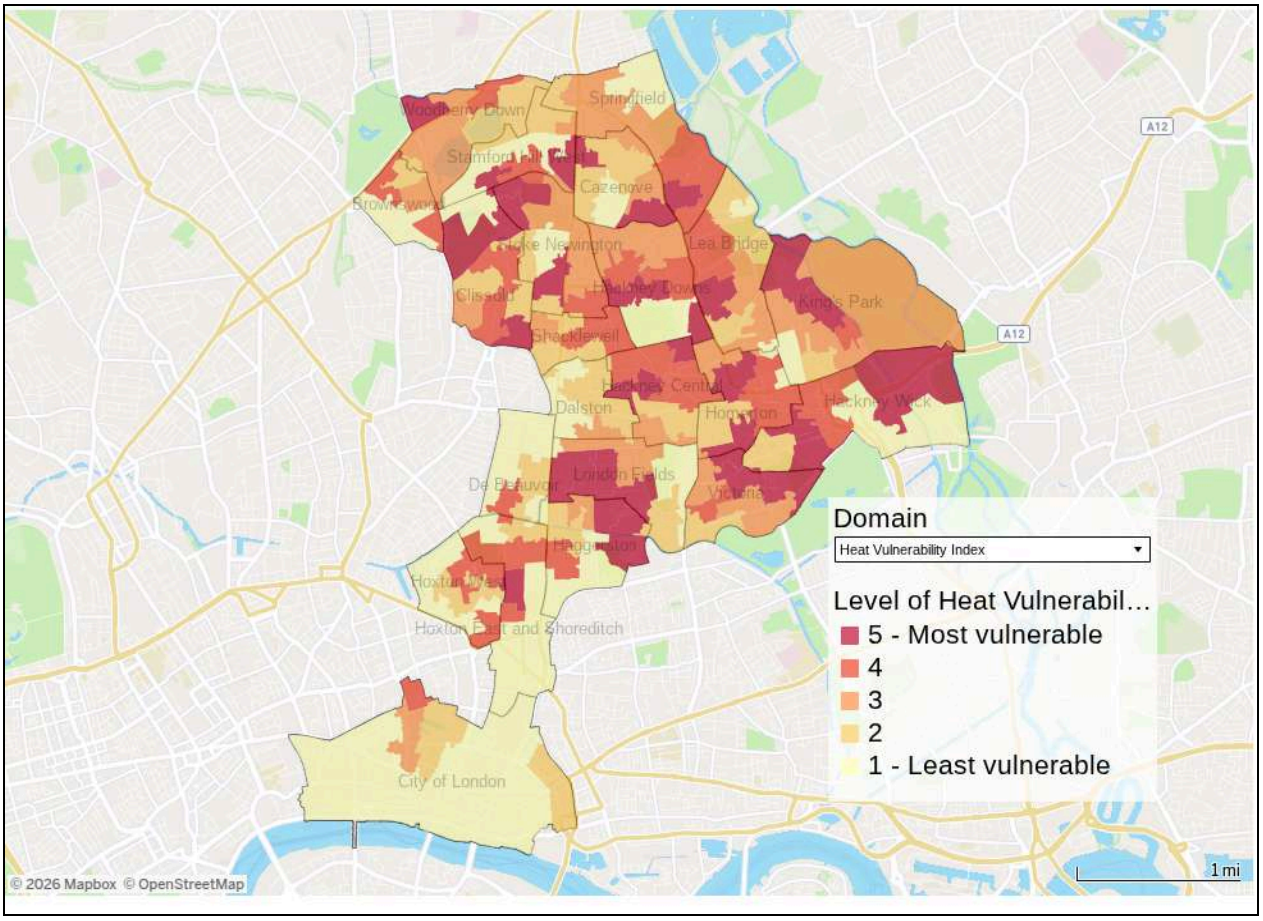


Figure 37: City of London and Hackney Heat Vulnerability Map

The City of London and Hackney Heat Vulnerability Map[36] shows in which areas people are more likely to be affected by hot weather and may find it harder to cope with the heat.

The map brings together a range of factors that can make people more vulnerable to the effects of hot weather. These include health conditions that can be made worse by hot weather, the number of older people and young children living in an area and income deprivation. It also looks at the local environment, including how hot an area gets, air pollution and access to green spaces and water.

Hot Buses, Hot Streets

Heat can be a particular issue for bus users. Residents have complained about buses becoming particularly uncomfortable during hot weather, with poor ventilation and delays, including during driver changes, adding to their exposure. For people reliant on walking and public transport, there can be limited alternatives. One resident described

36 https://public.tableau.com/app/profile/phit.hackney/viz/CityofLondonandHackneyHeatVulnerabilityMap/HeatVulnerabilityIndex

the choice during hot weather as essentially staying on an overheated bus or getting off and continuing the journey on foot in the heat.

This highlights the need to consider heat resilience when planning transport and other essential infrastructure, so that getting around does not become an additional challenge or barrier to accessing work, cooler spaces, services and other support during hot weather. The Council will ensure that transport infrastructure is designed and maintained to respond to increasing temperatures and the impacts of climate change. This will include exploring heat-resilient and solar-reflective road and paving materials.

It is also noticeable that some of the areas in the east of the borough with high levels of vulnerability are the same as areas with known low levels of active travel, suggesting synergies between addressing heat and encouraging active travel-based physical activity and all the health benefits that this brings.

Cool Routes and Green Spaces

The 2024 Hackney Citizen's Jury on heat adaptation identified a need to improve adaptation to heat in the borough by creating 'cool routes and green spaces'. Potential solutions identified included:

- Plant trees and plants, using lamp posts and vertical planting
- Intense greening in high risk areas (especially on Council-owned estates)
- More public transport on smaller residential streets
- Widen the pavement adding more benches, trees and flowers
- Ensure that current parks are safe, accessible and well-maintained
- Keep free water fountains and water features for kids
- Provide training in maintenance on which plants are able to tolerate heat conditions

Creating Shade

Protecting and managing Hackney's trees is key to providing shade in the public realm. A key objective of this strategy (which is also strongly supported by the borough's Green Infrastructure Strategy) is to ensure they are maintained and enhanced through arboricultural, biodiversity interventions integrated into transport schemes, such as cycle parking installations and other projects where applicable **Climate 4 (Enhancing Urban Greening, protecting the Urban Forest)**



Figure 38: Tree Cover, London Fields

It is important that there is effective delivery of the Urban Forest Plan through collaboration, shared ownership, and clear communication, building capacity within and beyond the Council to sustain the urban forest for generations. We want to expand and enhance greening and where possible blur the boundaries between parks and pavements, instead of treating parks as isolated islands.

Hackney's urban forest is among the largest and most diverse in London, shaped by decades of planting and care by the Council, residents, community groups and partner organisations. The borough has approximately 45,000 Council-managed trees, including around 700 different varieties, with many more trees on private land, estates, schools, gardens and other sites.

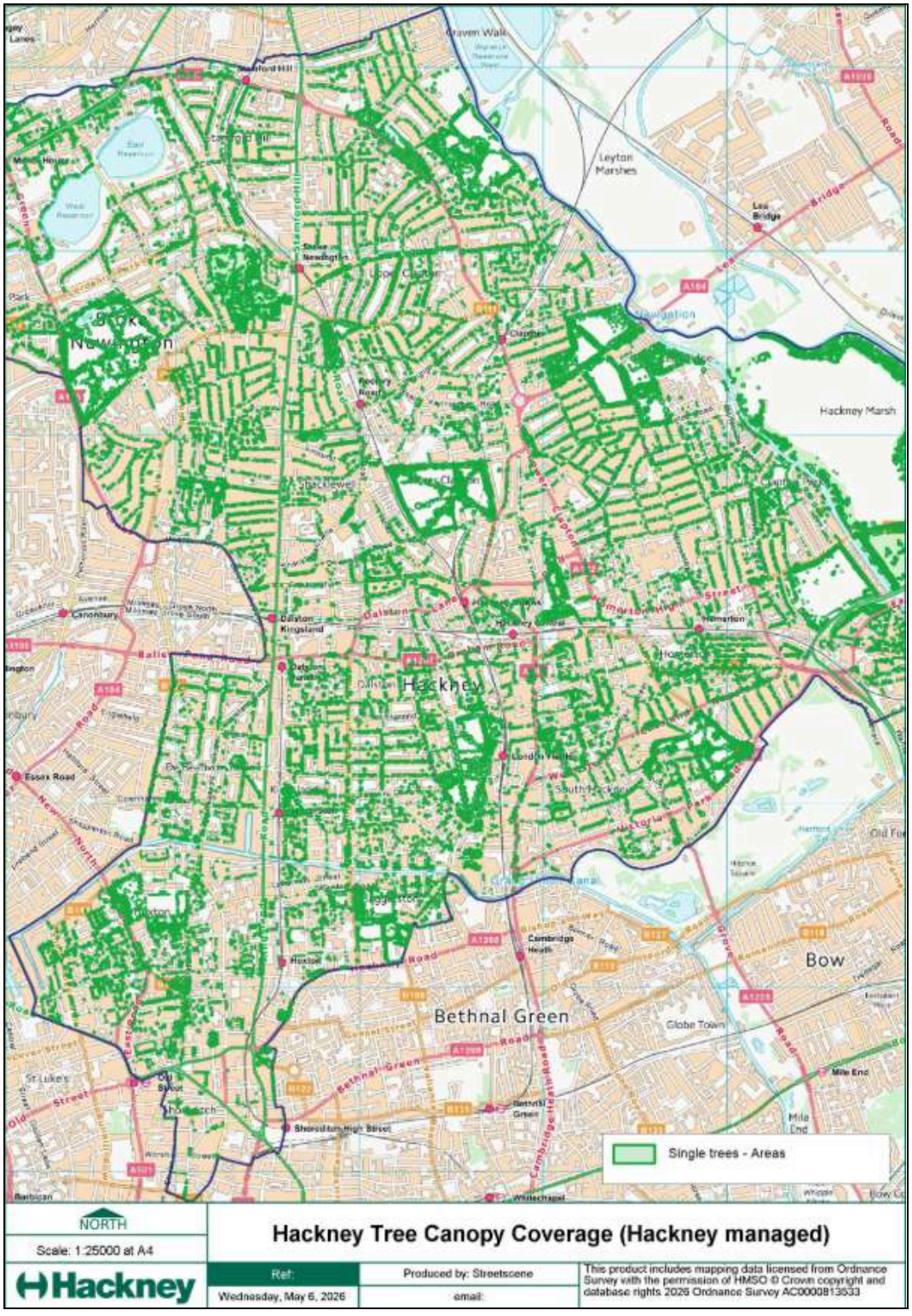


Figure 39: Hackney Tree Canopy Coverage (2025)

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.

