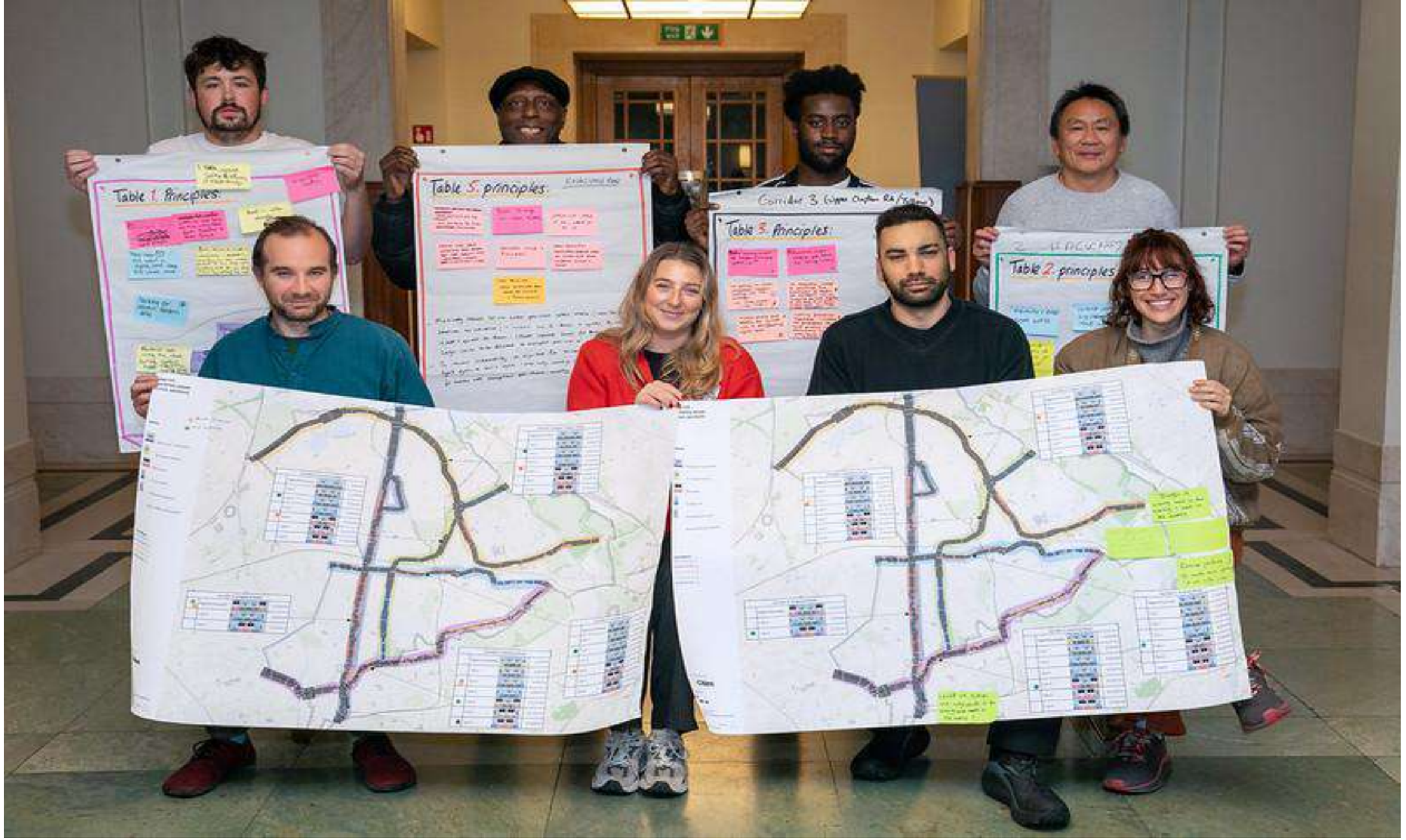
Hackney Main Roads Deliberative Engagement





8 out of 21 process members (those who consented to having their photo taken).

Deliberative Engagement

Members

With thanks to the 21 Hackney residents who contributed their time, energy and ideas to the Hackney Main Roads Deliberative Engagement Process:

Adrian, Ann-Marie, Antonia, Ben, Courtney, Deborah, Don, Emily, Janice, Josh, Kieran, Louise, Mia, Micah, Peter, Rachel, Richelle, Salman, Sandra, Shayna, and Sophie.





Contents

01/
Background

Introduction

Remit of the process

The question

Who took part

Overview of the process

Session detail

02/
Summary

Summary

Main road network vision statement

Main road X5 corridors principles

Main road corridors - redesign

Trip switchability

Road use compatibility

Tools/instruments available

Views on policy fairness, road usage, trip and group priorities etc.

03/
Participant experience

Experience of taking part

Views and attitudes

04/
Appendix

01 - session one outputs

02 - session two outputs

03 - session three outputs

01 - Background

Introduction

Hackney Council were interested in embedding a deliberative engagement process into its wider transport strategy.

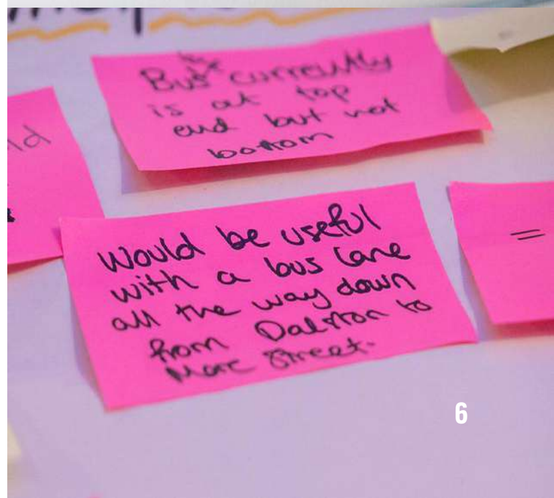
As part of this, they commissioned a citizens' panel, bringing together 21 residents from across the borough. The jury ran in October and November 2025.

The council appointed public participation charity Involve to design and facilitate the assembly, working closely with LSE Cities, and write this report. The agency Criteria led the recruitment of panel members.

What is a Deliberative Engagement process?

- A group of people (residents) who meet to learn about an issue and come to some recommendations about what they think should happen.
- The people who take part should, as much as possible, reflect the local population.





Remit of the process

The Hackney main road deliberative engagement process was focused on the question - **how can we create a main road system that is fair, safe and sustainable in Hackney?**

By this we mean how residents think space should be allocated to different road users on the borough's main roads. The intended outcome was a set of statements about the future of Hackney's main roads.

- Phase one of this work involved 12 weeks of public engagement, in which residents were invited to take part in an online consultation to share their views on the most important issues facing Hackney's transport system.
- Phase two was centred on a more deliberative approach, working with a smaller group of residents, over four in-person sessions, to generate a vision statement and guiding principles which will feed into and be quoted directly in the council's new transport strategy.





Involve | Hackney Main Roads

The deliberative process question

“How can we create a main road system that is fair, safe and sustainable in Hackney?”



Who took part?

In total, **21 residents** contributed to the process:

- 21 residents were engaged through dialogue and deliberation at four in-person sessions over two whole day Sunday sessions (19th Oct and 2nd Nov) and two evening sessions of 2.5 hours duration (Tuesday 11th Nov and Thursday 13th Nov)).

The residents were selected through a process managed by the agency Criteria.

Those taking part were given a £280 gift of thanks for participating in all sessions, to make the panel accessible to all and in recognition of their time.

Expenses were also covered for travel and any additional costs such as childcare.

How were panel members selected?

Criteria recruited Hackney residents from across the borough, inviting people to register their interest in taking part.

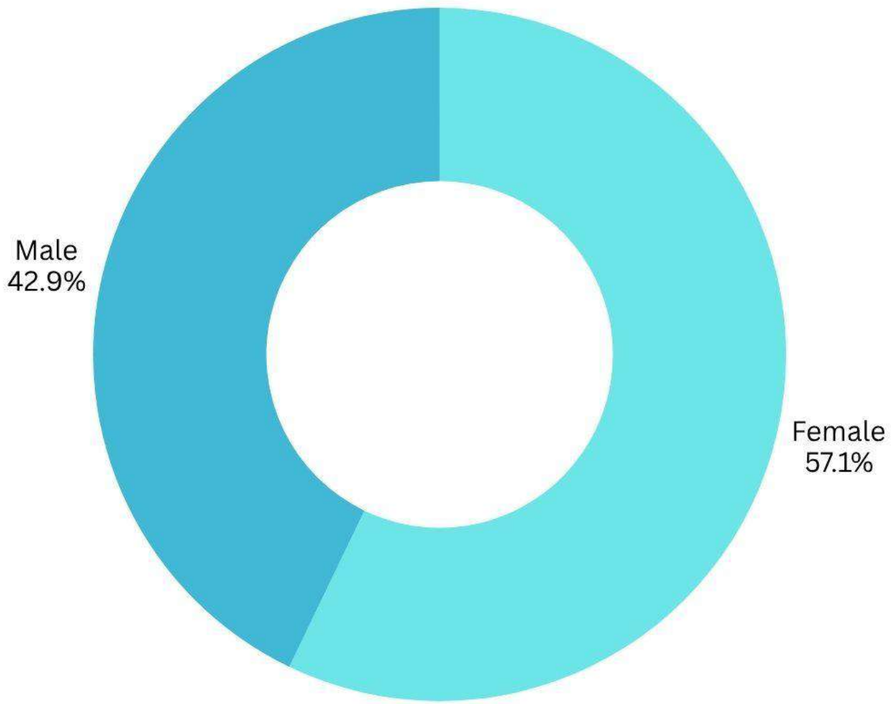
From there, Criteria selected a group to be broadly reflective of the borough in terms of their:

- Gender
- Ethnicity
- Religion
- Working status
- Attitude to Hackney transport policies



