Appendix E

Carriageway Space Priorities[1]

Network Management Duty

The overall prioritisation of carriageway space needs to reflect network management duty; traffic management and safety and the overarching objectives of this strategy especially regarding taking climate action. Additionally specific sustainable measures will be prioritised to reflect the movement hierarchy established in the Highway code - pedestrians, cyclists and public transport users at the top (**see Move 4)**. Some parts of the carriageway need to be kept clear for these overarching network priorities to install bus lanes; cycle lanes and double yellow lines to protect road user safety especially at junctions.

The purpose of this hierarchy is to prioritise what needs are considered in the design to the changes to the carriageway. It should be seen alongside, and does not replace, other statutory duties or guidance.

Drainage and Decarbonisation

In a street transitioning away from fossil fuels but still at risk of climate change impacts such as flooding the basics of flood management need to be considered first especially given the sheer amount of land involved on the borough's 271km of roads - making up nearly 10% of the total area of the borough. Sustainable urban drainage needs to be prioritised especially in areas of the highest flood risk. Hackney also urgently needs infrastructure dedicated to further decarbonisation of transport modes facilitated, for example, by electric vehicle charging points.

Tackling Heat

There is a little more flexibility when it comes to mitigating heat impacts by creating shade and shelter (trees, pocket parks and greening) and facilitating sustainable and climate-friendly transport options public realm, bus lanes or providing for cycle parking whether it be secure residential (hangars), cycle hire stations or visitor parking.

The remaining space can be designated according to the Hierarchy of Parking Need outlined in the borough's Parking and Enforcement Plan.

Network Management and Sustainable Carriageway Management

[1] These priorities are intended to outline what gets considered first in street design. This may not necessarily be what measures are implemented first.

Priority One	Essential Road space and carriageway infrastructure

- Roadspace for Hackney's Network Management and Road Safety Duties (facilitate the expeditious and safe movement of traffic, which includes pedestrians, cycles and other modes and loading).
    - This principles of the Hackney Network, and prioritisation of network uses will follow the direction set in this strategy in regards to cycle network and hierarchy of road users
- Climate adaptation infrastructure with location specific requirements, such as Sustainable Urban drainage (SuDS), tree canopy,
- Decarbonisation infrastructure with location specific requirements electric vehicle charging points
- Climate resilience infrastructure (ie heat mitigation measures shade such as street trees and biodiversity)
- Public infrastructure to facilitate active travel (eg public cycle parking)

Parking Needs Hierarchy *	
	Essential parking needs - * subject to the hierarchy in the Parking Enforcement Plan (For completeness, the current parking needs as set out in the PEP are below, however, these will be updated when the PEP is updated:)

- personalised permit bay
- registered disabled bay
- general use disabled bay
- floating car clubs
- dedicated car club bays

Parking Needs Hierarchy	
	Standard Car Parking

- resident's bay
- permit bays
- business bays
- motorcycle bays
- shared-use bays

- pay and display bays

But carriageway reallocation will reject a rigid borough-wide hierarchy, opting instead for prioritisation driven by local context whether this be a residential street, a town centre or a main road.

Liveable Neighbourhoods
On residential roads, climate resilience, community liveability, and active travel are top priorities. Private car parking will be systematically traded for interventions that transform streets into quiet, green, social spaces. Key features include sustainable urban drainage systems (SuDS) with rain gardens, secure cycle hangars, seating and pocket parks to mitigate summer heat. Where motor vehicle space is retained, priority will go to dedicated car club bays paired with slow, low-powered lamppost charging to encourage car sharing over private ownership.

Town Centres
Here, the street's "place" function, pedestrian flow, and commercial vitality will take priority. Except for strictly managed disabled parking, car clubs, and timed freight deliveries including by cargo bike, the emphasis will be on increasing foot traffic to support high street businesses. Effective public realm interventions could include expanded pavements, outdoor seating, and shade-providing street trees. EV infrastructure focuses on fast chargers (7kW to 22kW) to serve high-turnover use by shoppers and local businesses. Key approaches to town centres for pedestrians will be identified to ensure town centres are accessible with routes prioritised for World Class Walking Environment measures **(W 2)**. Cycle parking will be prioritised on strategic approaches to town centres where possible, reflecting emphasis on pedestrian flow within town centres.

Main Road Corridors
On the main roads, priority will be given to strategic movement, efficient mass transit, and commercial logistics. Vehicle stopping will be restricted, and general parking removed entirely to unlock space for high-capacity infrastructure, while shielding residents from pollution and heat. Appropriate interventions include replacing parking lanes with continuous, physically protected cycle tracks and dedicated bus lanes. Deep-root street trees and linear rain gardens are added to protect active travellers and combat the urban heat island effect along the busiest routes.