Also see Objectives:
Move 5 (Reducing Motor Traffic)
HS 6 (Reallocating Carriageway Space)

Chapter Seven - Clean Air on Main Roads

By 2036, Hackney will have much cleaner air with the most significant improvements seen on our main roads. Road transport is one of the largest contributors to air pollution in Hackney. This provides the opportunity for air quality improvements to be achieved by reducing motorised traffic, and through widespread choice of clean, cheap and efficient active modes (walking, cycling and public transport) for local trips.

The electrification of vehicles has a big role to play and will also affect delivery and servicing vehicles and through traffic, as well as trips originating in the borough. However, it should be acknowledged that zero tailpipe emissions will not address their contribution to air pollution through particulates caused by brake and tyre wear.

We plan to build on the great improvements that have been made in air quality in Hackney in recent years to create further direct benefits to the health of Hackney's residents. Exposure to air pollution is linked to conditions including asthma, coronary heart disease, stroke and lung cancer. The positive health impact of clean air will be particularly beneficial for vulnerable groups.

The biggest killer

Air pollution is the UK's biggest public health environmental risk. It is estimated that between 28,000 and 36,000 deaths occur in the UK each year due to long-term exposure to air pollution.[37] A 2019 study estimated that exposure to the main air pollutants results in 3,600 to 4,100 attributable deaths in Greater London.[38] Road transport is the second largest contributor to emissions of all three of the main air pollutants in Hackney - NOx (35.9%), PM_{10} (20.0%) and $PM_{2.5}$ (25.0%)[39].

There is evidence that air pollution not only leads to and exacerbates cardiovascular and respiratory diseases, but can have wide-ranging health impacts throughout the body. It is estimated that the costs of the health impacts of air pollution over the next decade will run into the billions of pounds.[40]

Impacts on Children's Health

One recent Freedom of Information request to NHS Trusts revealed that in just one year there were nearly 114,000 children admitted to hospital or taken to A&E in London in

[37] Improving outdoor air quality and health: review of interventions, Public Health England, 2019.
[38] "Certified deaths from air pollution since 2000", GLA FOI, July 2023, https://www.london.gov.uk/who-we-are/governance-and-spending/sharing-our-information/foi-disclosure-log/foi-certified-deaths-air-pollution-2000-jul-2023
[39] London Atmospheric Emissions Inventory (LAEI) 2019
[40] Air pollution linked to 30,000 UK deaths in 2025 and costs the economy and NHS billions, warns Royal College of Physicians. https://www.rcp.ac.uk/news-and-media/news-and-opinion/air-pollution-linked-to-30-000-uk-deaths-in-2025-and-costs-the-economy-and-nhs-billions-warns-royal-college-of-physicians/#:~:text=The%20RCP%20has%20warned%20that,than%20%C2%A327%20billion%20annually.

2024 with serious breathing problems.[41] There is evidence that children are especially vulnerable because their lungs are still developing, they breathe more rapidly relative to body size. Exposure to air pollution is associated with asthma development and exacerbation, reduced lung growth, poorer educational attendance and wider lifelong health impacts such as those affecting brain health, including dementia in later life[42]. Air pollution also places a substantial economic burden on the NHS, social care system and wider economy, with the Royal College of Physicians estimating UK-wide costs of at least £27 billion annually.[43]

Progress in cutting Hackney pollution

Much progress has been made on reducing the impacts of road transport on air quality in Hackney over the past 10 years. This has been due to cleaner engines and traffic reduction on residential roads brought about by Liveable Neighbourhoods and School Streets. The introduction and expansion of the ULEZ has speeded the scrapping of older more polluting (especially diesel) vehicles.

The reduction in air pollution has been most pronounced at roadside air quality monitoring sites on main roads. It is believed that this is primarily due to reductions in emissions from road traffic exhausts. Measurements from air quality monitoring sites around the borough have shown significant improvements in annual mean NO_2 levels in recent years. In 2017, some 46 sites were in excess of the annual mean air quality National Objective of 40µg/m^3. By 2024, there was only one site recording NO_2 levels above this level. - Pembury Circus. This is represented in **Figure 40 and 41** below where the progression from the brown shades to the blue show an improving picture. The modelled mean NO_2 concentrations for 2022 shown in **Figure 42** demonstrate that levels reduce with distance from central London but that higher levels are observed close to the main road network.

[41] Toxic Air Causing more Child Hospital Admissions, BBC, 8th August 2025. https://www.bbc.co.uk/news/articles/c4gerdq4y9eo

[42] see Royal College of Physicians, A Breath of Fresh Air, 2025: https://www.rcp.ac.uk/media/hvbeolvx/21072025-update-rcp-full-report-a-breath-of-fresh-air.pdf and UNICEF UK, The Toxic School Run: https://www.unicef.org.uk/publications/the-toxic-school-run/).

[43] UK air pollution killing more than 500 people a week, doctors say, Royal College of Physicians, 2025. https://www.pslhub.org/blogs/entry/8624-uk-air-pollution-killing-more-than-500-people-a-week-doctors-say/

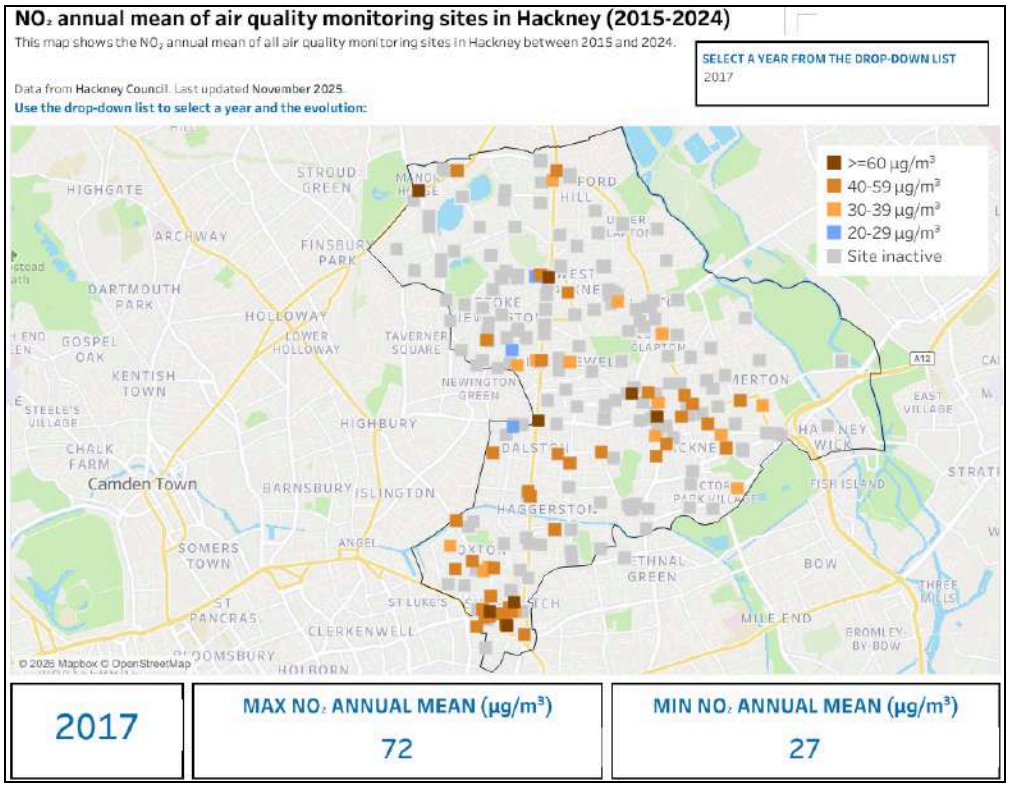


Figure 40: NO_2 Annual means in Hackney (2017)

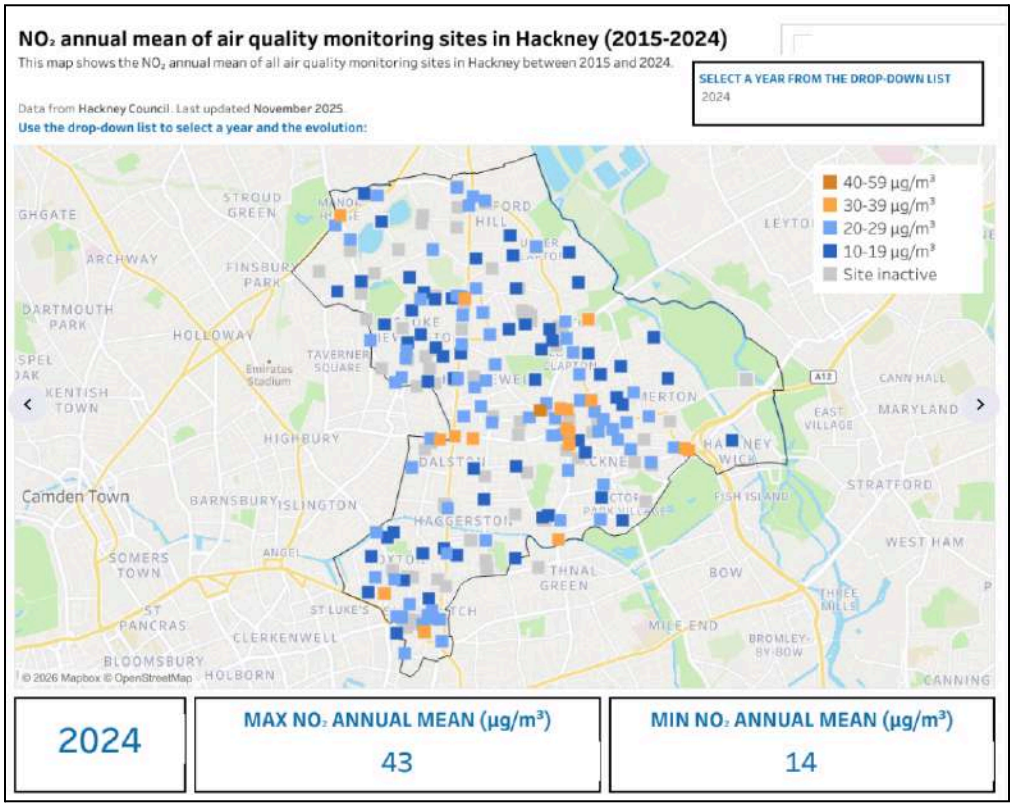


Figure 41: NO_2 Annual means in Hackney (2024)