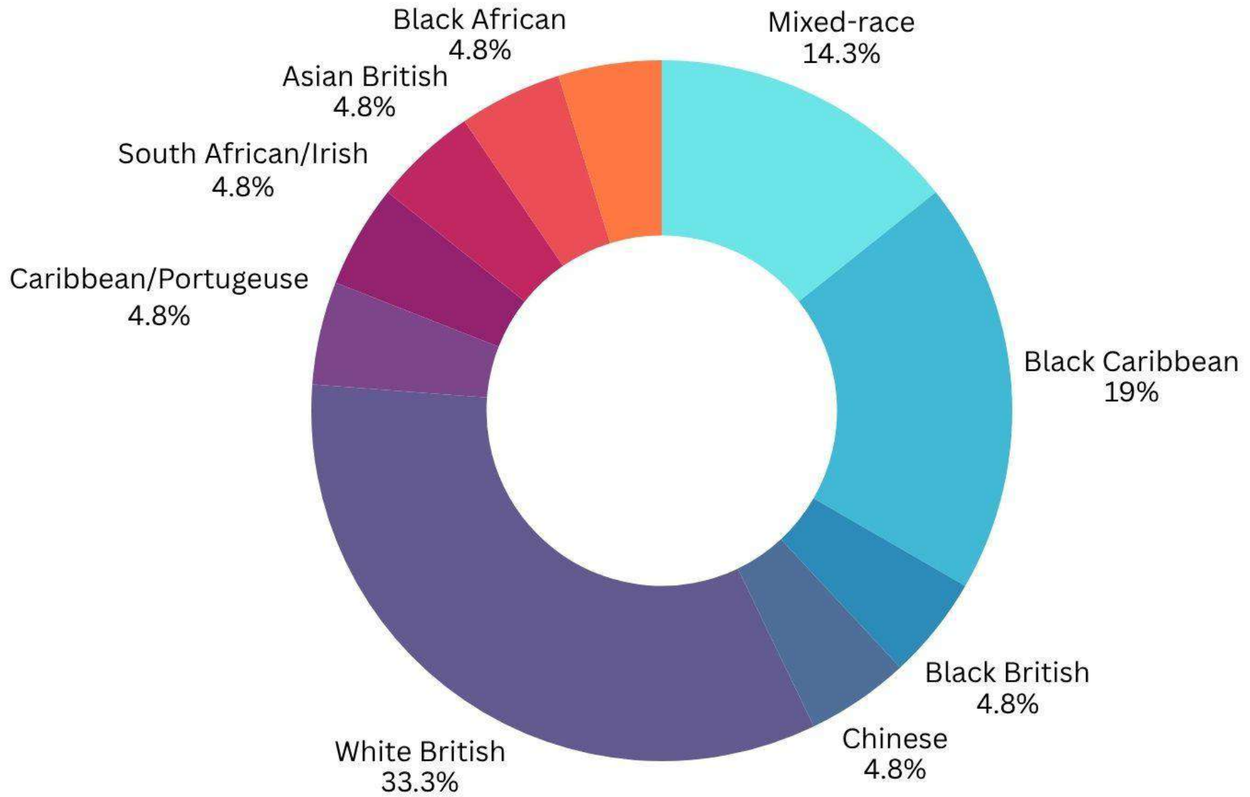
The Residents' panel in numbers

Gender



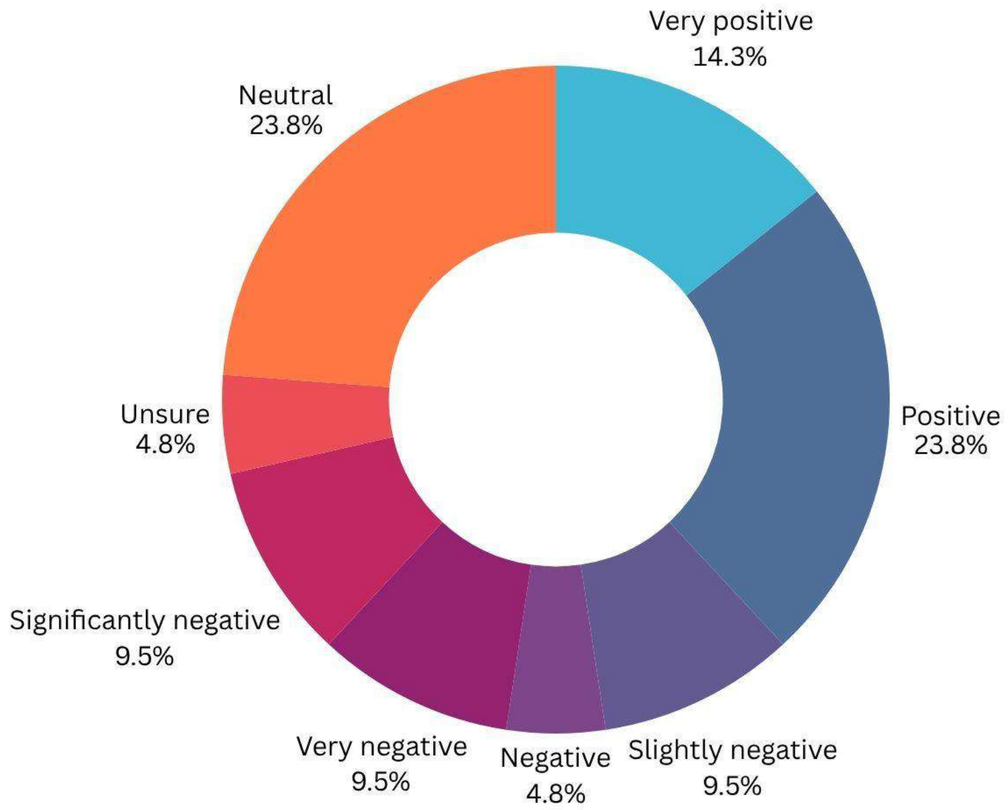
The Residents' panel in numbers

Ethnicity



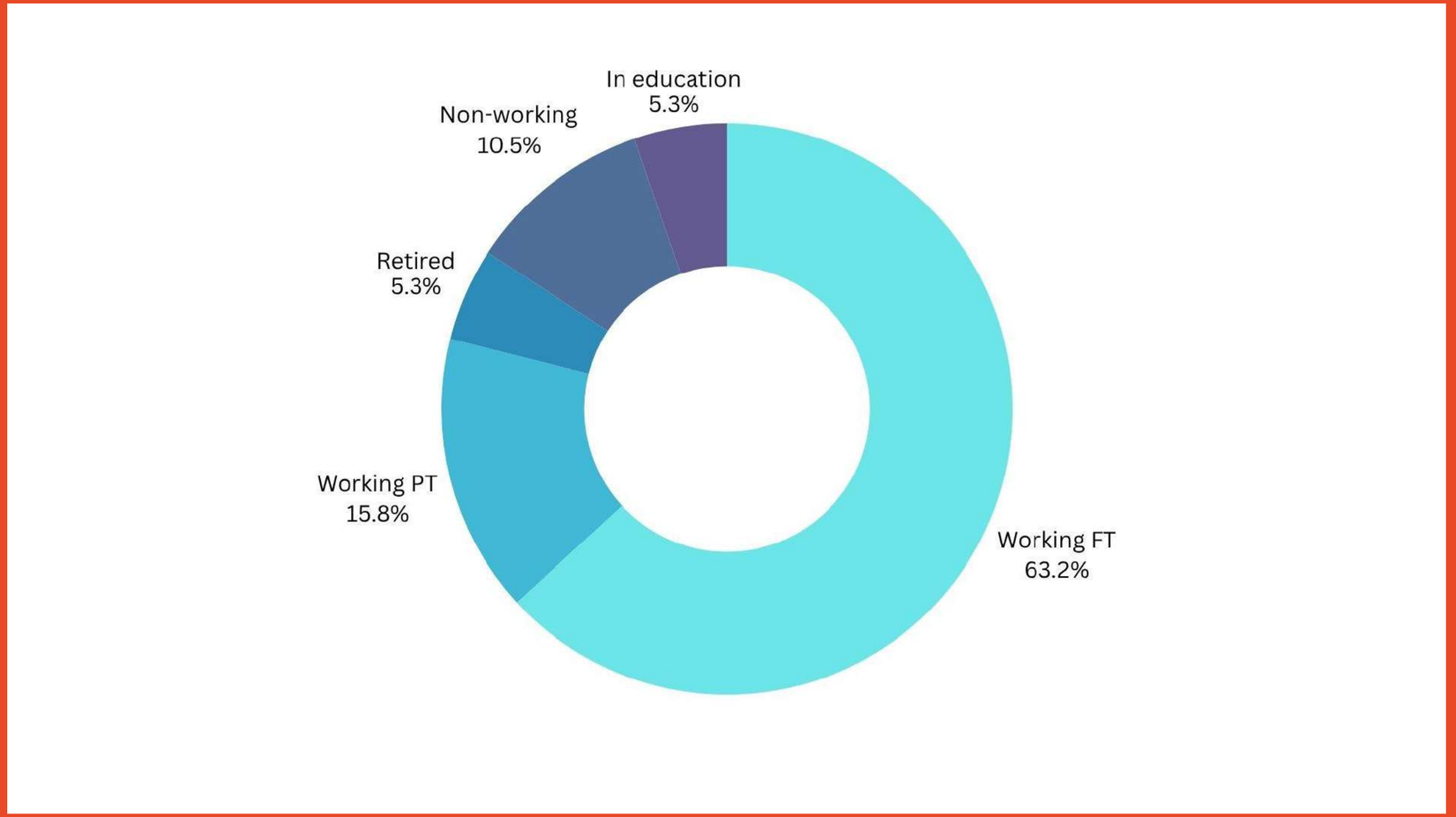
The Residents' panel in numbers

Attitude to Hackney transport policies



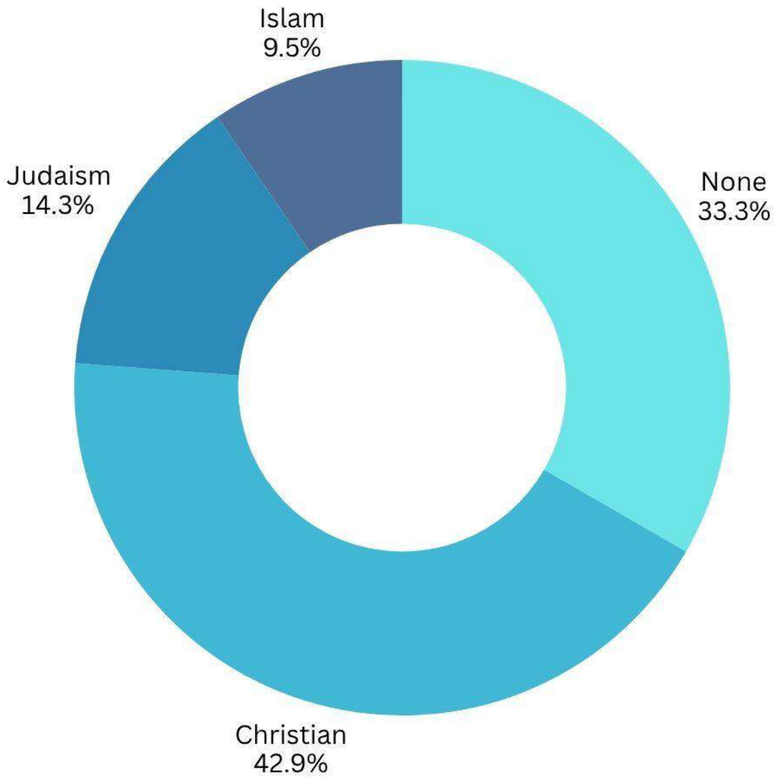
The Residents' panel in numbers

Working status



The Residents' panel in numbers

Religion



Overview of the process

The deliberative engagement process took place during October and November 2025 across two Sundays and two evenings. Process members were guided through three stages:

Session one - 19th October 2025

Process members learnt about the topic from Hackney Council and LSE Cities and each other's experiences, and captured early thinking about possible words for both a vision statement and possible guiding principles, along with what and who is important to bear in mind as we move forward through the process.

Session two - 2nd November 2025

Process members learnt more about the topic from LSE Cities, including what had been achieved in other places, and began to explore fair transport policy and use of the strategic road network, and the five main road corridors in detail, making suggestions for changes in the use of the main road corridors.

Session three - 11th November 2025

Process members worked together to review all the outputs from sessions one and two, and to draft vision statements for the main road network in Hackney.

Session four - 13th November 2025

Process members worked together to vote on their preferred vision statement, to identify which tools and instruments were available to help make the main road network fairer, safer and more sustainable, what the impact and feasibility of these tools was, and drafted guiding principles for each of the five main road corridors.



Session detail

Session one

The goal of the first session was to onboard the residents to the deliberative engagement process.

To outline why this process was happening now, what was in scope and what was not, to explore possible words for inclusion in a vision statement and guiding principles for the new Hackney Council transport strategy.

To get to know each other more, and to provide the baseline context for the process; what are main roads, which are the busiest and why, who is responsible for the roads, how the roads are used, and problems and challenges with the main road network including congestion, air quality, safety and why traffic reduction is needed.

They also heard about possible drivers of future change; heat and flood risk, projected population numbers, where people work and live, trip purposes and technological change.

Session two

The second session was designed and led by LSE Cities and focused on fair transport policy and use of the strategic road network.

They also heard back from Hackney Council following their requests for more information and data during session one, and heard responses to some of their outstanding questions, also from session one.

Panel members then explored each of the main road corridors in more detail, looking at using a finite space, how many people can travel and how far in an hour, and reviewed what changes made to urban miles travelled could achieve and how, which groups should we differentiate for managing car use, and the possible trips which could be switched to different modes of transport.

Finally, the panel members reviewed each of the five main road corridors and prioritised the function of each through redesign scenarios.





Session detail

Session three

Panel members were asked to review the outputs from session one and two, to take into account these outputs and draft five vision statements, one per table, for the main road network in Hackney.

These five draft vision statements would then be voted on in the final session to identify one preferred vision statement.

Session four

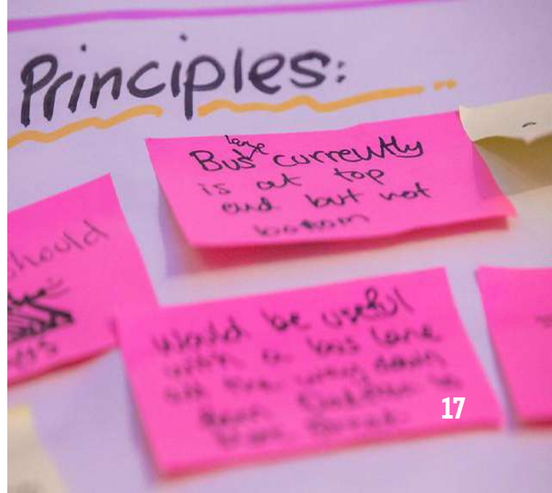
The goal of the final session was to write and agree guiding principles for each of the selected five main road corridors.

The panel members also voted on their preferred vision statement, and made one minor change to some wording.

The panel members reviewed possible tools and instruments that could be deployed to help make the main road corridors, safer, fairer and more sustainable, for each tool the impact, feasibility and fairness was also captured.



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02 - Summary

Summary

In Autumn/Winter 2025, Hackney Council ran its first ever **Deliberative Engagement Process** on the Main Road Network in Hackney.

The deliberative process brought together a group of residents from across the borough and asked them to draft a vision statement for the Hackney main road network, and guiding principles for 5 main road corridors in Hackney.

The question put to the group was: ***How can we create a main road system that is fair, safe and sustainable in Hackney?***

The deliberative process consisted of 21 Hackney residents who broadly reflected the borough in terms of both demographics and attitudes.

The process produced recommendations to inform Hackney Council's next Transport Strategy, which outlines how Hackney Council will support, adapt and manage its road and transport system.

In response to the panel's recommendations, the council will:

- Include the main road network vision statement in the transport strategy document.
- Include and refer to the main road corridors guiding principles and will use these as the basis for reviewing the five corridors in the transport strategy.
- If there are any recommendations the council is unable to take forward, the reasoning will be clearly set out.





Hackney Main Road Network Vision

Statement

Participants drafted five vision statements from scratch, they then voted on their preferred final vision statement, made one minor change, and the vision statement is shown below.

"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."

The original five DRAFT vision statements can be found in the appendix 03 of this document.

