

Challenges: We recognise the Council has taken steps to make walking and cycling easier and safer, but it faces significant challenges:

- **Road space** - 65% of households in Hackney [do not own a car](#) and mainly walk, cycle, or use public transport. However, road and kerbside space is still dominated by cars.
- **Rat-running** – Three quarters of motoring journeys on our roads originate outside the borough causing danger, congestion and pollution to Hackney’s residents.
- **Obesity** - 4 in 10 Year 6 children in Hackney are obese and overweight, much of this due to lack of active play and travel opportunities.
- **Pollution** - [20,000 Hackney school children](#) breathe in illegally polluted levels of air at school.
- **Danger** – [Three quarters](#) of those injured or killed on Hackney roads are walking or cycling.
- **Inequality** – Poorer households, disabled people and women are [less likely](#) to have access to cars, and are more exposed to pollution, road deaths and injuries.
- **Growth** - An extra 40,000 people will be living in Hackney in the next ten years putting additional pressure on road space.

Our vision: We call for a cleaner, greener, happier, healthier Hackney with:

- **Low-motor traffic, attractive, liveable neighbourhoods** that remove rat-running motor traffic from residential and shopping roads and encourage people of all ages and abilities to enjoy where they live and lead more active lifestyles;
- **less-polluted streets**; particularly around schools and residential neighbourhoods
- **attractive, green, safer and inclusive streets and public spaces** that welcome everyone on foot including children, older people and disabled people;

How can this be achieved? We call on the political parties to:

1. Create **low-traffic** residential and local shopping **neighbourhoods** using modal filters (eg. bollards or planters) to prevent rat-running so residents and shoppers can enjoy these spaces on foot by wheelchair or wheeling a buggy. The Council should make a high-quality bid to the TfL Liveable Neighbourhood Fund to spread these across the Borough.
2. Create **inclusive public realm environments** where children, older and disabled people, and those pushing buggies or trolleys feel secure and comfortable. This includes better signage for pedestrians, widening footways, removing obstructions, providing continuous footways across side road junctions and raised table level crossings with tactile warnings.
3. A **public health campaign**, focused on schools, GPs’ surgeries and community centres etc, showing consequences of motor traffic, air pollution and lack of active travel leading to obesity and ill-health.
4. Support the Mayor of London's commitment to a **Vision Zero approach** to reducing road danger to eliminate all fatalities and serious injuries on the road by 2041 while encouraging and facilitating walking.
 - a. This will include **improvements to pedestrian infrastructure**, including more and improved crossings that prioritise pedestrians and phasing out mini-roundabouts.
 - b. Enforcement of traffic regulations, especially a 20 mph limit.
5. **A target of reallocating 20% of vehicle parking spaces over the election term** to provide space for trees, planters, benches, social spaces, cycle parking and cycling; pay for these by increasing the cost of parking, especially for visitors and households with second cars. Enable residents to set up **parklets** on every street in the Borough
6. Introduce (or expand the number of) **‘school streets’** (closure of roads near schools at beginning and end of school day) on all unclassified roads where there are schools.
7. Facilitate **car-free days** (or weeks) on stretches of busy shopping streets. In particular, Broadway Market should have a week-long car-free festival over the summer.
8. **Cycling infrastructure** is welcome but should improve pedestrian amenity. Cycle lanes should provide permeability (and level surfaces) to allow pedestrians to cross the road at frequent intervals. Pedestrian priority should be provided at key locations such as bus stop bypasses and within parks particularly at footway crossings within parks.
9. A **Walking and Cycling conference** in Hackney.