Figure 42: Modelled annual mean NO2 Concentrations 2022 (Source LAEI)[44]

Increasing focus on particulate matter

However, the same reduction that has been observed for NO_2 has not been seen for PM_{10} and $PM_{2.5}$, with levels plateauing in recent years. While the reasons for this are not entirely clear, it is possible that decreases in emissions from road traffic exhausts are being offset from increases elsewhere. This might include increases from brake, tyre and road wear due to the increase in popularity of heavier vehicles, and other factors such as more wood burning in urban areas. Road transport contributes 20% of PM_{10} and 26% of $PM_{2.5}$[45]

[44] https://data.london.gov.uk/dataset/london-atmospheric-emissions-inventory-laei-2022-2lg5g/ and https://data.london.gov.uk/dataset/laei-2022-borough-air-quality-data-for-llaqm-2kdpj/

[45] Domestic air pollution emissions from transport in 2023, DfT 2025

Data from the Office for Health Improvement and Disparities indicate that, in 2024, 7.2% of all deaths in Hackney can be attributed to fine particulate matter ($PM_{2.5}$) air pollution. This is the third-highest rate in London (behind the City of London and Tower Hamlets), and above the London and England averages of 6.6% and 5.3% respectively. [5] An increasing body of evidence suggests that there is no level of $PM_{2.5}$ pollution at which no health effects occur.

Stricter WHO guidelines

An increasing body of evidence for the impact of air pollution on human health led the World Health Organization (WHO) to publish in 2021 revised guidelines for the maximum concentration levels of these pollutants.[46] These updated the previous guidelines published in 2005. The 2021 WHO guideline values tend to be stricter than the limits and targets currently set out in UK law.

Table 4 - Comparison of UK Air Quality Objectives (AQOs) and WHO Guideline Values

Pollutant	Averaging period	Concentration (µg/m³)		
		UK AQO	2005 WHO guideline	2021 WHO guideline
NO_2	Annual mean	40	40	10
	24-hour mean [a]	–	–	25
	1-hour mean	200	200	200
PM_{10}	Annual mean	40	20	15
	24-hour mean [a]	50	50	45
$PM_{2.5}$	Annual mean	10	10	5
	24-hour mean [a]	–	25	15
O_3	8-hour mean	100	100	100
[a] 99th percentile				

The WHO guidelines are set solely based on the evidence for the protection of health with interim targets also being provided. These are levels that are higher than the guideline value, but are associated with a specific and evidence-based decrease in health risk.

[46] https://www.who.int/publications/i/item/9789240034228

Hackney's Air Quality Action Plan aims to reduce air pollution levels to as low a level as possible, focusing on all the different sources of air pollution in Hackney. Specifically, Hackney has committed to a clear pathway to achieving the 2021 WHO guideline values by progressively working towards meeting interim targets. The goal for 2030 is to meet the following targets, as an annual mean, across Hackney. Meeting these targets will require closely monitoring the impact of all new transport and development schemes on air quality. **AQ 1 (Pollution Reduction)**:

- NO_2: 30 µg/m³ (2021 WHO 2nd interim target value)
- PM_{10}: 20 µg/m³ (2021 WHO 4th interim target value)
- $PM_{2.5}$: 10 µg/m³ (2021 WHO 4th interim target value)

Electric vehicles

The expansion of electric vehicle and other ultra-low emission vehicle infrastructure can support achieving more ambitious air quality targets as one part of a wider transport strategy. We aim to increase resident EV uptake to 90% of cars owned in the borough by 2041. **AQ 2 (EV Uptake)**

Affordable charging

We will seek to increase the affordability of using electric vehicles through reducing the pricing disparities between home charging and kerbside charging as well as considering the cost barriers of electric vehicles themselves. This is a particular concern for low-income, car dependent and mobility-impaired residents.

The Council does not control the tariff price for EV charging directly, although it does have an influence on the maximum price through contracts with electric vehicle charge point operators. It is also exploring whether excess electricity generated from Council-owned rooftop solar projects can help to lower EV charging costs.



Figure 43: EV Charging, Downham Road

Residents with a valid parking permit are able to access a discounted tariff when charging at public charge points operated by the 2 largest Charge Point Operators, Zest and ESB.

Wider incentives

Where it is directly possible for the Council to increase the affordability of using electric vehicles, such as through parking permit pricing, these policies will continue to support electric vehicle ownership.

The Council will provide accurate information on the costs of owning and charging an electric vehicle, including the lifetime costs and payback period, in comparison to owning a petrol or diesel vehicle through awareness raising communications to residents and businesses.

The Council will provide a network of electric car club vehicles to make it easier to not own a vehicle in Hackney and to mitigate against the upfront purchase cost of EVs for residents with a need to use a vehicle. Using a shared battery EV should be the easiest, cheapest option for motorised travel.

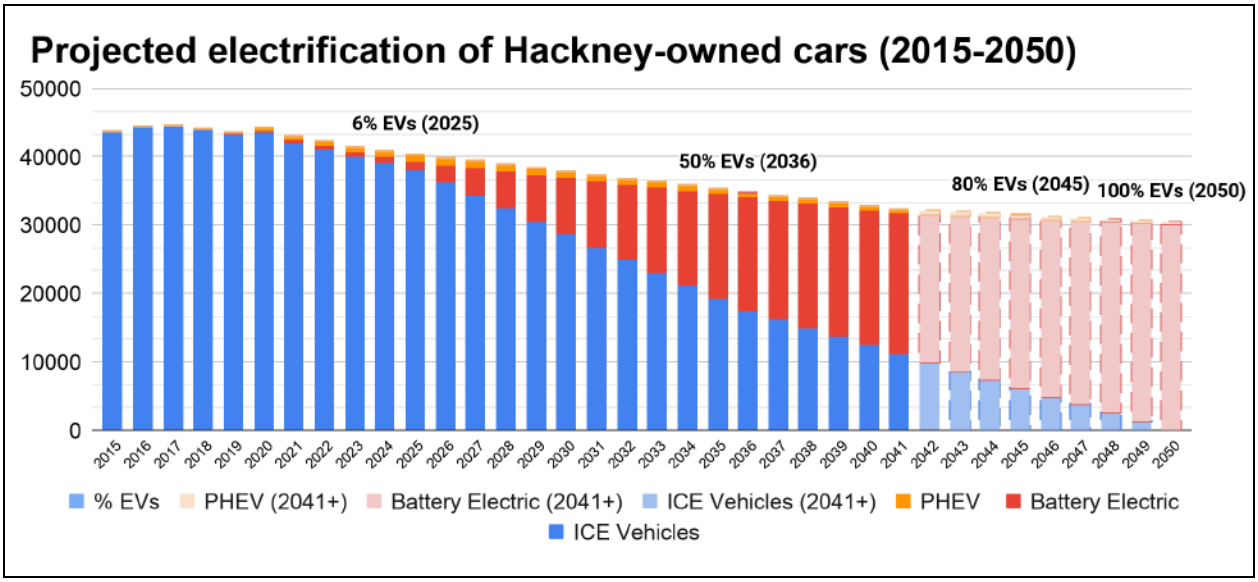


Figure 44: Projected electrification of Hackney-owned cars (2015-2050)

Electric vehicle charging points will be installed to form a dense network of 3000 EV charging points by 2030 on the borough's roads, giving chargepoint access to all households.

Low/Zero Emission Transport

Main roads, where many of our residents live, will be a key focus including protecting from emissions from through traffic passing through the borough. This will build on improvements in air quality already seen in Liveable Neighbourhoods. In particular School Streets embedded in Liveable Neighbourhoods will play an important role in protecting children from poor air quality on the school run and at the school gates.

At the same time our Parking and Enforcement Plan is increasing the number of emissions-based parking charge bands and the diesel surcharge to encourage cleaner vehicle uptake.

Electrification of motor vehicles will complement the promotion of sustainable modes of transport which involves encouraging the use of cleaner, more efficient and sustainable modes such as walking, cycling and public transport. Furthermore, this strategy will aim to reduce emissions from public transport vehicles and freight and delivery. **AQ 3 (Low/Zero Emission Transport)**

All passenger trains in the borough are already electric, and Hackney will lobby TfL to ensure that all buses in the borough will be zero emission by 2030.