Hackney Main Road Corridors – Principles

Process members drafted guiding principles for five main road corridors:

1 - Graham Road

2 - Hackney Road

3 - Upper Clapton Road

4 - Pembury Road

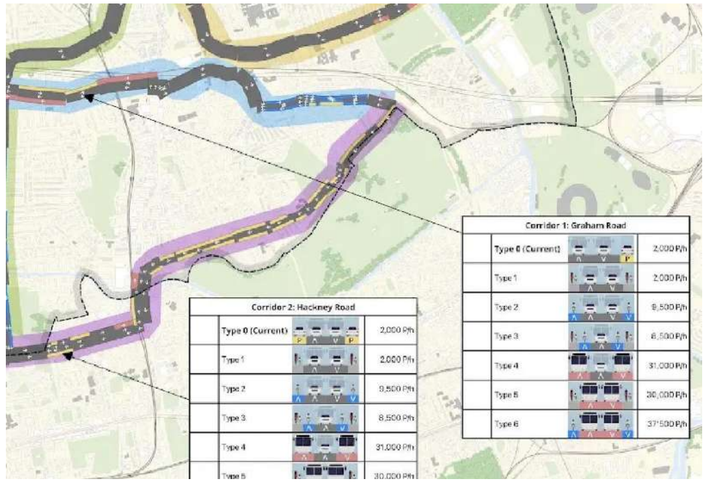
5 - Kingsland Road

Hackney Main Road Corridors – Principles

What follows is a summary provided by LSE Cities from session two, and general principles across all five corridors, in no particular order.

- Overall prioritisation of movement over place function of main roads
- Replace parking on main roads with lanes providing for mobility
- General principle towards increasing bus lanes on main roads (as this increased the Person/Hour movement the most)
- Mixing of cycling and buses best to be avoided
- Cycling on main roads only safe with dedicated cycle lanes
- Additional green infrastructure mainly in places where roads are irregular and there is left-over space rather than dedicating one lane to green space only
- More than just cycles and buses, there was a general sense that most different modes of transport conflict with each other
- There was desire to think about main roads as a system (i.e. E/W roads together, N/S roads together) and how these could be used together to think about the large movements across the borough. e.g. it was deemed acceptable to increase car traffic on one main road N/S (Pembury Rd) to allow the other N/S main road (Kingsland Rd) to have no car traffic lanes.
- An interest/desire for flexible/smart transport planning for morning versus evening rush hour peaks to accommodate for traffic coming into and out of London.
- Safety (as well as mobility) rather than a more direct consideration of conflicting space needs naturally came up as the key lens through which residents assessed trade-offs

1 – Graham Road – Principles

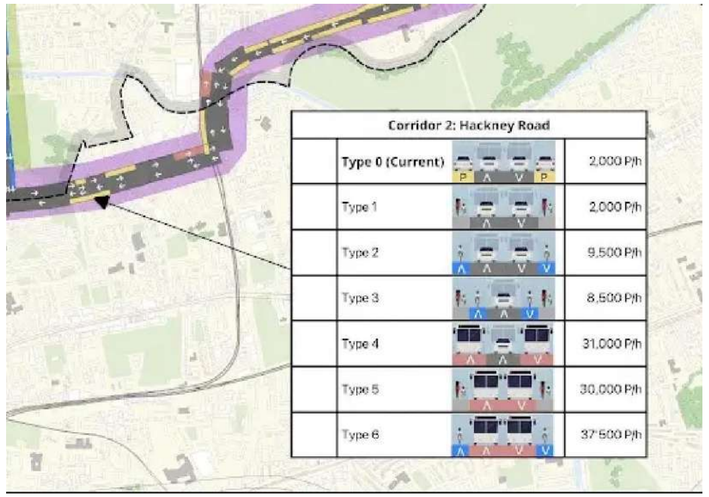


- Improve the safety, efficiency and accessibility where possible.
- The bus lanes should be both ways.
- Improve the efficiency of bus infrastructure, by connecting bus stops, increase amount of bus lanes, make boarding easier for less abled people, by lowering the curb.
- Install a cycle lane along the whole road.
- Parking should be for permit holders only.

Summary from LSE Cities session two

- Strong preference for dedicated bus lanes in both directions
- Alongside, some prefer expanding pavement others keeping one middle traffic lane (in one direction – possibly changeable over the day)
- Few suggested cycle lanes along side the bus lanes (no mixed traffic lane)
- Parking to be removed

2 – Hackney Road – Principles

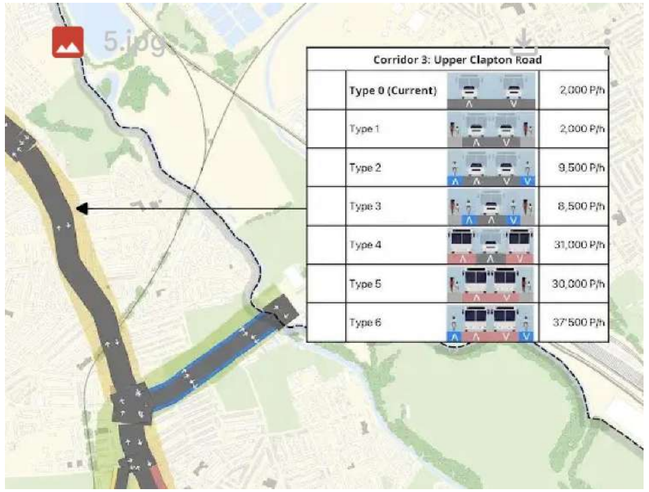


- Prioritise bus routes both ways.
- Extend the one-way system most of the way (but not Old street).
- No gating or barriers to improve traffic flow.
- Blend in with the greenery of Victoria Park.
- Introduce raised crossings and better lighting at Queensbridge Road.
- Widen pavements across the roads leading up to Haggerston Station to encourage foot traffic.
- Widening section of the road if possible.

Summary from LSE Cities session two

- Strong preference for dedicated bus lanes on both side and one remaining, one-directional mixed-traffic lane (important to take east-west traffic no longer able to operate on Graham Road corridor)
- Some preference for two mixed traffic lanes plus bike lanes on both sides
- Parking to be removed

3 – Upper Clapton Road – Principles

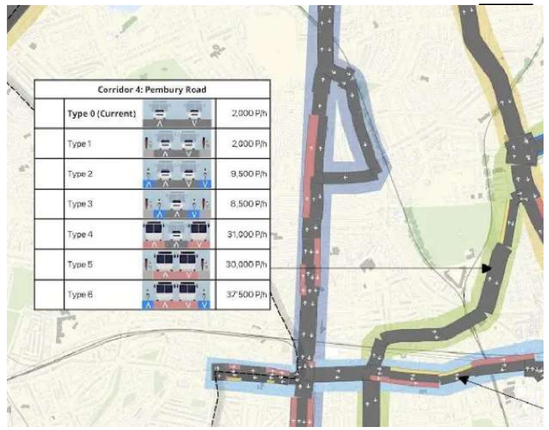


- Better management of traffic by lollipop person.
- Prioritise more people per hour for moving/mobility.
- Use gating to control congestion/traffic coming into the borough (non-Hackney residents through traffic).
- Use congestion charge to prioritise the movement of traffic for residents. Provide exemption for those supporting the well-being of residents, vulnerable people, key workers and small businesses.
- Increase the priority and safety per cyclist with a designated cycle lane.
- Improving pedestrian experience. Increase the pedestrian crossings and possibly widening pavements.
- Add more green spaces for better experience.

Summary from LSE Cities session two

- Strong preference to introduce cycle paths on both sides with mixed traffic lanes in both directions in the middle.
- One group suggesting a one-way bus lane and keeping also two mixed traffic lanes (one in each direction)

4 – Pembury Road – Principles

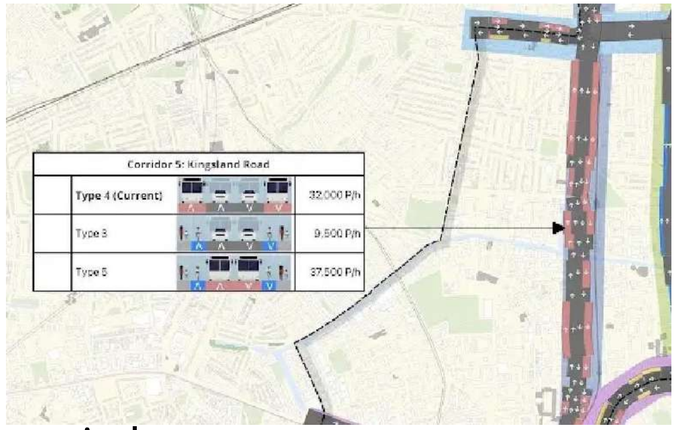


- Making it a ‘destination’ spot e.g. with seating like Well Street.
- Enable more places to stop for local business footfall; places to sit, parking - not just thinking through traffic - traffic wise.
- EV charging - economic growth, and sustainability at the same time.
- Exemptions for business owners if potential for congestion charging coming in.
- More bike points, to park bikes safely.
- Having a physical environment that reduces the chance of accidents; widening road to be as wide as others, introduce more cycle lanes.
- Ensuring accessibility for all types of needs at bus stops, including safety in mind.
- Making the road a greener space to improve air quality, prevent flooding, and make it visually appealing.
- Improving the efficiency and accessibility of getting from local roads to town.

Summary from LSE Cities session two

- Strong preference for keeping the currently changed design with two mixed traffic lanes plus bike lanes on both side)

5 – Kingsland Road – Principles



- Make the road safer for pedestrians and cyclists.
- Remove cars from the road except for key groups who need them - school and hospital users.
- Massively reduce the car traffic, increase dedicated cycle and bus lanes.
- The walking space is ok, leave it as is.
- Bike storage installed on side roads.
- Overnight only for big freight - 24/7 deliveries for small businesses.

Summary from LSE Cities session two

- Only corridor without relatively strong consensus
- Two groups favour existing layout: two bus lanes, two mixed traffic
- Two groups prefer taking out traffic lanes, keeping bus lanes, introducing bike lanes on both sides and wider pavements

Hackney Main Road Corridors – Redesign

Process members spent time in session 2 reviewing and redesigning the five main road corridors, here are the options for each, as outlined by the process members present.

Each corridor was redesigned with a baseline (minimum) redesign and an aspirational (maximum) redesign :

Main Road Corridor	Current Format	Baseline Redesign	Aspirational Redesign
1 - Graham Road	Two-way traffic, parking on one side of the road.	One-way single lane traffic, flanked by two-way bus lanes.	Two-way bus lanes only, with two-way cycle lanes too.
2 - Hackney Road	Two-way traffic, parking both sides of the road.	Two-way traffic, remove all parking, and include two-way cycle lanes either side.	One-way single lane traffic, flanked by two-way bus lanes.
3 - Upper Clapton Road	Two-way traffic.	Two-way traffic, flanked either side by two-way cycle lanes.	As per baseline.
4 - Pembury Road	Recently redesigned to two-way traffic flanked by two-way cycle lanes.	Leave as is.	Leave as-is.
5 - Kingsland Road	Two-way traffic, and two-way bus lanes..	Leave as is.	No traffic lane, two-way bus lanes, two-way cycle lanes flanked either side AND widen pavements both sides.

03 – Participant experience

Experience of taking part

The following collated feedback was captured from 18 panel members as part of session four, the final session.

The workshops improved my understanding of the trade-offs required to make fair transport policy in Hackney.

- Agree = 61%
- Strongly agree = 39%

How much do you agree that public deliberation exercises such as these workshops, should be included in the development of transport policy by local councils?

- Agree = 33%
- Strongly agree = 67%

Views and attitudes

Did the workshops make you think differently about how you personally travel in London and the impact of your travel choices on others? If so, what specifically?

Yes, makes you consider different perspectives on travel

Absolutely, it made me more aware of the lack of safety elements, but from a responsibility point of view.

No, I usually walk!

Yes, throughout this process I was more observant of Hackney roads

Yes, it made me realise how tough we will need to be if we want to reduce cars on the road

Yeah, I wasn't aware that TfL is that much in charge of roads/lights

Views and attitudes cont.

What would you tell someone who has never taken part in process like this what it was like? If they ever got the opportunity to take part in a something similar, would you recommend that they say yes? Please complete the sentence "Taking part in a process like this.."

Yes, makes you consider different perspectives on travel

Inspiring to be involved in a democratic decision making process

Was really enlightening to see that your opinion and lived experience does help to shape future decisions

I would say it's not for everyone, but I do if they feel passionate about something

Feels like you have a say.

Is informative, collaborative and fun!

Ia a great way of discussing ideas with a wide range of different people to improve Hackney and living spaces

Helps tie you closer to community decision making

Helps me engage with my local community and support transport policy

Views and attitudes cont.

What would you tell people in Hackney about why the final principles and vision are important? Please complete the sentence "The principles and vision are important because…"

It helps set the lines and boundaries to make decisions better

It affects our daily life in Hackney

You have to debate with trade-offs and prioritise concepts that benefit society as a whole and not just individual societal groups

It's your borough, so own it!

It gives Hackney Council a clear direction to go in, with the residents at the forefront

It shapes the place that we live in

To design a public approved approach

We are shaping Hackney and to improve living spaces

Views and attitudes cont.