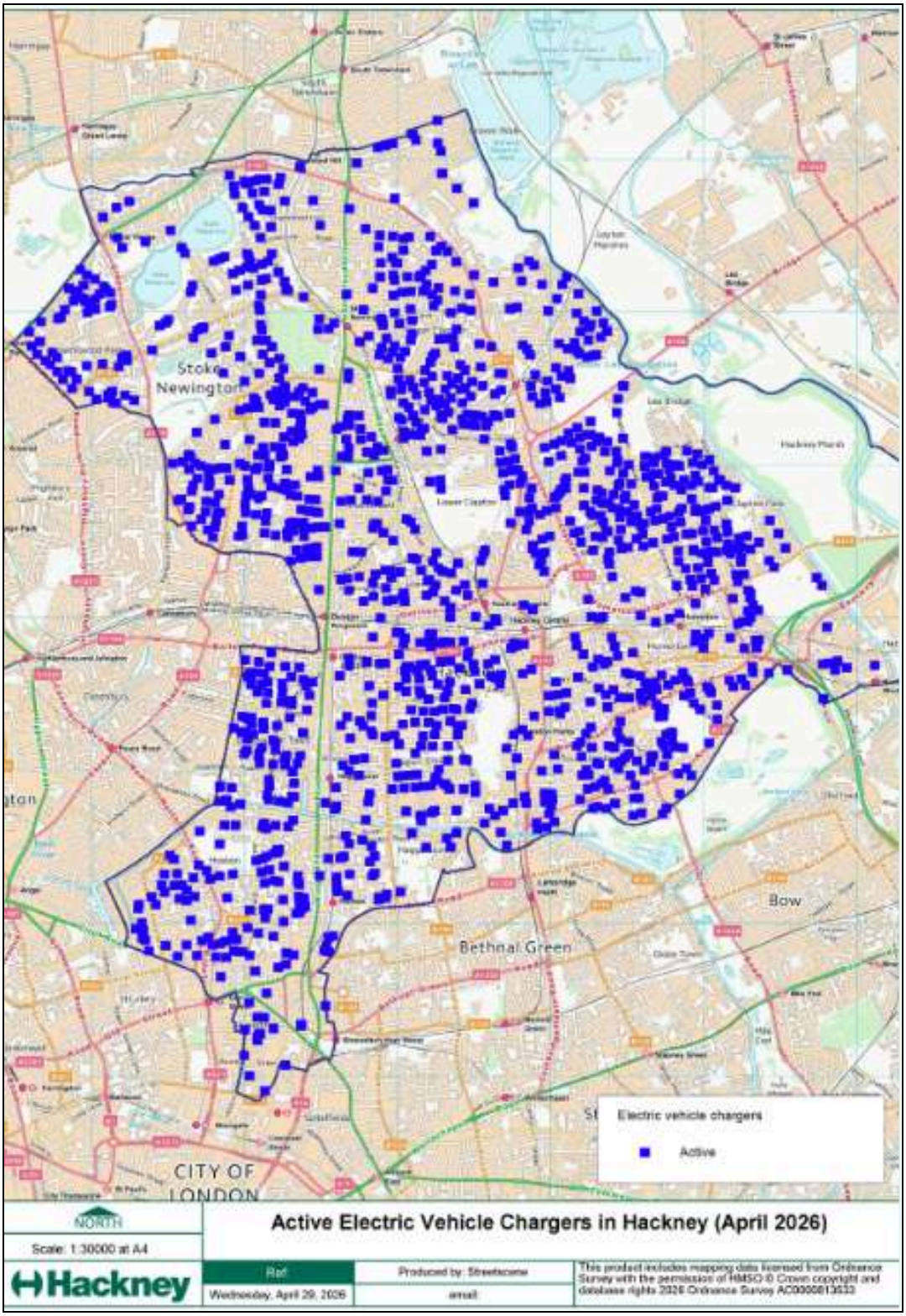


Figure 45: Active Electric Vehicle Charging Points in Hackney (April 2026)

Tackling Freight Emissions

London-wide analysis shows that HGVs were responsible for 15% of total NO_2 concentrations from road transport. Heavier vehicles, including freight transport, contribute more to levels of particulate matter pollution due to non-exhaust emissions. Emissions from freight and delivery will be reduced through a combination of consolidation, retiming and shifting to cleaner alternative fuels and clean last mile initiatives.

Amazon Last Mile Porterage Project

Hackney Council, through the Mayor's Transport Strategy, has committed to working with businesses and the freight industry to reduce the adverse impacts of freight and service vehicles on the street network, to reduce lorries and vans entering central London by 10% by 2026. Hackney conducted a pilot with Amazon, and their subcontractor Delivery Mates, under which they had exclusive access to 15 metres of the kerb to conduct last mile delivery within a 1 mile radius with walking trolleys. Through this, we have tested innovative solutions for zero-emission last-mile deliveries, gathered valuable data on reducing vehicle kilometers traveled, and established relationships with neighbouring boroughs and businesses. Based on Delivery Mate's cost estimations, one site could generate £7,202 per year and save 198 LGV miles per day travelled in the borough.

Hackney businesses and consumers will be supported to shift to zero emission and cargo bike deliveries through the borough's award-winning Zero Emissions Network, with funding for up to 24 grants annually for cargo bikes and e-bikes, 4 cargo bike bays and a cargo bike hire scheme. **AQ 4 (Zero Emissions Network).** Hackney's own fleet vehicles will all have been converted (subject to space constraints) to zero emission by 2036. **AQ 5 (Hackney Fleet)**

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.

Also see Objectives:
TR 3 (Reallocating Carriageway Space)
TR4 (Parking Management)
DS 1 (Reduce, Retime, Remode)
DS 5 (Hackney Fleet)
Safe 4 (Safe Vehicles)

Part C - Transport Equity

Chapter Eight - Access for All

Many people, especially the elderly, disabled and less mobile, face issues using Hackney's transport system including footways and roads. They also face challenges accessing stations that have not been modernised to include accessible transport facilities. The lack of step-free facilities at railway stations, dropped kerbs, pavement obstructions, restrictions in motor vehicle access and bus service issues are common issues.

Ensuring everyone can access Hackney's transport network is key to achieving the borough's environmental and social goals. In a borough where 65% of households are already car-free, the majority of residents rely on walking, cycling, and public transport as their primary ways to access work, education and leisure.

Nearly 20% of Hackney residents are disabled according to the 2021 Census, with 10% identifying as being limited by their disability. A wide range of disability types affect residents including mobility, visual, hearing, learning and mental health. Also, residents may have reduced mobility due to being pregnant or using buggies.

***You said:** "While reducing traffic can improve air quality, it can also trap disabled residents and carers who rely on taxis or private vehicles for essential travel. Exemptions for disability badge holders, carers, and SEND transport must be standard to prevent further isolation."*

We are looking at developing innovative exemptions for those that struggle with mobility to area-wide traffic schemes while continuing to seek to reduce traffic and improve air quality.

While Hackney has a young population, 8% of residents are aged 65 or over. Removing physical and systemic barriers, such as cluttered pavements and the lack of step-free rail access, will enable our elderly, disabled and less mobile residents to travel without a car and support the borough's target for 95% of journeys to be made via sustainable modes by 2030.



Figure 46: Step-free access has been installed at Hackney Wick station

Designing accessible spaces

People with a disability that limits their ability to travel are more likely to walk somewhere in Hackney than those who do not (58% vs. 52% of trips).[47] Despite this, disabled people in England take 30% fewer walking trips than non-disabled people[48]. This is driven in part by streets that are inaccessible and unsafe for people to navigate.

We will address these inequalities to ensure Hackney residents are not forced into car reliance by a lack of safe and accessible transport alternatives. This will be progressed through embedding the Healthy Streets approach into the implementation of this strategy, ensuring the provision of safe and accessible pedestrian spaces with a focus on seating, improved lighting and wayfinding and improving crossings and reducing street clutter. **Access 1 (Support Inclusive and Healthy street design in all schemes and policies)**

[47] LTDS
[48] Transport for All, 2023, as cited in What Works in Engaging Disabled People in Cycling for Active Travel?, 2026

The borough will continue to reduce street clutter and obstacles that impede movement, including those created by badly parked hire e-bikes. We will promote a considerate cycling and cycle parking code to support this. We will also implement the government's Inclusive Mobility design standards[49] to design environments that fully consider the needs of disabled people and remove the barriers preventing their access to pedestrian spaces. **(Access 1)**

Accessible public transport

Many train stations in and around Hackney still lack step-free access. Nationally, 54% of rail stations are step-free, but only 44% of rail stations in (or near) Hackney meet this standard. The lack of step-free access is particularly severe in the north of the borough, where all four Overground stations do not have step-free access. In the south of Hackney, four of five Overground stations are not step-free.

This strategy sets out to address this accessibility gap by installing step-free access at every rail station in the borough to create fair access to our local transport networks. **Access 2 (Accessible Stations and Stops) see also PT 5 and W 3**

49 https://assets.publishing.service.gov.uk/media/61d32bb7d3bf7f1f72b5ffd2/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf

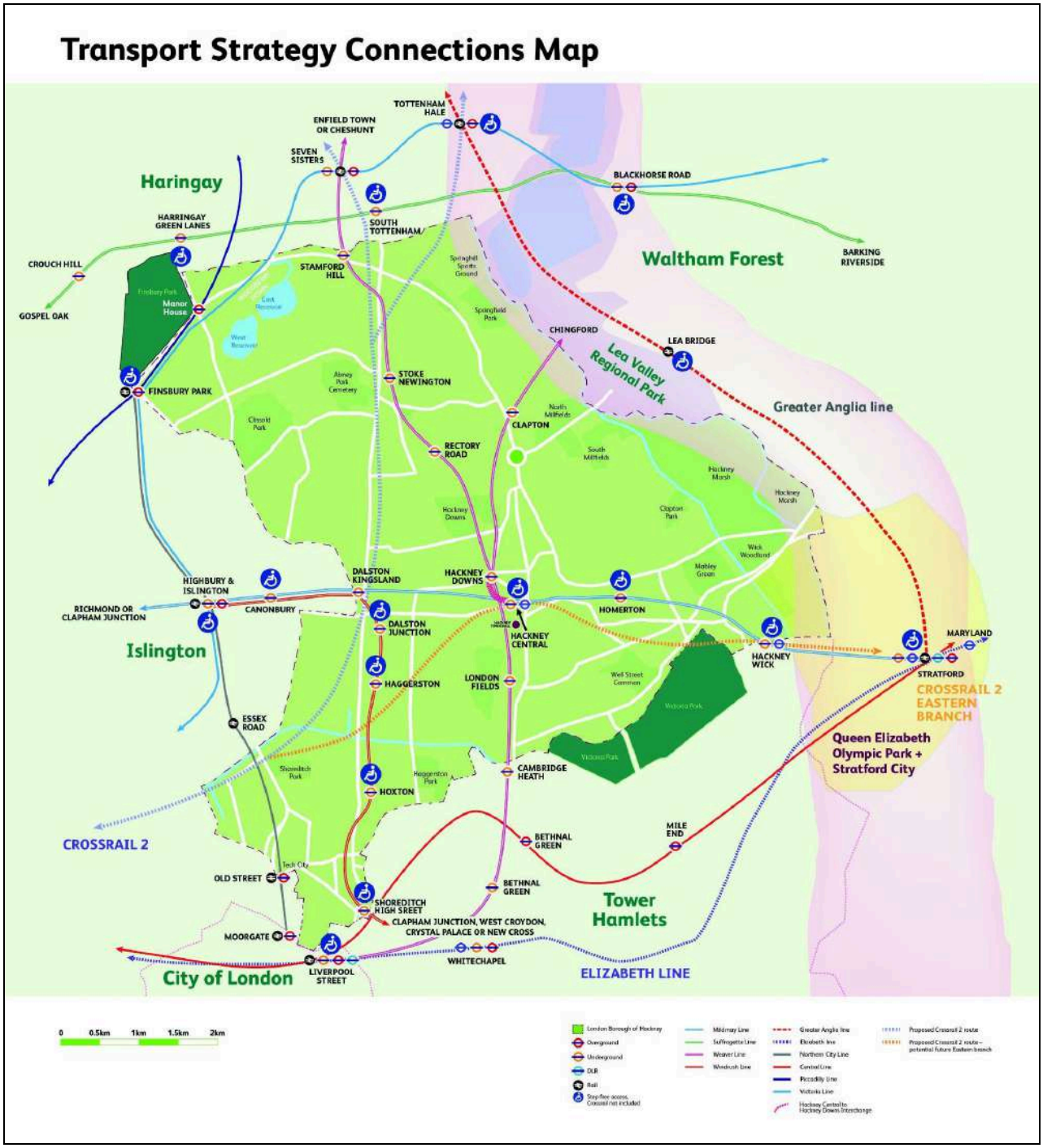


Figure 47: Step-free stations in Hackney

People aged 65 or over are more likely to use the bus to travel somewhere in Hackney than those aged between 25 and 64 (26% vs. 14% of trips).[50] Despite this, elderly and disabled people often face significant barriers accessing bus stops, including a lack of

[50] LTDS 24/25

seating or shelter from poor weather conditions, obstructions due to street clutter, and poor, inaccessible, or missing real-time information.

The Council is also acutely aware of the challenges visually impaired individuals face when accessing bus stop islands situated alongside cycle tracks (bus stop bypasses). We will continue to follow national and TfL design guidance, engage early with disability groups, and remain open to trialling emerging technologies, such as sensors and directional tactile paving.

We will also ensure all bus stops in Hackney are accessible by addressing physical barriers, such as installing seating and shelter where possible and removing street clutter that blocks or restricts access. Improved state of the art real-time travel information and timetables will also be provided at stops. **(Access 2)**

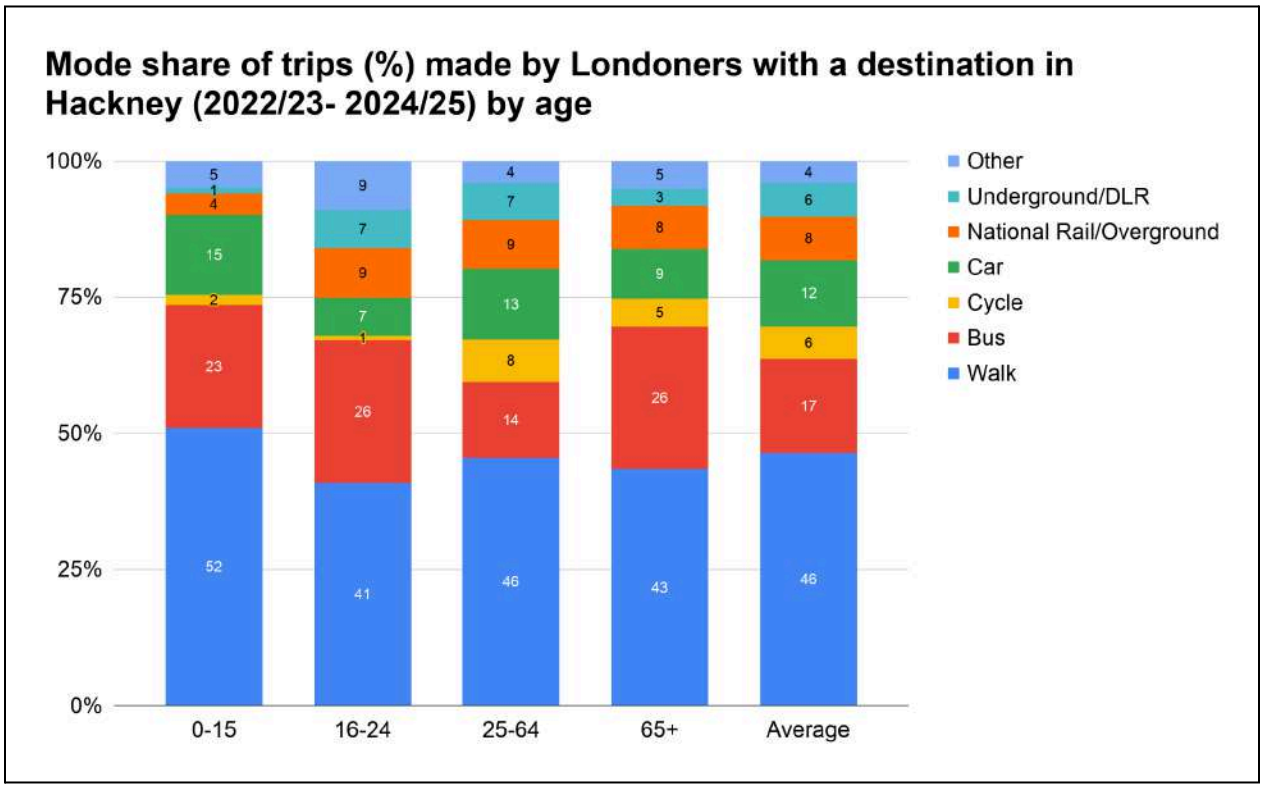


Figure 48: Mode Share of trips made by Londoners with a destination in Hackney by Age

Access to key services

A transport network that is inaccessible can isolate elderly and disabled people from accessing essential services, including food, healthcare, education and opportunities to work, and community and green spaces that support social wellbeing. So disabled people are at higher risk of isolation and loneliness.

We will work with healthcare and education partners via the planning process, to ensure new and relocated facilities are accessible for people with mobility impairments, and address access to existing facilities through removing street clutter and providing reliable step-free access on the street. We will reallocate roadspace to achieve more direct walking routes including those on the routes to schools. This will include widening footways, adding green infrastructure, and installing seating, street lighting and wayfinding.

We will also continue to support community transport services that provide accessible, door-to-door transport for people unable to use conventional public transport. **Access 3 (Accessible locations and routes to Health and Education)**

Financial support and exemptions
Disabled people often pay more for transport due to inaccessible infrastructure on public transport, such as lack of step-free access, forcing disabled people to take longer and more expensive, or more complex routes. The need for accessible taxis, personal assistants/carers, or feeling forced to own a car to get around can all place additional financial stress on disabled people.

Hackney will continue to support travel discount schemes that support the mobility of elderly and disabled people such as the Freedom Pass, Dial-a-Ride, and Taxicard. We will continue to develop innovative exemptions for residents with mobility impairments within traffic reduction schemes. This ensures that those who truly need to drive, such as Blue Badge holders, are not put at a further disadvantage by these policies. **Access 4 (Affordable Access)** and **Access 5 (Innovative Exemptions)**

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.

Also see Objectives:
PT 5 (Station Upgrades)
Healthy 4 (Targeted Active Travel Campaigns)
EQ 9 (Ageing Well)

Chapter Nine - Child-Friendly

Welcoming, safe, and legible streets promote independent travel and access to parks and play spaces for children, creating more opportunities for social and environmental connection, and improving mental and physical health. Traffic and street crime impede our vision for child-friendly Hackney streets and contribute to a reduced sense of safety and security when moving around the borough.

Our Vision

Healthy Streets are welcoming places for all people, especially children, and provide connections to schools, parks and playgrounds. Welcoming streets with low risks from traffic collisions, crime and anti-social behaviour, with clean air, greenery and shade provide the foundation for children's active travel. This supports physical and mental health helping prevent childhood obesity and conditions such as asthma exacerbated by air pollution.

Child-friendly design and urban planning is an emerging field that recognises children and young people as key users of the city with rights, needs and aspirations for the built environment. This approach goes beyond designing designated playground provision, towards shaping the physical features of neighbourhoods, towns and cities, as a whole to become multifunctional and inclusive.
Growing up in Hackney Child-Friendly Places SPD - July 2021

The Council is committing to do everything in its power to increase the health and happiness of our children by making our neighbourhoods, streets and destinations healthier and more child-friendly.

***You said**: "Children do not play out like they did a few generations ago and are usually supervised by adults when they do so now."*

Hackney is working to create a child-friendly borough beginning with the journey to school but including the whole spectrum of children's independent travel from the doorstep to playgrounds, shops and parks.

The challenge begins on the doorstep where many background socio-economic factors already put our children at a disadvantage. As children develop and explore their world, they need to be supported in accessing **destinations** for play, education, and connecting with the world around them. Most importantly for this strategy is the journey from the doorstep to the destination. The overarching ambition of this chapter is to ensure that as many children as possible can make safe, active, and unpolluted journeys around the borough.

The Doorstep

There are many challenges to Hackney children forming healthy life-long transport habits when growing up in the borough. Poverty, obesity, air pollution, and road safety are all significant barriers. Factors affecting the formation of healthy long-term transport habits in childhood continue to impact children throughout their lives.

Hackney's children do not always have the easiest start in life. An estimated 43% of Hackney's children were living in poverty after housing costs in 2022, a rate considerably higher than both London (33%) and England (31%). - the third highest rate in London.[51] Both child obesity and injuries from road traffic collisions disproportionately affect children from the lowest income families in the borough.[52] In 2024/25, 24% of Reception children and 38% of Year 6 children in Hackney were above a healthy weight.[53]

While many of these issues have deep societal causes, one of the most profound ways of addressing these issues and empowering children is to promote children's physical and mental health. Encouraging play and active travel is one of the most powerful ways of doing this.

Public Transport Affordability

While walking and cycling are low cost options, the affordability of children's travel on public transport is another key issue. We believe that there will be a continuing need to lobby TfL for the retention of child fares and ticketing options and measures to protect children from crime and anti-social behaviour on buses and on the train network.

Destinations

Hackney is committed to working to ensure that its public spaces are inclusive, playful, and welcoming for children, young people, parents, and caregivers. The design of the entire public realm must feel safe and welcoming, regardless of a child's social, physical, cultural or economic circumstances.

[51] https://trustforlondon.org.uk/data/
[52] Healthy Weight Needs Assessment for City and Hackney, 2024. Collision statistics analysis from MAST.https://agilysis.co.uk/mast/
[53] PHE Fingertips, National Child Measurement Programme.



Figure 49: Hackney School Streets Badge

Schools

Every child deserves a safe environment at the start and end of their school day. Traffic congestion and dangerous parking outside the school gates can create an unsafe environment, and idling vehicles dropping off children negatively impact air quality. Since 2017, Hackney has been transforming the environment at the school gates through the introduction of School Streets. These are timed motor traffic closures at school opening and closing times which create a motor vehicle-light environment which supports children, parents, and carers in choosing more sustainable modes on the school run. This makes streets safer, reduces air pollution, helps to encourage active travel and supports the physical and mental health of children.

Hackney has introduced more School Streets than any other local authority in the country and nearly every primary school in Hackney has a School Street. Whilst they have great benefits for the street environment directly outside schools we can be more ambitious and consider the whole journey every child makes to school in our road and public realm improvements, prioritising improvements that further support the choice to walk, wheel or cycle to school. **CF 1 (School Streets)** and **CF 2 (Journey to School)**



Figure 50: Before and After: London Fields School Street

School Streets are complemented by a wider package of measures delivered by us and our partners such as School Travel Plans, cycle training, and the installation of cycle storage at schools. Not only does this have immediate benefits to physical and mental health such as combating child obesity and improving concentration and well-being, in the longer term it helps to foster healthy travel habits and embed physical activity into children's lives as they grow older.

Play and green space

As well as places to learn, all children need space to play, have fun, and connect with nature. Green and play spaces can make journeys child-friendly just as much as they can be child-friendly destinations. With the imagination of children and their carers, even small areas of green space can create fun things for children to do along their journeys.

Hackney is committed to expanding access to parks, playgrounds and informal play areas for children. The borough has a dense network of green spaces and designated play areas, and is continuing to make efforts to enhance these provisions.

Hackney's *Child-Friendly Places Supplementary Planning Document (SPD)* was introduced in July 2021, and outlines child-friendly principles and design guidance to ensure that planning policies and development maximize benefits for children, young people, parents, and caregivers. It also provides guidance on supporting child-friendly journeys and destinations. It aims to go beyond the boundaries of designated playgrounds to shape neighborhoods, and the entire street environment to be more inclusive, playful, and welcoming.

Where dedicated play facilities are lacking, Play Streets can be created to help meet children's needs. Play Streets allow residents to temporarily close their residential streets or courtyards to through traffic, creating safe spaces for children to play and fostering community cohesion. Hackney was the first London borough to introduce Play Streets in 2012 and has been a leader in developing best practice. As of May 2026, there were 23 streets hosting Play Streets in the borough. **CF 3 (Access to Parks and Playspace)**

Children's centres, children and family hubs, and Clissold Park One 'O Clock Club continue to provide children with accessible safe outdoor space to play, develop and thrive. Children's centres and children and family hubs also provide Forest School sessions for child-centred educational opportunities in natural woodland and outdoor spaces with a significant impact on children's development - learning to take risks, develop confidence, speech and language and self-esteem.

Our Young Hackney Youth Hubs, VCS youth projects and adventure playgrounds continue to provide free accessible space for young people to participate in a range of activities that support their physical health and emotional wellbeing.

The Journey

Crucially this transport strategy will address the connection between the doorstep and the destination. It will seek to promote safe, accessible, active, and enjoyable journeys for young people and remove the barriers that currently unfairly limit children's independent travel.

In earlier engagement, the following three concerns for children were raised by residents:

- Speeding, high volumes of motor traffic, and bad driving behaviour are a risk to children
- Crime, antisocial behaviour, and the perceived lack of police presence are deterrents to children playing or traveling independently just as much as road safety
- Inaccessibility concerns around pavements, public realm, and public transport affect children and parents with prams as well as disabled people

On most journeys, children will be accompanied by an adult. It is important to note not just how these three issues impact children directly, but also how the perception of safety and accessibility in the minds of parents and carers will determine the kinds of journeys that children are allowed to take (either independently or with an adult).

A particular issue of concern is the way that children and young people with special educational needs travel in the borough. Hackney is seeking to introduce further support in this area in the form of independent travel training.

Children Injured on Hackney's Roads

Hackney ranked 20th out of 33 London local authorities in child casualties between 2017 and 2025. Between 2015 and 2024, on average 53 children were injured every year on roads in Hackney, with an average of 8 serious injuries per year. In 2015 one child was killed on Hackney's roads, but there have been no child fatalities between 2016 and 2024. About 60% of those injured were children travelling by foot. While child casualties represent about 6% of all road casualties during this time period, children accounted for 17% of pedestrian casualties between 2015 and 2024. Whilst each child casualty is a tragedy, the trend in child casualty numbers in Hackney since 2000 has been downwards.

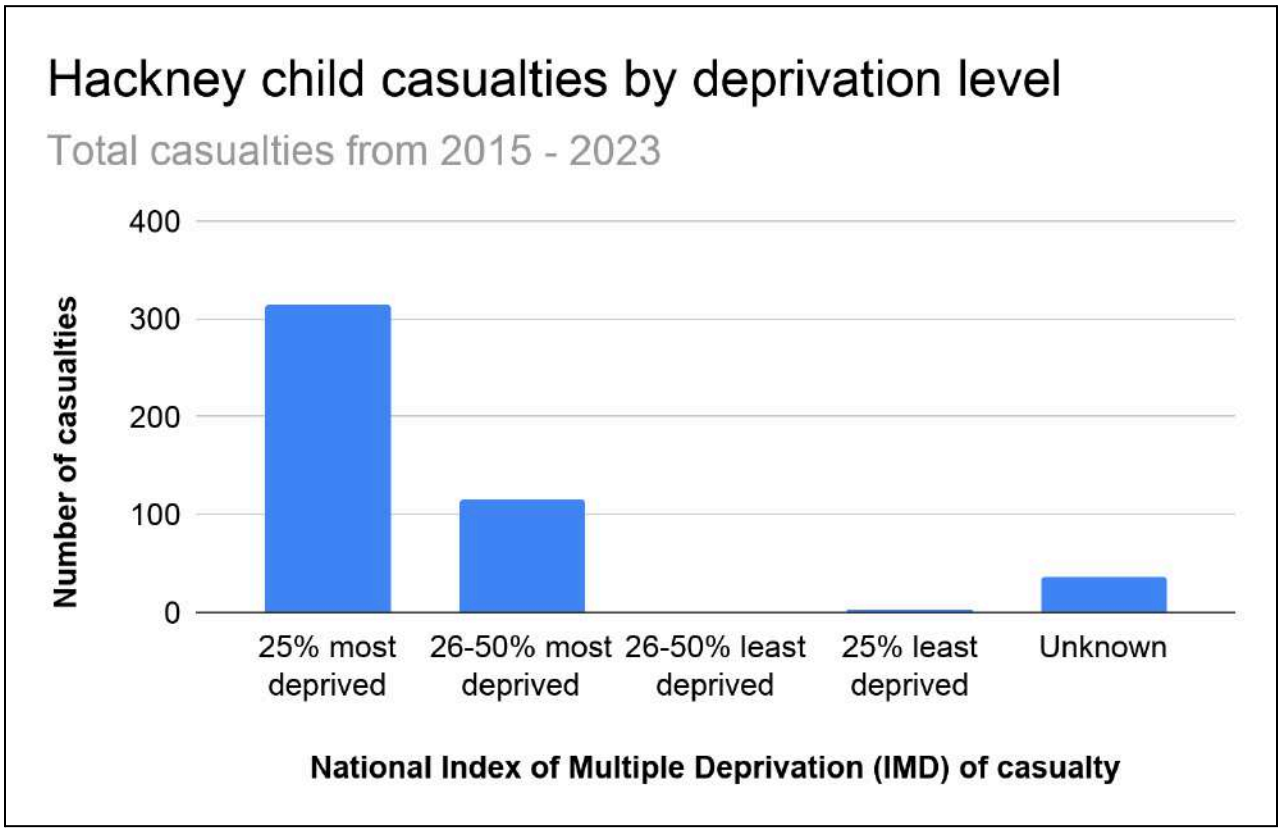


Figure 51: Hackney Child Casualties by Deprivation Level

Shockingly, the tragedy of these injuries overwhelmingly affects the borough's low income children. In every year over the past decade more than 95% of child casualties in Hackney came from families in the poorest 50% of the UK population as measured by the Index of Multiple Deprivation. Less than 1% of children came from the 25% least deprived households.[54]

[54] Source: MAST and Stats 19

The Council is committed to Vision Zero, a policy which aims to eliminate all serious and fatal casualties from the road network by 2041. We are also committing to reduce child casualty rates by a quarter by 2030. **CF 4 (Reduce Child Casualties)**

Foundations for a Child-Friendly Borough that is Safe, Active and Clean
We will lay important foundations for child-friendly policies by creating a borough that is safe, active and minimises harmful pollution. **CF 5 (Child Friendly Foundation)**

Feeling Safer on the Streets
Beyond traffic there are other factors that negatively impact the journeys of children, parents, and carers. Crime and anti-social behaviour can impact on the willingness of parents and carers to allow their children to travel around the borough. This includes fears of muggings, phone snatching, knife crime, and drug dealing. Many of these issues also affect the public transport network with concerns of antisocial behaviour on buses and trains. The majority of primary carers of children are women who we know already feel less safe travelling on our streets than men. A negative perception of social safety may disproportionately affect primary carers and the children they are accompanying.

The Healthy Streets wheel (see Figure 7) highlights many of the elements needed to support our ambition. The safety of a street can be improved by design, ensuring new cycling and walking routes in the borough are well overlooked and adequately lit to improve the perception of safety, whereas seating, shelter, and incidental play and green spaces can improve journey comfort.