Is there anything you particularly didn't like or that we can change or improve?

Make those not talking talk, or they're kicked out, not fair them getting paid too

It was boring

I would have liked more photo based imagery, pictures or videos of going down a road?

The maps needed all the road names on them

The food on the final two sessions was very poor, we are not rabbits, borderline offensive, considering people were coming straight from work and you feed us pigeon scraps

Felt pressurised at some points in the process due to time constraints

04 – Appendix

Appendix 01 – Session one outputs

Listed below is feedback captured following the opening presentations where context and background were shared.

What stood out and why?

- We need the perceptions of the elderly
- How may Hackney wards that there are congested by traffic
- WIth driving issues come parking issues
- I don't believe the ratio of traffic is decreasing (old data?)
    - The data is out of date (2019 and 2023 not 2025)
    - Are rates of traffic decreasing?
- The traffic in Hackney hasn't improved and is still very high
    - It's getting busier on our roads, and worse on the main roads
- The A and B roads on the diagram shows the A roads are large roads and wider, B roads are small and narrower and they are separated
- The air quality
- The congestion charging
- The fatality statistics in Hackney; shocked there hasn't been more fatalities!
- Re air quality, some areas have improved but others have got worse
- 65% of residents do not own a car
    - 87% of Hackney resident travel is already sustainable - NOT in cars
    - 52% of Hackney residents are walking?
    - They walk because the roads are a mess!
    - People with disabilities walk more - access issues?
- Bus travel vs car travel means you are still in traffic
- Some of the bus routes have been changed and don't go where they used to, less-abled and elderly suffer because of this
- Feels like some of the previous consultations outputs have been ignored
- Trade-off is such a bad word
- Infrastructure round new builds doesn't add up
- The ring roads and how they all connect up
- Why are we allowing all this external traffic into Hackney?
    - Most traffic is from outside of Hackney, outside of the Borough
    - Majority of non-sustainable traffic is likely not created by Hackney residents
- Health and safety should be the main policy priority
- The history of Hackney roads and public transport
- The number/% of cyclists
- There is not enough room for all modes of transport



Other comments captured

- It's easier to get to Enfield for work than drive through Hackney
- Residential parking needs
- Many social clubs for young and elderly people have been closed - reopen to give the opportunity to gather
- Potentially just replacing taxis
- Takes longer to get to work as traffic is so bad

DRAFT thinking on possible words to be included in a vision statement

- More accessibility for cyclists/cycle pathways/cycle schemes
  - Dedicated cycle lanes
- Better integrated EV charging at home/EV charging points
- Congestion charge for through traffic
- Earlier education around roads and road usage
- Roads just for transport and delivery/loading bay drivers
- Improve the quality of road construction; less repairs = less cost
- Ring route round the borough of Hackney, only coming in if delivering/living
- Less congested
- Safer
- More/improved bus lanes, so buses are not congested with the cars
- Sustainable environment; caring for green spaces/green corridors
- A realistic vision based on changing demographics
- Improving the efficiency of travelling by public transport
- Improve usage of public/main roads
- Support the social and economic activities of Hackney citizens
- We all deserve a clean, safe and sustainable transport network
- Securing the mobility of ALL people and ALL needs
- Fair and accessible
- Inclusion
- Less reliance on cars (shifting ownership)



DRAFT thinking on possible words to be included in principles

- Do more for car drivers
- Residents are NOT penalised
- Harnessing energy from solar on our main roads/streets, for the benefit of residents
- Main road infrastructure must take account of flooding
- Private company revenue (some of) has to flow back in to Hackney
- Are we looking for fewer emissions, more accessibility, more active travel, including bikes, more money from ‘shadiness’ like Lime bikes and Tesco car park!
- Improved air quality
- Transparency
- Fairer - using up to date and valid data
- Ensuring maintenance of amenities like chairs and trees
- Realistic - ageing population and 20 minutes exercise daily
- Everyone on the roads should be treated equally and disabled drivers should not be disrespected
- Frequent evaluation and adaptation
- New drivers should feel safe and not feel pressured
- Cleaner roads, less rubbish items thrown on them!
- More drop kerbs for disabled people and those with less mobility
- Green spaces maintained for all
- Balancing the methods of travel, making certain roads more preferable for certain methods
- Equitable - benefits are shared by everyone
- Prioritise non-car drivers (but securing rights for those who need to drive)
- Prioritise public transport and bus lanes
- Prioritise clean transport
- Needs based perspective on car use
- Polluters pay more
- Dedicated pedestrian pathways
- Improving active travel/active travel schemes
- Safety for cyclists and pedestrians
- High streets to be pedestrian only, all other roads open to all



Other thoughts captured

- Increase survey participation from residents
- Canary Wharf managed to be a city without so many roads, what can we learn?
- More bicycle repair shops to help people with their bikes; including workshops
- Stop restrictions on the amount of times we can use a free bus pass, not conducive in encouraging people to ditch cars
- How/who are contracts given to: local businesses benefit for local jobs
- Increased traffic measurements
- How do we decrease anti-social behaviour?
- Tackle the root causes of poverty in Hackney
- Pollution and pollen alerts to help and guide you in your day to day, be able to breathe again!
- More open side roads
- “If this was your mothers garden, what would you do?”
- Transparency around surveillance e.g. where are there cameras to stay safe?
- Central place to show carbon impact and reinforce green behaviours



What and who is important for us to bear in mind as we move through this process?

- School kids - youth safety
  - Kids with disabilities
- Retired/old age, not tech savvy
- Disabled people, those with accessibility needs
- Vulnerable people
- Women's safety
- Hackney residents; current and future
- Families
- Mental health challenges; socialisation of people
- Socially isolated and confidence e.g. WFH, online dating, everything being online
- The people that drive and deliver WILL be impacted severely
- Encouraging people to mix
- Cyclists
- Public transport users
- Everyone needs to be considered
- Access to wellbeing (parks etc.)
- Integrated transport, social and health policies
- Sustainable travelers
- Driverless car safety
- New tech being accessible and affordable - tech advancements



Where can we see potential challenges?

- Autonomous vehicles - potential for hacking or problems with the tech
  - Where do they stop when not in use?
  - Safety issues
  - Possible increased traffic, people accessing automated vehicles as a social trend, unnecessary journeys
  - Will it be like Lime bikes, no legislation etc.
  - Who owns/runs them; private Vs. public
  - Less interaction with other humans
- Not enough space for cycle lanes in Hackney
- Elderly not being able to use tech
- Flood risk with increased housing
- Isolation - drop in birth rate
- Big brother data harvesting
- Vehicle sharing; safety concerns
- Always conscious of other drivers, not every driver is a safe driver
- Hazards with Lime bikes
  - Lime bikes need managing better
  - Too many Lime bikes
- Unemployment
- Trying to make roads safer for walking and cycling
- No one wants to access the amenities anymore - accessibility?
- Accessibility and convenience, who can access destinations
- Shopping online
- Community patterns
- Cost of EVs and charging points
- Cost of public transport - will it be affordable?
- Lack of money/funds
- Apathy
- Flood and heat risk
- Access to up to date data
- Money better spent elsewhere?!
- Gentrification and cultural history
- Drivers feel penalised
- Gaining an accurate representation view e.g. local residents
- Available space
- Cyclists not respecting road rules
- Capping driverless cars
- Understanding different people's needs and trade-offs



What might be the opportunities to make the Hackney main road system fairer, safer and more sustainable?

- Efficient - drop & go
- Business pairing & additional household cars/parking
- Will the money saved by using autonomous driving be put back into the system?
- Shared driving
- Business charge/congestion, which is cheaper?
- Free travel on public transport
- Pedestrianising more streets
- More electric public transport
- EV charging points
- More LTNs on lower income roads, not just in affluent areas
- Data could revolutionise what is happening
- Each London borough sharing data and information
- Bike kines/lanes
- More safer crossing points
- Lowering carbon emissions, reducing energy efficiency. Having less cars on the road so there's pollution from cars(??)
- More security and proper action against crime
- Make more communal areas, tree planting
- Maintain and improve drainage to avoid flooding
- Reduce car use
- Assume remote/home working continues, congestion could go down?
- Encourage more cycle and bus use
- Tax/congestion charging for through traffic
- Better rai/underground options
- Unification of e-bike access and movement cross-borough
- Design better traffic flow
- More lighting to create safer roads to minimise car and taxi use
- Maybe lots of small solutions can cater for different needs?
- Efficiency
- Use AI to teach us about ourselves and our behaviours
- Review LTNs (external review, not the council)
- Culture - circular feedback to strengthen resident and council relationship
- Third spaces for socialisation (inside)
- Cycle safety education and awareness



During session one process members were asked to review possible trade-offs Vs. win- wins.

These are shown here in tables, with the green headings for trade-offs, and red headings for win-wins, a pair of tables by process member groups.

	Most Important • More cycle paths to link all Hackney parks together • More santander bikes (they are cheaper) • Reducing public transport costs (carers/social care/cleaners etc.) • Free cycles and cycle training for schools • Free public travel for parents during school drop off and pick up
	Most important

• Limit cars per household • Are we able to pedestrianise more streets, some of the time? • Cyclists NOT allowed on pedestrianised streets • More cycle infrastructure on main roads, where possible (Amsterdam) • Canal paths only cycles OR walking, not both • Put trees in parks not on roads • If you want kids to walk to school, stop closing schools!	***Most Important*** • Change right of way cycles Vs. cars
• How do we change the Uber Eats payment structure - paid by how quickly they deliver, so they don't pay attention to using roads properly/road regulations	***Most important*** • Accessibility to Lime bikes. Reduced prices on weekends for families • Lorries and school kids - only allow to drive when kids are at school/home, NOT during 08.00-09.00 and 15.00-16.00

• School buses would get children to school while freeing up parents and cars OFF the road • Road narrowing bollards - reduce speed and no large vehicles	***Most Important*** • More rain gardens - will show the beauty, and protect the environment • Cyclist and motorcyclist lanes, better for buses and cars not having to constantly check mirrors
	Most important • More cycle lanes - gets people doing exercise • Bus priority - improve bus speeds and socialisation • Dropped kerbs (more) • Better speed management - more kids walking to school, decrease pollution

• Cyclists using lanes, however, having the same etiquette and rules as other vehicles, they DON'T currently • Street trees providing shade BUT maintained	***Most Important*** • Wider pavements for walking and wheelchairs • Remove residential parking on main roads = increased bus movement • 20 mile per hour safer for pedestrians • Reducing congestion - not all people will be able to travel at the same time
• Having more chairs gives pedestrians somewhere to sit BUT chance of ASB activity	***Most important*** • Buses use too much CO2 compared to cars • Footway widening may make roads look attractive, however, it also can make the road crowded and dirty (littering) • Rain gardens - greener city and rain management, BUT maintenance is needed = need more money • Cyclists don't tend to stay in the cyclist lanes and they love to get in the way of vehicles

• Less pollution and more green space • Increase space for cyclists; healthier society, less pollution	***Most Important*** • More children walking and meeting their daily fitness requirements • Prioritising clean air means improving public health • better/more subsidised public transport, we support the economy; people can go to work • More people on the streets will make some individuals feel safer, this will deter criminals
• Fleet of minibuses	***Most important***

• Building more roads = reduce congestion for cars • Dedicated cycle lanes = less space for cars	***Most Important*** • Freedom to drive Vs environmental problems • More green spaces, less space for motorists • Prioritise clean, public transport means business car users are de-prioritised • Prioritising one mode of transport over another creates tension
• Underground roads mean cleaner air and more space, buy VERY expensive	***Most important*** • More buses might be more dangerous for cyclists • Robo-transport is only greener if it's not individual use, has to be shared

	Most Important • Safer neighbourhoods; people proud of home (belonging) • More cycling - better air quality, improved health • Parking space = garden space (residents maintain) • Widen pavements to include cycle lanes and not impact the roads • More third spaces = more sustainable Hackney, bringing community together • Our vision and principles being heard and acted upon, better community and trust • Driverless bus - tailored routes, less congestion
	Most important

• Education around 'road sense' - belonging, but costs money • More cycling lanes - positive for cyclists, less space for drivers • Cycle safety regulations = safer cycling, benefits everyone, not just cyclists but there could be a push back/rebellion • People being paid to be here = people only here for the money and not caring, hearing from varied group of people	***Most Important*** • Tech advancement is a win on efficiency, revolutionising safety, but isolates some groups, accessible for low SE6's(?) • Trade-off can be minimised if we provide alternatives for less accessible groups, this is just one way of evolving • Cycle lanes on narrow roads, impinge footpath and the road
• Deliberative workshops - people are listened to, but has increased time and cost of participants to organise • Green space in parking lots = more green space but less parking	***Most important*** • Improve traffic flow - with better driver experience, accessibility = increase car usage, bad for the environment • Closing down roads = less pollution, but it's then distributed elsewhere

Appendix 02 – Trip switchability

Panel members were asked to review different trips that could be switched from car use to public transport under eight categories as follows:

- Time of day (night time)
- Carrying equipment
- Age of trip maker
- Disability of trip maker
- Group size
- Children under 5 in party
- Trip purpose
- Hackney residents Vs non-residents

A summary of the activity follows on the next page.

Trip switchability cont.