Active Families
During the initial public engagement on the transport strategy in 2025, residents expressed concern about the accessibility of our streets and public transport affecting parents and carers with children and disabled people. Prams and pushchairs are impacted by insufficient pavement widths, lack of or poor quality dropped kerbs, and a lack of places for seating and shelter can all be barriers to making journeys with children. The interface of transport modes can also represent a significant barrier including step-free access to buses and trains, adequate lift provision, and secure cycle parking compatible with child seats and cargo bikes and trailers for children. Many of these issues will also have an impact on the way women travel during pregnancy with sufficient resting points, with seating and shelter critical to helping women stay active during pregnancy.

High quality urban design addresses both the challenges of antisocial behaviour and accessibility issues that affect children, parents, and carers. We want to make Hackney the best borough for children, pregnant women, and parents and carers for walking around together safely, conveniently, and comfortably.

Clean Air for Children

We have bold ambitions for reducing air pollution in Hackney, which disproportionately affects the developing lungs of young children including exacerbating childhood asthma.[55] The Clean Air chapter of this strategy outlines our plans for reducing air pollution and there are specific interventions targeted to benefit Hackney's children including school streets, green screens around play spaces, and reducing traffic in residential neighbourhoods.

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. *This target is also included in Safe 1 (Vision Zero) as part of the Safety and Security objectives.*
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

[55] More than 800 under fives were admitted to Homerton Hospital in 2023 with breathing difficulties according to a recent FOI. https://www.hackneycitizen.co.uk/2024/07/05/800-young-children-admitted-homerton-hospital-breathing-difficulties-2023/

		• 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

Chapter Ten - Equitable and Affordable

Equality is a core value of Hackney Council enshrined in its Equality Plan, its Ageing Well Strategy and its Child-Friendly Places Supplementary Planning Document. It is also a value which links into and underpins every other theme in this Transport Strategy.

Prioritising sustainable and active travel, and carrying out public realm improvements, can lead to some residents feeling priced out of their neighbourhood as local property prices and rent levels increase in line with gentrification. This is a critical issue in a borough where 50% of children live in poverty[56], above the London average of 31%.

In Hackney, 65% of households do not own a car, meaning affordable public transport and active travel options is a vital mechanism for social and economic inclusion. For Hackney's low-income residents, the cost of travel can be a significant barrier to accessing employment, education, and essential services. Travel costs are significant for most residents: in the UK , the average percentage of household expenditure on transport was around 14% in 2023[57].

We are committed to creating a fair road system, ensuring all our residents from all ages, ethnicities, disabilities and other backgrounds are able to access amenities and services within their local area, whilst being able to travel to other parts of the city with ease.

By prioritising affordable access to public transport and managing dockless bike schemes to ensure equitable pricing, the borough can dismantle the financial hurdles that lead to "transport poverty." This approach directly reduces the perceived need for private car ownership, which in London can cost a household upwards of £3,500 to £8,000 annually in running costs and depreciation. When sustainable alternatives are the most affordable and reliable options, the entire community benefits from reduced congestion and improved household financial resilience.

Promoting active travel through walking and cycling can serve as the most effective "cost-of-living" intervention in the transport sector. Walking is a healthy and free mode of travel, but can be unfeasible or perceived as unfeasible for those who have had to take on multiple jobs and/or need to travel between locations quickly. Therefore, walking should be supported and promoted as a good option for local travel, whilst also ensuring other active modes are made financially viable. For example, cycling, supported by Hackney's expansion of secure on-street storage and more affordable cycle hire schemes, can offer a low-cost, high-efficiency alternative to motorised trips. Free bike maintenance classes and weekly Dr Bike sessions have been available to all Hackney

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56 https://trustforlondon.org.uk/data/boroughs/hackney-poverty-and-inequality-indicators/?tab=poverty-and-living-standards

57 https://assets.publishing.service.gov.uk/media/6762df9a4e2d5e9c0bde9b03/tsgb1306.ods

residents to learn the basics of keeping your bike running safely and we would like to protect and expand these services.

Beyond the immediate financial savings for residents, shifting to active modes is the primary driver for developing a "Healthy Streets" ecosystem. By making the cheapest forms of travel also the safest and most attractive, Hackney encourages a natural transition toward sustainable lifestyles. This not only cleans the air and reduces the borough's carbon footprint but also fosters a more physically active population, reducing the long-term economic and social costs associated with inactivity and environmental degradation.

The Costs of Owning a Vehicle

In Hackney, ensuring transport is affordable and accessible is a cornerstone of the borough's strategy to reduce car dependency and improve social inclusion. As mentioned, 65% of Hackney households do not own a car or van, a level significantly higher than the Inner London average of 42%. For these residents, the high cost of travel by car means that living in an area with low accessibility can lead to social isolation by restricting access to jobs, healthcare, and community activities. By focusing on active travel, Hackney aims to bridge this gap, ensuring that residents on lower incomes are not forced to spend a disproportionate amount of their limited earnings on essential travel or on the high overheads of private vehicle ownership.

The economic burden of owning a car in London is a major factor in driving residents toward sustainable modes. Annual running costs for a car in Inner London average approximately £3,500, covering fuel, insurance, tax, and maintenance. When accounting for finance and depreciation, this cost can escalate to nearly £8,000 per year for even a small hatchback. For low-income groups, transitioning to car-free living is an effective way to improve household financial resilience. Hackney's target to reduce motor traffic by 15.6% by 2041 directly supports this shift by making streets safer and more inviting for those using lower-cost alternatives like walking, wheeling and cycling.



Figure 52: Hackney Free Dr Bike Active Travel Event

Affordable Public Transport (EQ 1)

Public transport remains a vital lifeline, yet the cost of travel for those ineligible for existing discounts can still be a significant barrier. In Hackney, there is a comprehensive bus network, stations on three TfL Overground lines and close interaction with two Underground lines in the South and North West parts of the borough.

Hackney's strategy involves lobbying TfL for more affordable fares and protecting discounts for low-income residents to ensure no one is excluded from the network.

Buses have a journey fare of £1.85 which includes changing buses within an hour. Hackney Council cannot set TfL pricing but will lobby TfL for the price of buses to remain affordable and to explore models that prevent cost being a barrier to use, such as an expansion of the 'Weekend Hopper' programme.

Hackney Council recognises that London is the most expensive public transport network in the world[58]. Hackney stations are mostly located within Zone 2, and an individual traveling to Zone 1 three times a week for their work commute only can spend over

58 https://www.timeout.com/london/news/its-official-londons-public-transport-is-now-the-most-expensive-in-the-world-030525

£1,000 a year. This price is much higher for those traveling more often and to more distant zones. The Council will therefore lobby for London Underground and Overground services to be made more affordable, ensuring residents are able to benefit from these services.

Furthermore, while Hackney has generally high PTALs, the borough could benefit from better links in some key areas to further improve residents' travel options. These have been outlined in the Connecting Places chapter.

Hackney Council will continue to support access to the Freedom Pass (both the Older Person's Freedom Pass and the Disabled Person's Freedom Pass), the London Dial-a-Ride door-to-door community transport service, and the London Taxicard scheme **(EQ 6)**.

Access to dockless bikes and E-bikes

Dockless bikes can offer those who cannot afford their own bike or who cannot afford to insure a bike against theft, or do not have the space to store one, the opportunity to travel actively. Journeys below 25 minutes on a dockless bike currently cost the same as a single bus fare, and Hackney Council will continue to prioritise affordability of the dockless cycle hire service where the lowest available tariff is comparable to a bus fare. This will be achieved via the leverage the Council can use through its partnership with borough operators.

It is important that dockless bikes are parked in consistent well-managed parking locations with consistent restocking and redistribution of bikes for a reliable and usable service. This will also ensure pavements are kept clear for all users. Further options for hiring adapted bicycles will be explored to facilitate dockless provision for those with mobility impairments.

E-Bikes continue to grow as a cycle option of choice, both due to the prevalence of shared dockless bikes but also for privately owned bikes. Cycle education specifically focused on training adults to cycle safely and confidently on e-bikes will be expanded.

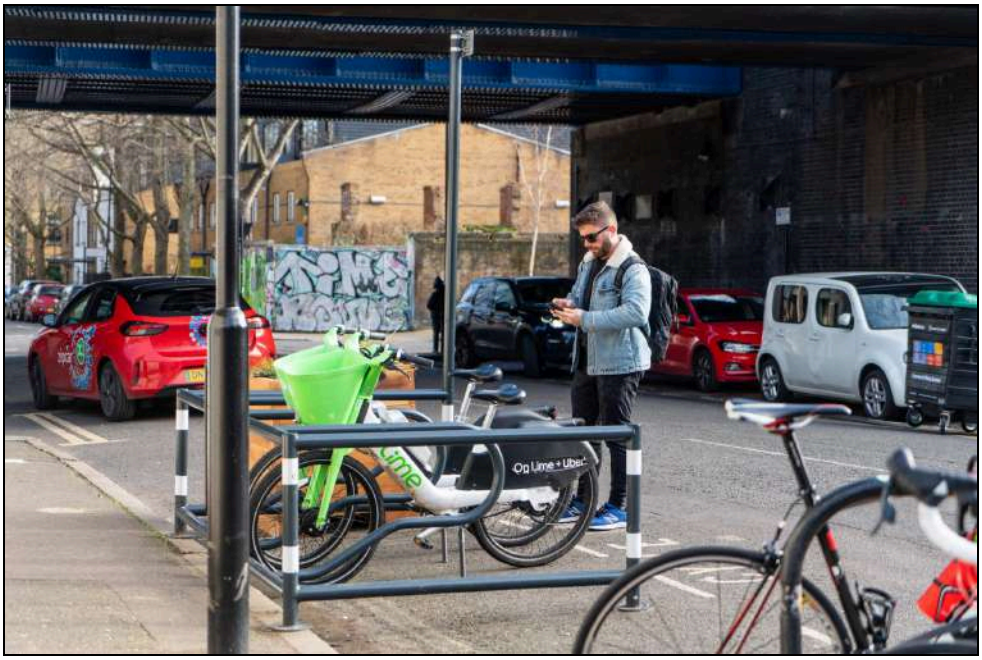


Figure 53: Dockless Bike Cycle Parking Bay, London Fields

Access to private bicycles

Personal bicycles are an excellent way to travel actively in Hackney, and work will continue to ensure all parts of the borough are safe to cycle in. Some barriers to ownership remain, including purchasing them, fear of theft, storage and being comfortable riding them. To reduce the impact of these barriers, measures include:

- Enabling people on low-incomes and in areas of low cycling uptake to purchase their own bicycles through a Community Bike Scheme programme, which would support distribution of low-cost and/or recycled bikes
- Increasing access to and awareness of cycle education to increase confidence, such as child and adult cycle training, school bike buses and other behaviour change measures. This training will continue to be offered to all people living, working and studying in Hackney, and will be delivered through networks that encourage groups which do not readily access this already to take part
- Continuing to expand the on-street cycle storage programme and retaining the discount for estate and low-income residents

Ambitious schemes, delivered fairly

Existing schemes such as Liveable Neighbourhoods have delivered safer and greener streets, and reduced air pollution on residential roads. High quality engagement will be prioritised for any new programmes, centering the voices and needs of the communities and vulnerable road users at the heart of the decision-making process.

Hackney will continue to ensure disabled people who require use of a vehicle and carers are protected and given reasonable adjustments where appropriate.

When new transport schemes are introduced, they will be designed to support all communities equally, ensuring other streets are not disproportionately impacted and that all neighbourhoods are treated equally. (**EQ 2 Affordable Access to Bicycles (Cycle Hire and Community Bike Schemes)**

Active Travel Networks

Hackney will continue to develop world class cycle networks and pedestrian environments to ensure all are able to cycle along a safe route that takes them from any starting point to any destination point. This will include new walking and cycling routes, new formal and informal crossing points across the borough, places to rest and public access to all new and existing green space including green corridors. New developments will be required to include strong permeability for all active travel modes.

The Pedestrian Environment

Walking is the most common mode of transport in London, with 53% of trips being walked in 2024. It is the most affordable mode of travel, and serves a vital role in connecting between public transport stations, and the start and end of journeys. Walking serves best as a mode for shorter and more local journeys in particular. Those who have limited time, have accessibility requirements and/or are carers are often less able to walk as often.

Perception of good safety in an area makes people more likely to walk. Reduced road danger, better street lighting, and pavement and crossing conditions are crucial therefore for encouraging more walking. Street clutter and a higher number of crossings across the borough will further incentivise walking, as will connecting green spaces through new green and/or pedestrianised corridors.

By making walking routes safer and clearer, it also encourages people to take the most direct route to where they need to go, rather than taking detours to avoid poorly lit areas during hours or darkness, for example.

Hackney Council will also help to facilitate amenities being located within short distances of all homes, to prevent long distance journeys being required for basic services. These measures will help make walking more feasible.

Finally, walking is most often the first and last mile of a journey, rather than the entire trip. Therefore, Hackney will request more accessible bus stops and station access, with accurate real-time information displayed clearly at each location with regular timetables and other information to increase ease of use. **EQ 3 (Active Travel Networks)**

Equitable Main Roads Network

Main roads are spaces of multiple competing interests for space and movement, including different transport modes and vital destinations for socialising, shopping and other service access. They are areas of higher pollution and more collisions, and while evidence suggests that traffic is not affected by Liveable Neighbourhoods and other measures, there is a perception that these have benefited those living in residential roads and disproportionately disadvantaged residents on main roads.

The Council will create a modern, efficient and sustainable main road network that connects all of Hackney's diverse communities in an inclusive, safe, fair and accessible way - improving quality of life, supporting economic growth, and delivering a cleaner, greener future for current and future generations.

To reduce pollution on main roads, Hackney Council will continue to support the transition to electric vehicle usage, and expand measures that encourage low and zero emission transport such as active travel, electric buses and low/zero carbon freight.

Hackney's main roads will be transformed by lane and space allocation, ensuring safe protected cycle routes and more pleasant areas for shopping, socialising and accessing services. **EQ 4 (Equitable Main Roads Network)**

Reducing Active Travel Inequalities

While Hackney has the highest active travel rates in London, the benefits of active travel are not experienced by all equally including in particular ethnic groups, disabled people, older people and less active neighbourhoods in the borough.

Trips by Asian and Black people show far lower rates of walking and cycling than the borough as a whole, with Asian and Black people recording only 29% and 37% respectively of active trips compared to 52% for the borough as a whole. Asian people also have three times the proportion of car trips than the borough average (36% compared to 12%)[59]. There are many potential broad societal reasons for this active travel inequality, but the gap is likely to be having huge and ongoing effects on the health of global majority populations in the borough, and on society at large, and needs to be understood more fully and tackled.

Similar active travel inequalities also relate to **disabled people**. Surprisingly, perhaps, disabled people's trips in the borough are more likely to be by walking and cycling than non-disabled people (65% of trips for disabled people versus 59% for non-disabled). But

[59] See 'How do people of different ethnicities travel differently', Hackney Transport Strategy Evidence Based based on London Travel Demand Survey 2025. Significant differences in active travel rates for different ethnic groups can also be seen Londonwide, see, for example Figure 26 (Physical Activity by Sociodemographic group) in Travel in London 2025 - Active Travel Trends https://tfl.gov.uk/corporate/publications-and-reports/travel-in-london-reports

because of much lower levels of overall travel by disabled people they are far less likely to get the recommended amount of physical activity by travel needed for health than non-disabled people.[60]

Older people are also less likely to walk or cycle than younger people in Hackney[61]. To an extent this could be regarded as an understandable part of the ageing process, but we know that even a small amount of active travel can make a huge difference to the health and general wellbeing of older people. More generally, keeping older people more active for as long as possible is a key part of this Strategy and is supported by the borough's existing Ageing Well strategy.[62]

There is no one size fits all solution to Hackney's active travel inequalities. But this Strategy is backing a renewed effort to tackle these active travel inequalities through strengthened involvement of public health, transport and community partnerships in targeted active travel campaigns and interventions monitored by robust outcome-based quantitative monitoring. **EQ 5 (Reduce Active Travel Inequality) (See also Healthy 4)**

Affordable Access and Innovative Exemptions

Hackney will support travel discount schemes supporting the mobility of elderly and disabled people such as the Freedom Pass, Dial-a-Ride, and Taxicard. **EQ6 (Affordable Access)**

Hackney will develop innovative exemptions to area-wide traffic reductions where justified as part of a Healthy Streets approach. An example of this was the extension of Liveable Neighbourhood bus gate exemptions to allow taxis carrying Taxicard passengers through. **EQ 7 Innovative Exemptions**

Child-Friendly and Ageing Well (EQ 8 & EQ 9)

Children are often most vulnerable to the negative impacts of air pollution, as their lungs are still developing and they are usually physically closer to exhaust emissions than adults.

Hackney Council will continue to reduce air pollution outside schools through an enhanced School Streets programme and behaviour change support to encourage

[60] Travel in London - Active Travel Trends shows that only 25% of disabled Londoners met the two times ten -minutes-per-day health threshold of active travel compared to 46% of non-disabled, Travel in London 2025, op cit

[61] Travel in London 2025 - Active Travel Trends op cit. In Hackney the modal splits for different age groups based on 2025 data from the London Travel Demand Survey (LTDS) is shown in 'Borough Background - How do people of different ages Travel Differently' in the Evidence Base of this Strategy.

[62] Ageing Well, https://www.hackney.gov.uk/community-safety-and-environment/community-partnerships/strategic-partnership-board/ageing-well-hackney

walking, wheeling, scooting and cycling. **Chapter 9 (Child-Friendly)** outlines how Hackney Council will continue to lobby TfL for the retention of child fares and ticketing options, and measures to protect children from crime and anti-social behaviour on buses and on the train network. **EQ 8 (Child Friendly)**

The Council will continue to support access to the Freedom Pass (both the Older Person's Freedom Pass and the Disabled Person's Freedom Pass), the London Dial-a-Ride door-to-door community transport service, and the London Taxicard scheme. All future schemes will be delivered with accessibility at their heart, and works to make bus stops and train stations fully accessible will be lobbied for and carried out. **EQ 9 (Ageing Well)**

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.

Also see Objective:
HS 6 (Reallocate Carriageway Space)

Table of Objectives

Movement Strategy		
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		
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		
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		
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		
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		
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		
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		
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 Regeneratio n**	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[63] where transport schemes are introduced.
Safety and Security		
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

[63] 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.

		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**	Work with operators to deliver a safe and reassuring transport experience by proactively reducing incidents of crime and Anti-Social Behaviour across all public

	Behaviour on the Transport Network	transport modes and infrastructure. Increase passenger confidence and reduce the fear of crime on the network especially amongst women and girls.
Healthy		
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		
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		
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		
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		
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		
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**	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.

	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.

EWT (Excess Waiting Time):
A metric representing the time a passenger waits in excess of the scheduled gap between public transport services.

Gating:
Using traffic signal control to respond to traffic conditions and manage traffic flow and capacity entering an area.

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.

HGV (Heavy Goods Vehicle):
A larger motor vehicle used to transport goods, such as lorries.

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.

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

Liveable Neighbourhood:
See LTN (Low Traffic Neighbourhood)

Modal Filter:
Physical measures (such as bollards or planters) used to block through-traffic for certain types of vehicle on residential roads.

Modal Shift:
A change in the proportion of journeys made by different types of transport.

Net Zero:
Net zero means that the UK's total greenhouse gas emissions are equal to or less than the emissions removed from the atmosphere.

PTAL (Public Transport Accessibility Levels):
A measure used by Transport for London (TfL) to show how accessible a location is by public transport, ranging from 0 (very poor) to 6b (excellent) accessibility.

PUDO (Pick Up and Drop Off):
Locations used for the collection and delivery of goods or passengers.

Road User Hierarchy:
The UK Highway Code's prioritisation system which places the most vulnerable road users (such as pedestrians and cyclists) at the top of the priority list.

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.

ULEZ (Ultra Low Emission Zone):
A zone implemented across the whole of Greater London (except the M25) where drivers of vehicles that do not meet certain emissions standards must pay a daily charge to help reduce air pollution and improve air quality.

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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