- ***Time of day (night time)***
  - Main concerns were about safety, anti-social behaviour, poor lighting and extended wait times at night
- ***Carrying equipment***
  - Trip switch becomes difficult if equipment is heavy, fragile, oversized and expensive, and risk of equipment being stolen
- ***Age of trip maker***
  - Most concerns on switchability were for elderly people, feeling vulnerable, unsafe, lack of seating, and impairment challenges
- ***Disability of trip maker***
  - Challenges around accessibility and space on public transport, not all disabilities being visible and mental anxiety caused
- ***Group size***
  - Switching meant possibly having to sit separately, some may miss the transport, privacy and this being potentially difficult for family groups
- ***Children under 5 in party***
  - Issues were it being safe enough, buggies and prams having no space, if travelling with 2-3 children, needing to breastfeed, and no seat belts available
- ***Trip purpose***
  - challenges around comfort, convenience, choosing your route, and hospital/medical trips and weekly shopping were some of the switch challenges identified
- ***Hackney residents Vs non-residents***
  - Mostly this was difficult for non-residents because it’s harder to switch as they are not familiar with Hackney and the travel distance

Road use compatibility – how much are these uses in harmony Vs. conflict with each other?

Panel members were asked to consider the harmony Vs. conflict of the following road uses.

- Walking
- Cycling
- Buses
- Cars
- Vans/lorries
- Car parking
- Loading
- Seating/socialising
- Eating/drinking

The following page is a summary, and full outputs can be found in appendix 02 of this document.

Road use compatibility – how much are these uses in harmony Vs. conflict with each other? Cont.

Highest harmony was identified between:

- Walking and cycling
- Walking and buses
- Walking and seating/socialising
- Walking and eating/drinking
- Cars and car parking
- Seating/socialising and eating drinking

Highest conflict was identified between:

- Walking and vans/lorries
- Cycling and buses, cars and vans/lorries
- Car parking and loading
- Buses and cars
- Buses and car parking
- Buses and loading

Road use compatibility – how much are these uses in harmony Vs. conflict with each other? Cont.

Areas where there was no ***overall agreement*** included:

- Walking and cars
- Walking and car parking
- Cars and vans/lorries
- Cars and seating/socialising
- Vans/lorries and eating/drinking

This was because either the panel members were split in their assessment of harmony or conflict or not outputs was recorded.

Tools/instruments available to manage/reduce traffic/car usage

Panel members identified the following tools/instruments as having the most impact and highest feasibility:

- Congestion charging for through traffic
- Additional charges for households with more than one vehicle
- Gating at certain times/junctions
- Removing vehicles from school streets at drop-off and pick-up times
- Taking some vehicles off of some of the main roads
- Creating a better pedestrian experience
- Increasing street parking restrictions
- Installing more cycle and bus lanes
- More reliable and accessible public transport
- Providing incentives not to drive

Some of the above could be made fairer through exemptions for Hackney residents, e.g. if a household had more than one vehicle but one was for domestic use and another commercial/business use.

Full outputs from this activity can be found in appendix 03 of this document.

Process member views on transport policy fairness, road usage/trip priorities and group differentiation

The following six pages show the panel member views on:

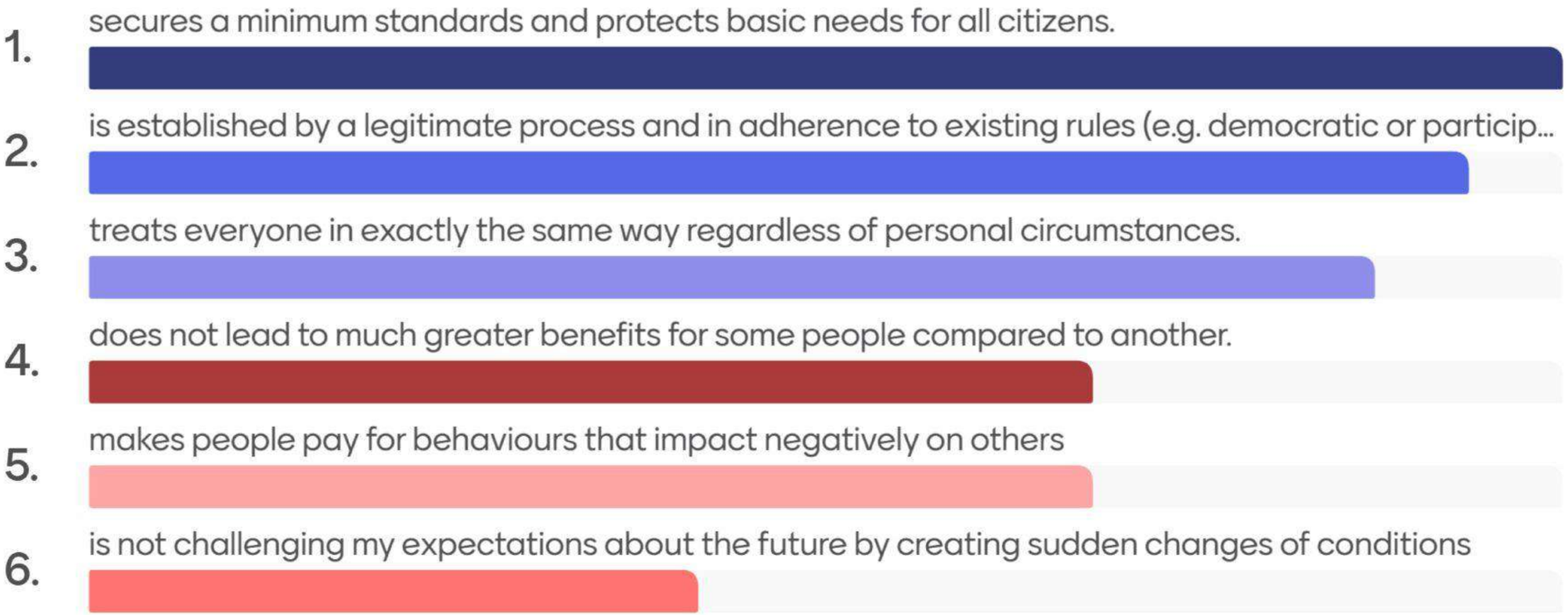
- Transport policy fairness
- Road usage priority
- Prioritised groups for road usage
- Group differentiation
- Trip purpose priorities
- Views on cars requiring significantly more space

These were collected using the polling software Mentimeter.

Join at menti.com | use code 5377 9240

Mentimeter

Rank the following criteria to ensure new transport policies are fair? A new policy is fair, if it ...

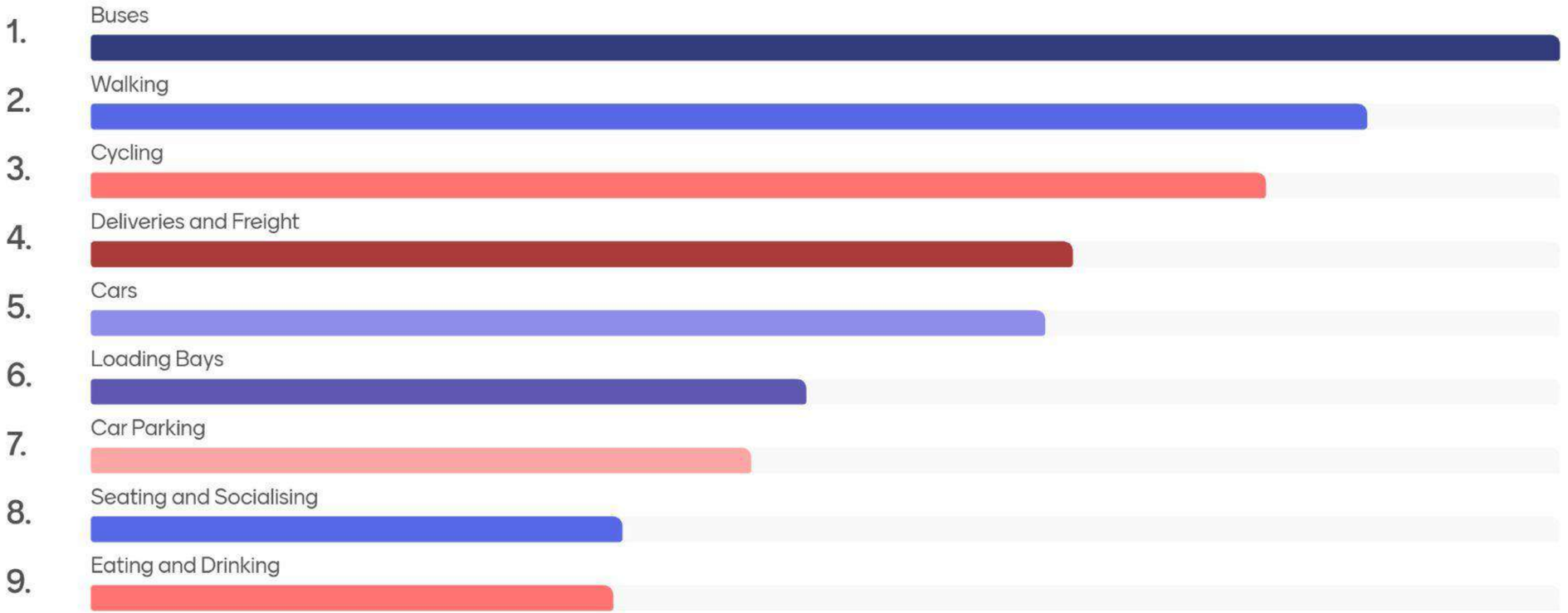


18

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Mentimeter

How would you prioritise different uses of Hackney's Main Roads

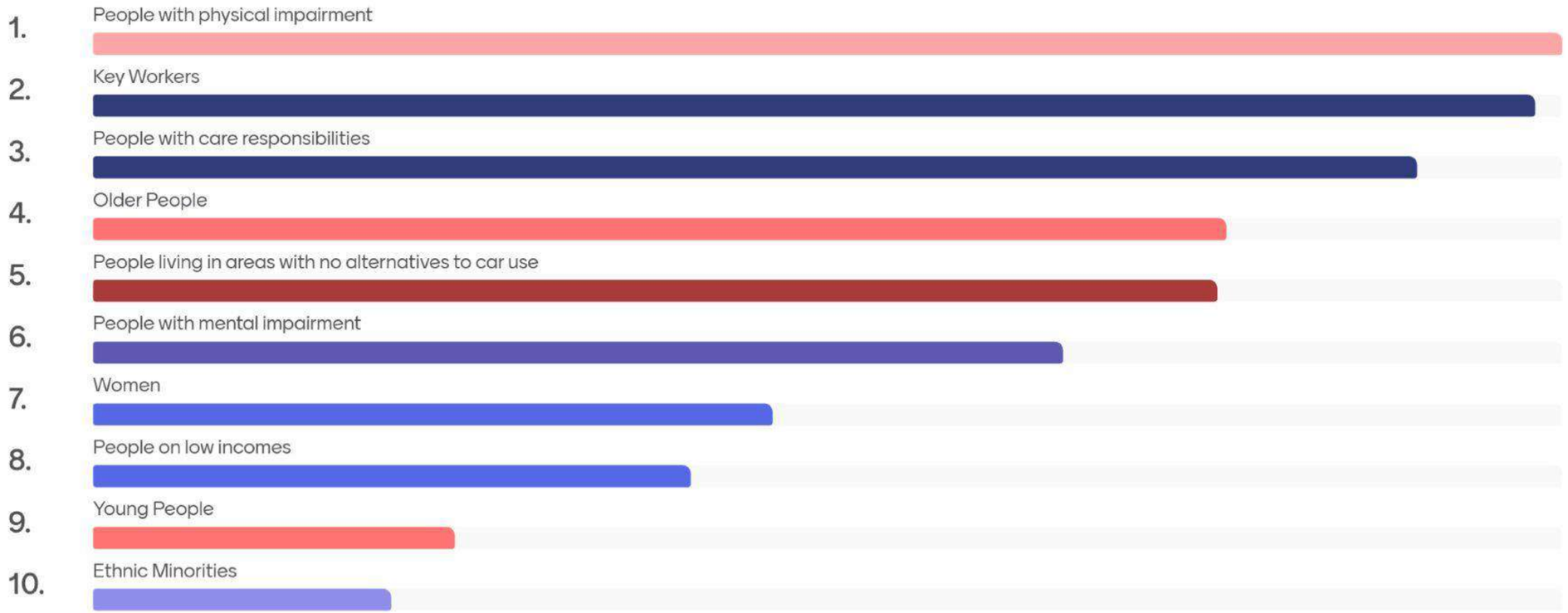


20

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Mentimeter

Which of the following groups should be allowed to use streets for driving the most? Please rank by priority you would grant.



19

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Mentimeter

Which groups of people in Hackney and London should we differentiate for managing car use?

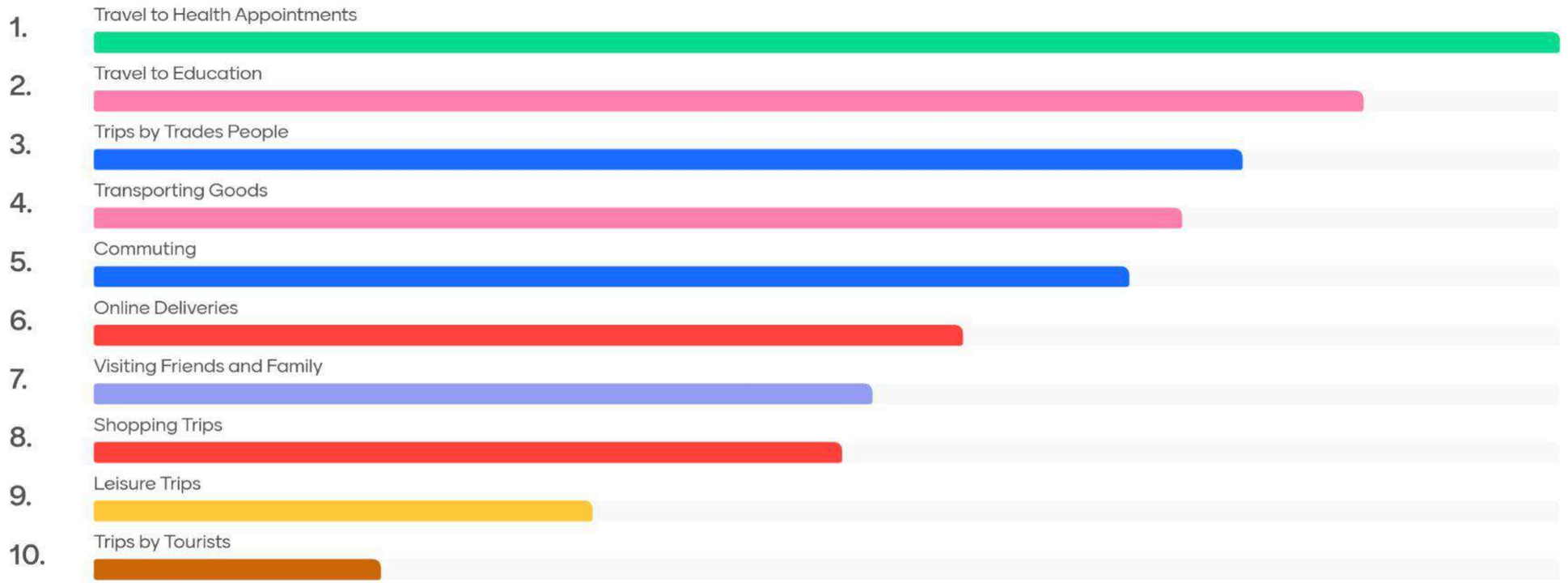


20

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Open Mentimote

For which of the following trip purposes should we allow the use the streets for driving the most? Please rank by priority you would grant.

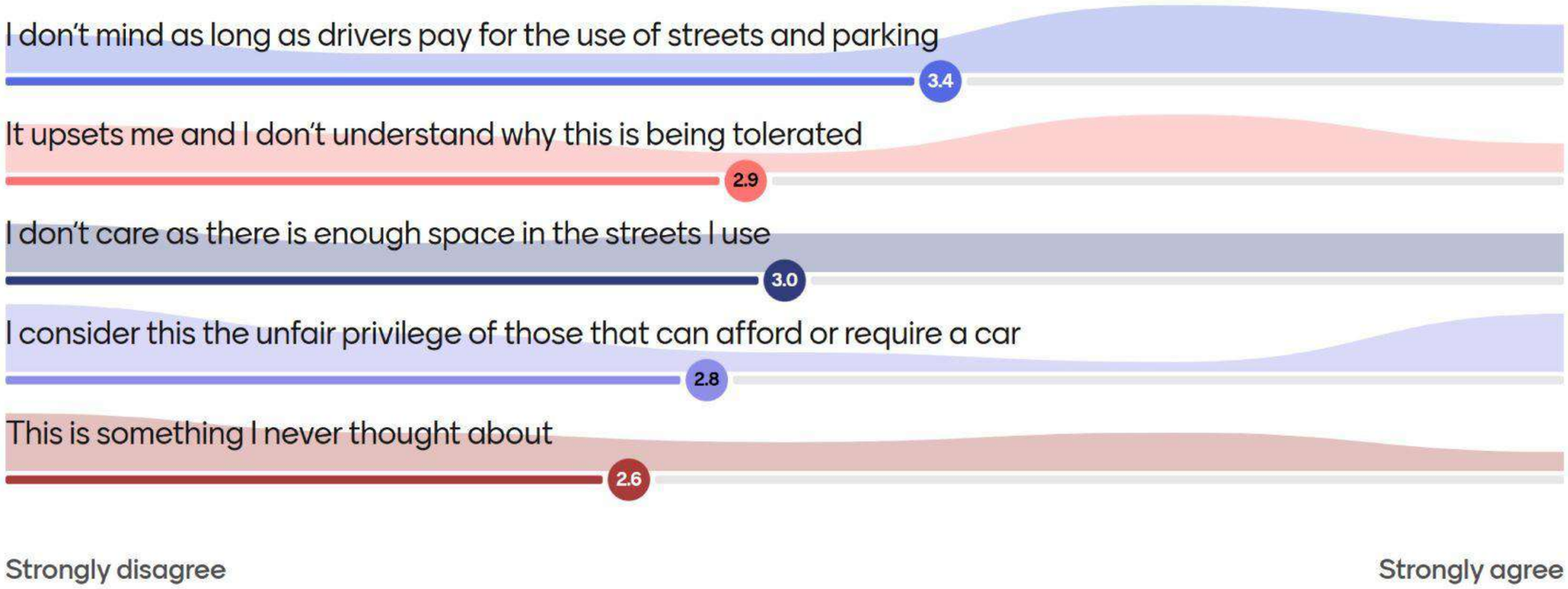


22

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Mentimeter

People who drive with their cars in cities require significantly more space than those who don't. How well does the following reflect your views?



NB. These are showing averages on a scale of 1-5, and the shading shows vote distribution across the scales.

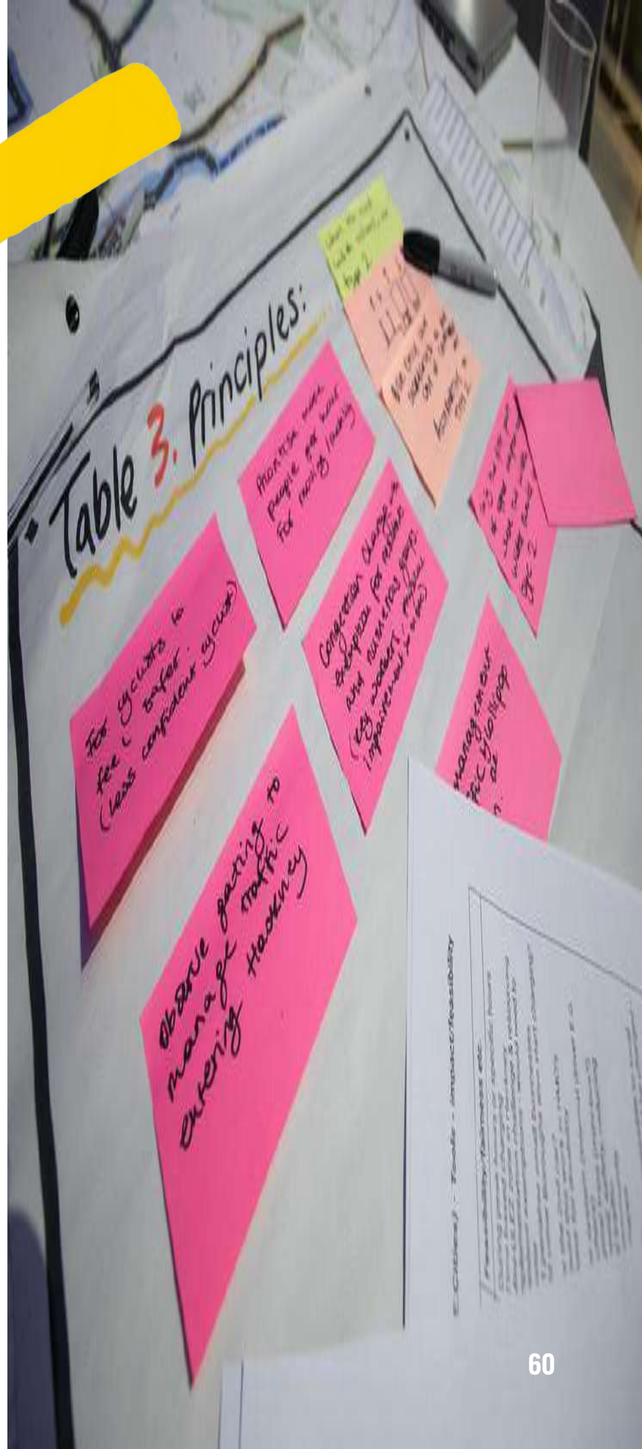
20

Session two full outputs

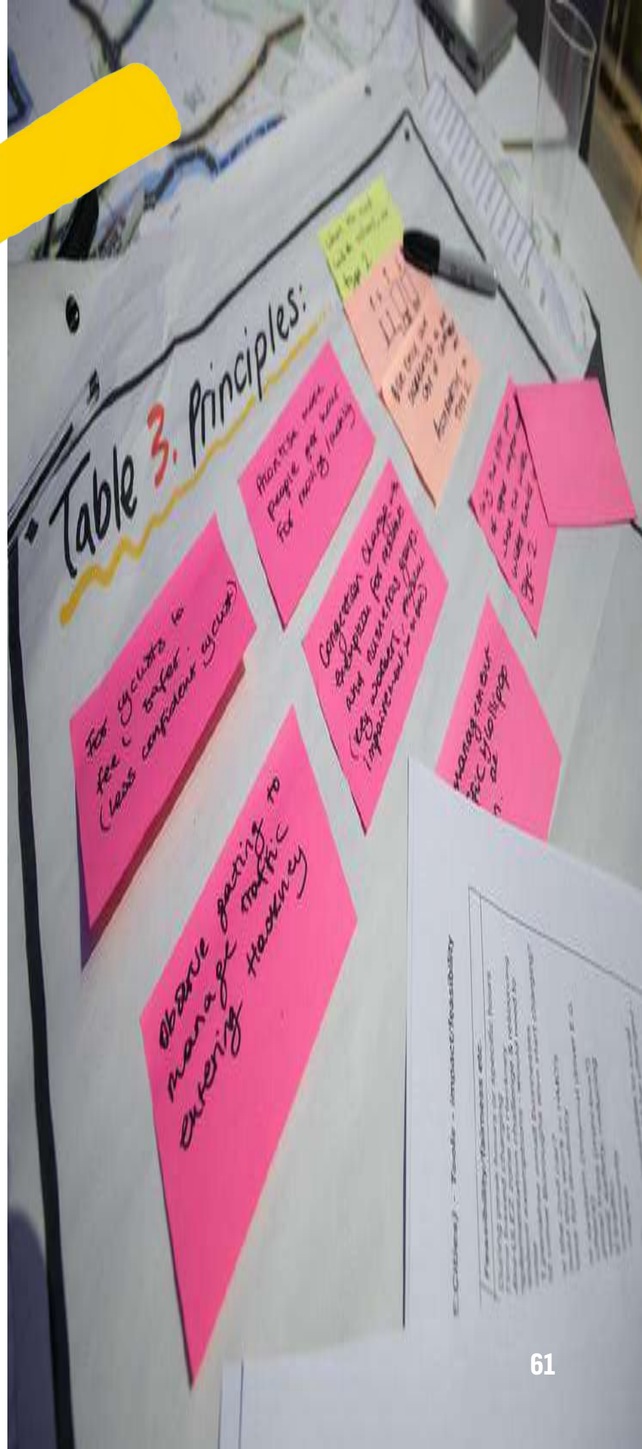
Here is the full output from the trip switchability activity

Good reasons why ***switching from car use to public transport*** is difficult or having to do so is unfair.

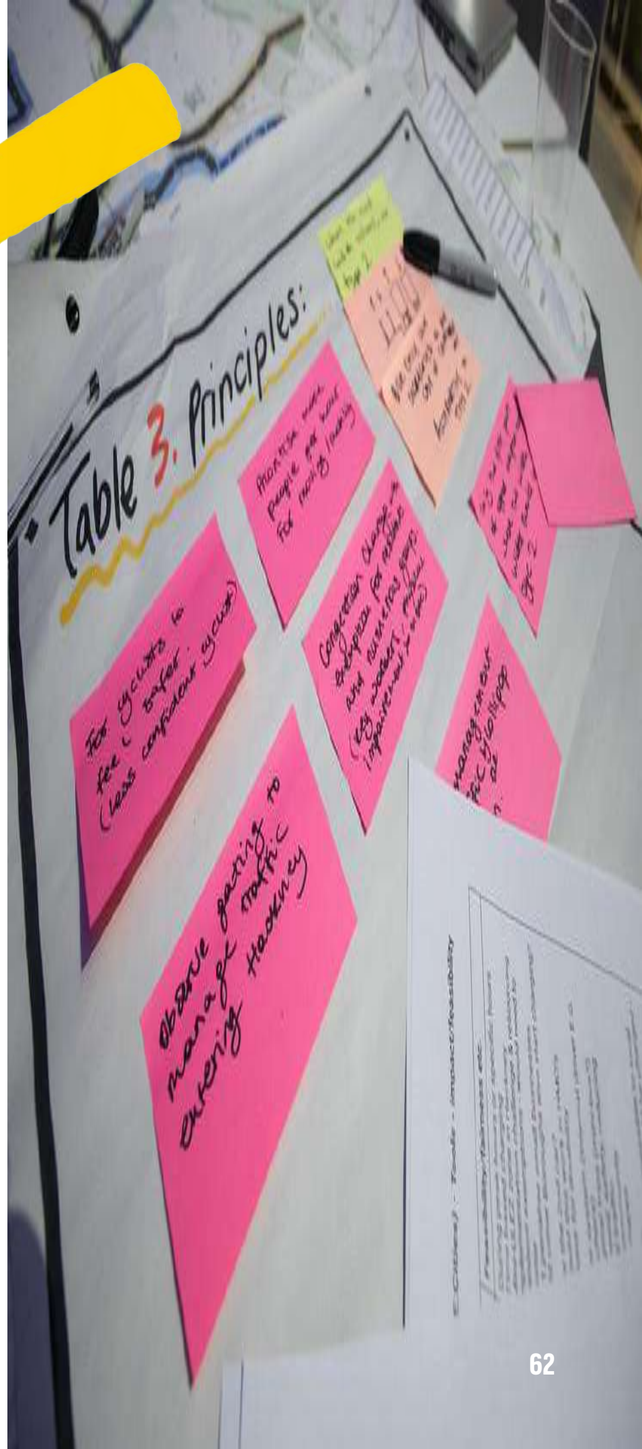
Time of day (night time)	• Depending on area = lack of transport • Unsafe for women and men, especially waiting for transport • Wait times are longer • Anti-social behaviour • Rush hour/commuting hours = too much traffic • Night time = 23.00-06.00 • Sundays and bank holidays • Weather • Poor lighting after dark
Carrying equipment	• Limited space • It's noticeable you have it, could be stolen • Heavy/fragile/over-sized • It might be very expensive equipment
Age of trip maker	• Risk of injury • Limited seats for the elderly • Vulnerability/unsafe • No reason for younger people • Pregnancy • Vision/hearing issues



Disability of trip maker	• Lack of space • Lack of accessibility • Awareness - some disabilities are not visible • Having to walk further • Drivers acknowledging passengers and allowing them to be seated • Mental anxiety/disability
Group size	• Some might miss the transport • School trips - allocated times • Having to sit separately • Privacy • Family groups difficult
Children under 5 in party	• Breast feeding • No seat belts • Noise • With 2-3 children it’s difficult • Buggies/prams etc. • It could be dangerous



Trip purpose	• Comfort • Convenience • Increased travel time • Reliability • You can choose your route, A-B, easier in a car • Hospital trips/medical emergencies • Weekly shop
Hackney residents Vs. non-residents	• Non-residents it's harder to switch as they are not familiar with Hackney • Travel distance • If business owners could be more difficult • Depends on the infrastructure for your part of the journey • Depends on route taken and length of journey



Road use compatibility: how much are these uses in harmony Vs. conflict with each other?

From this activity, process members identified the following:

- Walking Vs cycling = high harmony
- Walking Vs buses = high harmony
- Walking Vs cars = fairly even split of harmony vs conflict (no overall agreement)
- Walking Vs vans/lorries = high conflict
- Walking Vs loading = conflict
- Walking Vs car parking = fairly even split of harmony vs conflict (no overall agreement)
- Walking Vs seating/socialising = high harmony
- Walking Vs eating/drinking = high harmony

- Cycling Vs buses = high conflict
- Cycling Vs cars = high conflict
- Cycling Vs vans/lorries = high conflict
- Cycling Vs car parking = high conflict
- Cycling Vs loading = high conflict
- Cycling Vs seating/socialising = harmony
- Cycling Vs eating/drinking = mostly harmony (one group saying high conflict)

- Buses Vs cars = mostly high conflict
- Buses Vs vans/lorries = mostly conflict (one group saying harmony)
- Buses Vs car parking = mostly high conflict
- Buses Vs loading = conflict
- Buses Vs seating/socialising = harmony
- Buses Vs eating/drinking = harmony



- Cars Vs vans/lorries = no overall agreement, 50:50 split
- Cars Vs car parking = high harmony
- Cars Vs loading = high conflict
- Cars Vs seating/socialising = no overall agreement
- Cars Vs eating/drinking = mostly harmony

- Vans/lorries Vs car parking = some conflict
- Vans/lorries Vs loading = mostly harmony
- Vans/lorries Vs seating/socialising = conflict
- Vans/lorries Vs eating/drinking = no overall agreement

- Car parking Vs loading = harmony
- Car parking Vs seating/socialising = no responses recorded
- Car parking Vs eating/drinking = harmony

- Loading Vs seating/socialising = mild conflict
- Loading Vs eating/drinking = mild conflict

- Seating/socialising Vs eating/drinking = high harmony



Appendix 03 – Session 3 outputs

Here we show the original five vision statements as drafted by the five different groups of panel members.

Group 1 - *"To create an efficient, realistic, and inclusive road system providing fair and balanced road usage that reflects the needs of the community, providing sustainable change for current and future generations."*

Group 2 - *"Getting all of Hackney's diverse communities from A to B, including people with mobility issues, walkers and cyclists, in an easier, clean, safe, and affordable way."*

Group 3 - *"A modern road system that is inclusive, sustainable and safe. One that prioritises its residents to ensure a better quality of life for all."*

Group 4 - *"Deliver a transport system that protects our planet, provides accessible transport that serves everyone, and is powered by digital innovation."*

Group 5 - *"A thriving, logical and fair road system which enhances travelling for the community and economy, prioritising inclusivity for vulnerable groups, while ensuring fairness and safety for all."*

And from the five draft vision statements, three combined/collated vision statements that the panel members then voted on for their preferred statement.

1 - *"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 the local economy, and delivering a cleaner, greener future for current and future generations."*

2 - *"Our vision is to deliver a modern, efficient and sustainable main road system that is inclusive, accessible and safe for all users. Creating an equitable transport network that reflects the diverse needs of all Hackney residents, supports economic growth, promotes environmental responsibility, and improves quality of life for current and future generations."*

3 - *"We are creating a modern, inclusive and sustainable main road network that works for everyone in Hackney — making travel safer, cleaner and fairer, while improving everyday journeys and protecting our planet for future generations."*

Tools/instruments available and the impact, feasibility and fairness of each.

Tool	Impact, feasibility and/or fairness
Congestion charge for through traffic	During peak hours or specific hours Time based charging Mini-ULEZ zone in Hackney Implementation challenge & resourcing Resident exemptions - would need to register Don't penalise small businesses Would other Boroughs also start charging?
Additional charge for households with more than one vehicle	Only for the 2nd car? How would this work in HMO's Exemptions for disability
Provision of carpooling (like Uber Share)	School bus system (internal driver E.G. school teachers) E.G. for hospital trips (mini-bus?) Reducing speed; safety, reducing non-essential traffic E.G. Jewish community Disability car shares
More 'open' roads - more options	Increased safety Smaller roads made accessible to local residents - anyone else should be charged - implement CCTV, permits & fines Hackney residents would register and be exempt Need for clear, well lit signage
Gateing	Traffic lights or bus gates Maybe only at certain times of the day (peak) Car type - width restrictions Timed road entrances - school streets, Chatsworth Road (no driving 07am-07pm)
Avoiding school streets (no traffic at peak school times)	Gates? Need for CCTV, charging/fines etc.

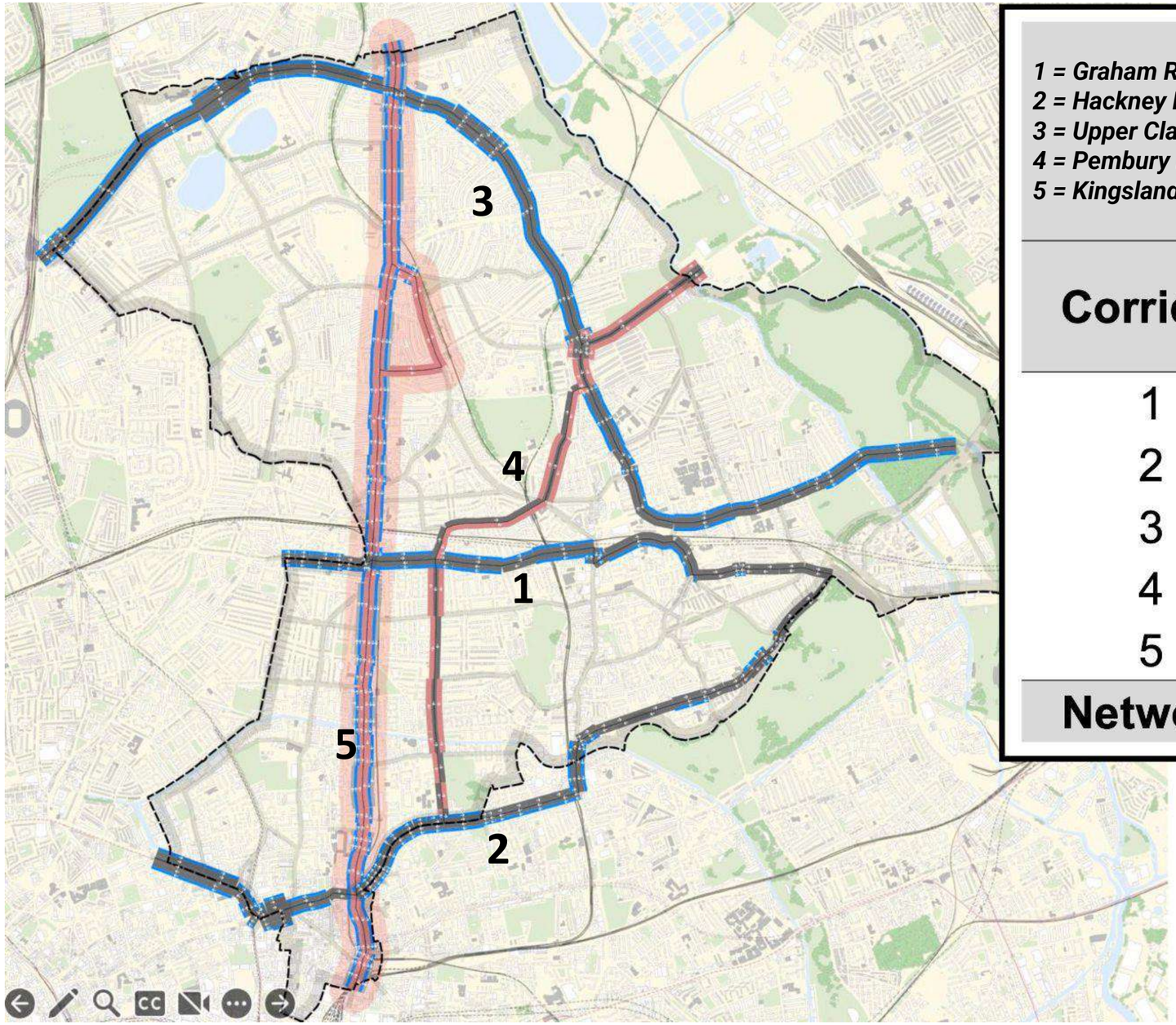
Tools/instruments available and the impact, feasibility and fairness of each.

Tool	Impact, feasibility and/or fairness
Taking car traffic off of some main road corridors	Hackney residents register vehicle and get exemption(s) Disability gets exemption Clear signage More one-way roads - specific times maybe? Use of AI/digital tools/tech to support Average speed cameras Speed bumps
More public parking/park & ride	Would need land/space Would probably need to be multi-level Needs bus and bike connections Make a private parking area - people could walk?
Use of technology/AI	Improve bus routes, frequency, green traffic lights
Create a better pedestrian experience	More dropped kerbs Pavement widening More green space(s) More pedestrian friendly junctions Mass pedestrian crossing(s)
Street parking restrictions	Remove car parking spaces NO parking in bus lanes Residents rent out parking spaces Resident car owners hire out their cars (TURO, Hiya) promotion of schemes, raise awareness
More cycle lanes	Cycle to work scheme(s) More Santander bikes, not just Lime
Improve safety/surveillance (esp. Public transport & walking)	Cameras More visible staff, NOT enforcement officers

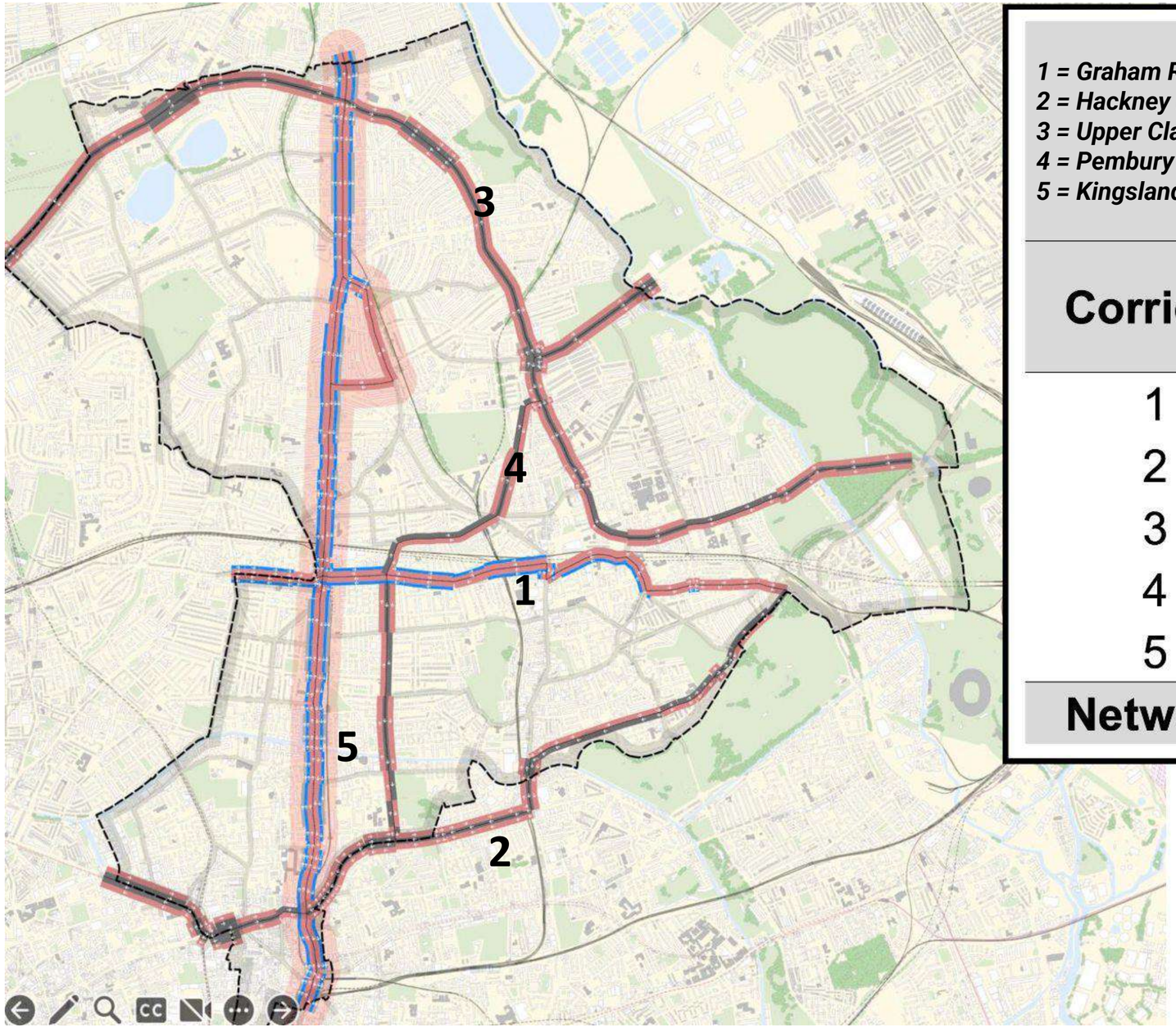
Tools/instruments available and the impact, feasibility and fairness of each.

Tool	Impact, feasibility and/or fairness
Incentives NOT to drive	Reward system, esp' for Hackney residents 1 hour interchange fare apply to ALL transport, not just buses Local Hackney festival sponsored by Lime - pave the way
More reliable public transport (and accessibility)	Fairer pay, better working conditions, less strikes Improve accessibility on public transport for wheelchairs/prams etc, access-friendly More bus routes/new routes More buses! Improve 'culture/perception' around use of public transport

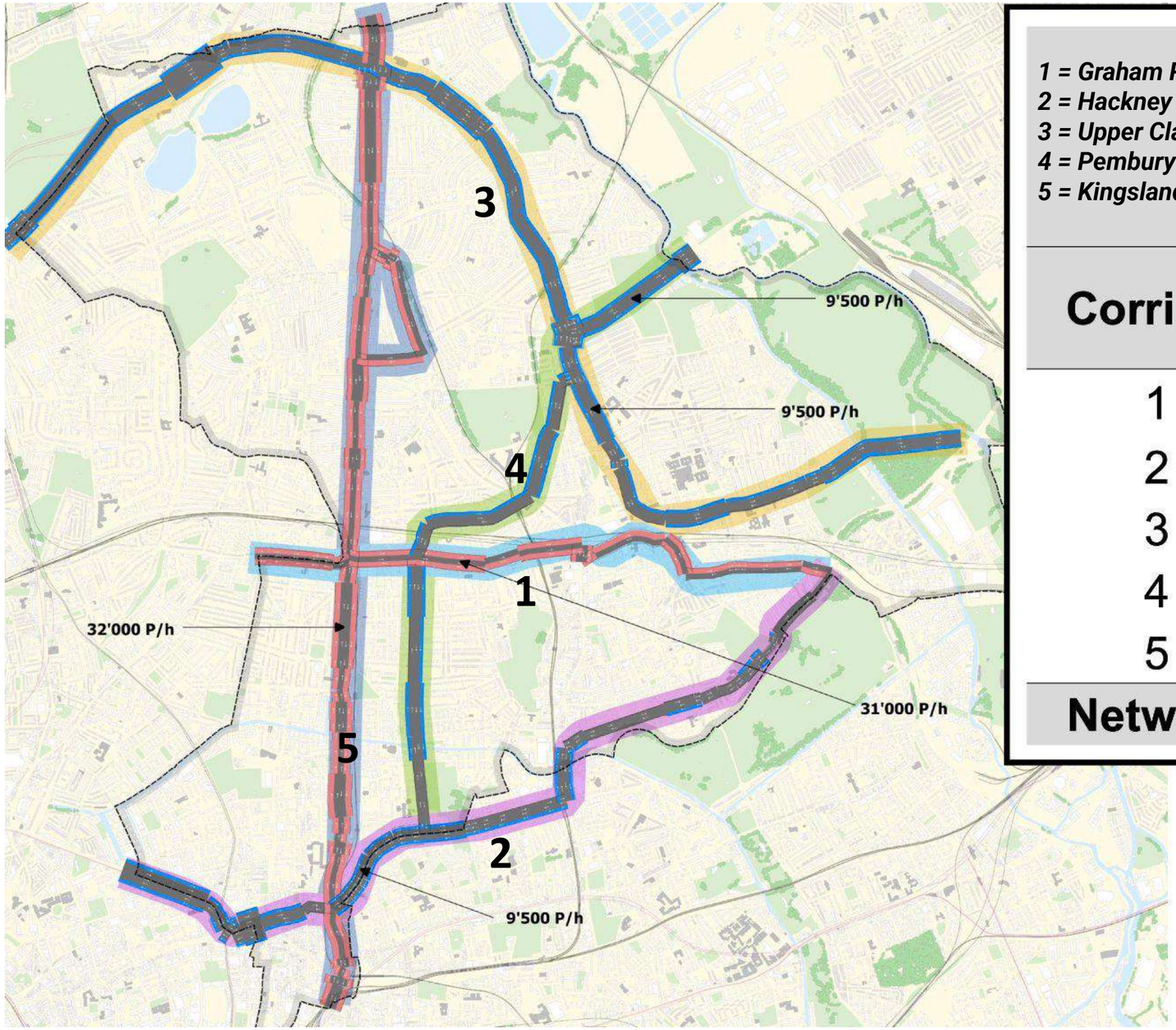
The following maps show the baseline and aspirational movement of people in Hackney both pre and post session 2 input.



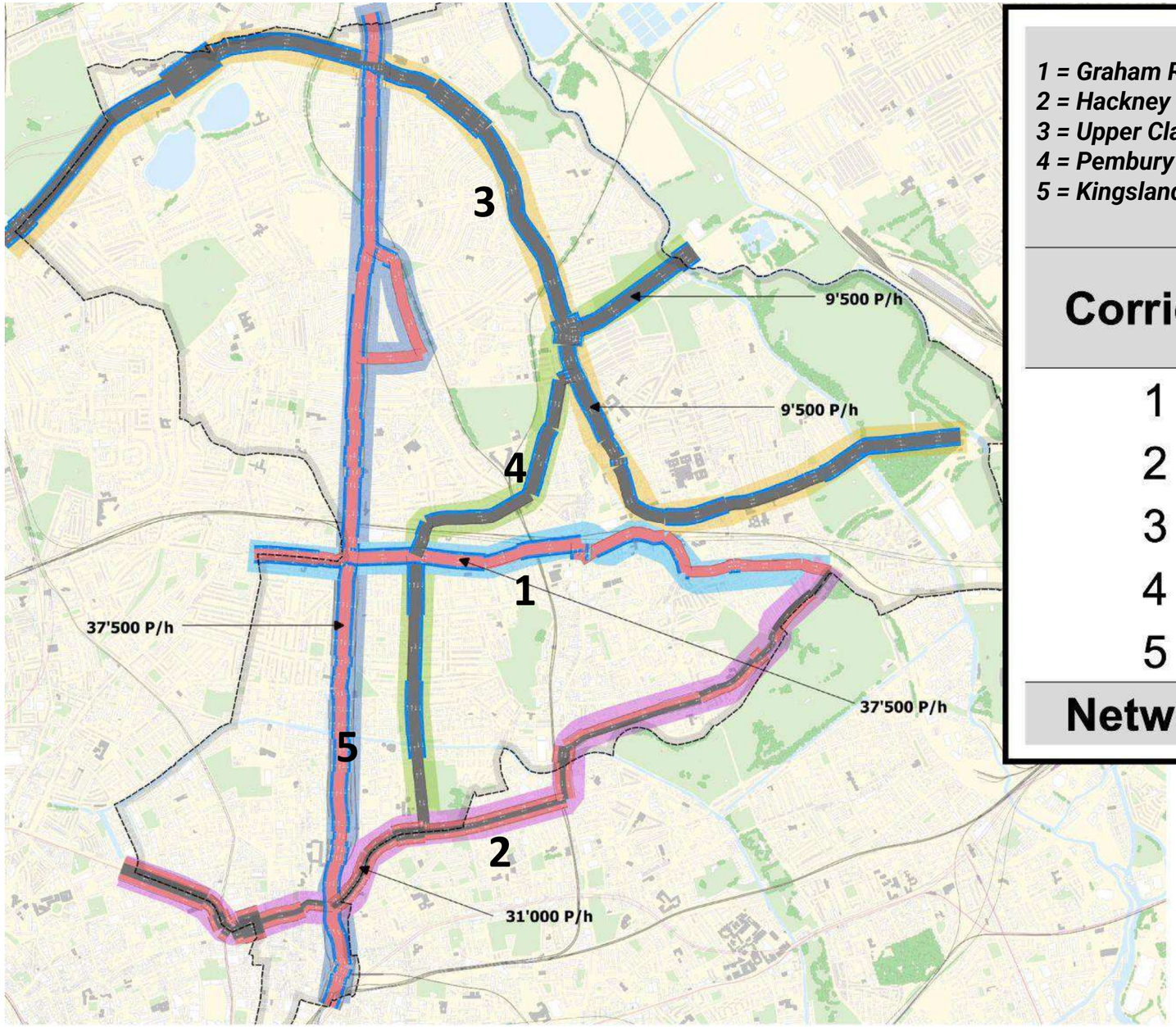
1 = Graham Road *2 = Hackney Road* *3 = Upper Clapton Road* *4 = Pembury Road* *5 = Kingsland Road*	2025	2030 Baseline pre-workshop
Corridor	**260,000 p [km/12h]**	**260,000 p [km/12h]**
1	1.33	1.17
2	1.88	6.81
3	1.56	3.75
4	1.09	5.15
5	3.43	12.26
Network	**8.18**	**23.57**



1 = Graham Road *2 = Hackney Road* *3 = Upper Clapton Road* *4 = Pembury Road* *5 = Kingsland Road*	2025	2030 Ambitious pre-workshop
Corridor	**260,000 p [km/12h]**	**260,000 p [km/12h]**
1	1.33	6.15
2	1.88	11.41
3	1.56	11.07
4	1.09	5.15
5	3.43	12.26
Network	**8.18**	**40.47**



1 = Graham Road *2 = Hackney Road* *3 = Upper Clapton Road* *4 = Pembury Road* *5 = Kingsland Road*	2025	2030 Baseline input workshop
Corridor	**260,000 p [km/12h]**	**260,000 p [km/12h]**
1	1.33	4.29
2	1.88	3.26
3	1.56	3.46
4	1.09	1.60
5	3.43	9.78
Network	**8.18**	**20.66**



1 = Graham Road *2 = Hackney Road* *3 = Upper Clapton Road* *4 = Pembury Road* *5 = Kingsland Road*	2025	2030 Ambitious input workshop
Corridor	**260,000 p [km/12h]**	**260,000 p [km/12h]**
1	1.33	6.15
2	1.88	7.86
3	1.56	3.46
4	1.09	1.60
5	3.43	12.26
Network	**8.18**	**29.60**



Written by Gary Austin in November 2025.

Design by Marianna Mooney.

Involve are the UK's leading public participation charity, with a mission to put people at the heart of decision-making.

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