

DELEGATED POWERS DECISION

STREETSCENE SERVICE

SUSTAINABILITY AND PUBLIC REALM, HOUSING, CLIMATE AND ECONOMY

Nile Street Permanent Public Realm Improvements

AGREE TO:

1. Proceed with the statutory consultation and advertisement of the necessary permanent traffic management orders associated with the changes.
2. Subject to statutory consultation, to proceed with the permanent public realm improvements on Nile Street (between Provost Street and Britannia Walk), which will include the **enlargement** of the traffic filter area from its current extent to cover a wider area (as shown in **Appendix I**), accommodating a proposed pocket park and landscaped public space:
 - **New Road Layout:** Transforming the existing road layout by converting the section of Nile Street west of Provost Street into a permanent, pedestrian priority amenity space with a pocket park character. While the nature of the traffic restrictions remains unchanged, the filtered zone will be extended to cover a larger area. As detailed in drawing GA2526/001 (**Appendix I**), traffic enforcement signage will be relocated to reflect the new layout.
 - **Sustainable Urban Drainage (SuDS) planters:** Introducing rain gardens with 150mm granite upstand, low-level planting and new trees to capture surface water and support biodiversity along the southern footway.
 - **Greening:** Planting new trees (specifically river birches to match existing trees on the northern footway) to provide shade and visual amenity. Incorporate existing birch trees on the northern footway into open planters for these to thrive and improve landscaping.
 - **Parking changes:** Removing approximately 19 metres of 'permit holders only' (residential) parking provision at the section of Nile Street along the southern footway between Britannia Walk and Provost Street to allow for

the implementation of the SuDS areas.

- **Seating:** Installing a combination of stone cubic seats, benches with wooden tops and backrests and natural boulders (informal seating) to create an inclusive resting space.
- **Pedestrian Improvements:** Raising the footway and carriageway to the same level (continuous footway) at the junction with Provost Street to improve accessibility all the way to the west before the junction with Britannia Walk (as per drawing **Appendix 1**).
- **Enforcement:** The filter will be enforced via enforcement cameras at the junction of Nile Street and Provost Street. The proposed transition to camera enforcement at the junction of Nile Street and Provost Street is intended to ensure high levels of compliance and long-term operational resilience. At present, the physical filter is managed via a lockable bollard. However, this has been subject to repeated vandalism, compromising the integrity of the restriction. Moving to a camera-based system will mitigate this risk and provide a more reliable method of enforcement.
- **Emergency Access:** Maintaining a clear 4.2m wide gap through the landscaping to ensure access for emergency vehicles as required by fire brigade vehicles.

REASONS

The proposals will transform Nile Street into an inviting and functional public space, supporting Hackney's goals for active travel, improved air quality, and climate resilience.

- **Public Support:** A clear majority (68%) of respondents to the public consultation supported the proposals, citing benefits such as reduced noise, improved air quality, and a safer environment for walking and cycling.
- **Safety and Environment:** The scheme transforms a temporary modal filter into a high-quality public space. The introduction of SuDS and trees will actively reduce flood risk and improve the street's climate resilience.
- **Active Travel:** The proposals formalise the pedestrian priority at this location, encouraging residents and visitors to walk and cycle by creating a more attractive and safer route.
- **Community Feedback:** Residents have noted that the existing restrictions have already "substantially decreased" pollution and noise levels, and the permanent scheme will lock in these benefits while improving the aesthetic of the street. The existing lockable bollard has been repeatedly vandalised and residents have been asking for a more robust traffic enforcement.
- **Social Infrastructure:** This project will transform the area into a vibrant social space where the community can come together. Whether for residents, visitors, or

the local workforce, the proposed 'pocket park' offers a much-needed place to rest and connect. Situated next to the local shops on Nile Street, it creates a peaceful buffer against the busy bus routes of East Road and City Road, turning a transient area into a destination for relaxation.

1. Background

1.1 The Council is committed to making our roads safer for everyone living, working, and visiting the borough.

1.2 These proposals form part of the long-term vision for the Hoxton West ward to create streets that are safe, reduce vehicle dominance, increase climate resilience and help improve air quality. They are also part of a wider aspiration for the Shoreditch Area and included in the Shoreditch Public Realm and Greening Framework (2025) which form part of the evidence base of the Area Action Plan (AAP) for Future Shoreditch.

1.3 Nile Street is located within a Low Emission Neighbourhood (LEN) in the City Fringe.

1.4 The existing modal filter currently relies on temporary wooden planters and a central lockable bollard, as illustrated in **Figure 1**. The proposed scheme replaces these temporary measures with permanent shared surface paving, integrated kerbs, and rich landscaping to deliver a lasting improvement to the public realm. By addressing a local shortage of amenity spaces, the redesign transforms the area into a welcoming "pocket park" where residents can rest, gather, and socialise. Designed with families and children in mind, the new layout will also seamlessly connect to the existing green spaces along the privately owned Jasper Walk.



Figure 1: Existing road layout/traffic filter on Nile Street junction with Provost Street

2. Policy Context

Hackney Mayoral Priorities

2.1 The Scheme also aligns with Mayoral Priorities as set out in the [Strategic Plan](#)

“We will create safe, vibrant, and successful town centres and neighbourhoods”.

“We will continue to lead the way in the fight against climate change, working towards a net zero Hackney, with cleaner air, less motor traffic, and more liveable neighbourhoods.”

Mayor of London’s Policies

2.2 It is also considered that the Scheme would accord with a number of the Mayor of London’s policies. The central aim of the [Mayor of London’s Transport Strategy](#) (2018) and its 2022 update is to create a future London that is not only home to more people, but is a better place for all of those people to live in. It recognises that the success of London’s future transport system relies upon reducing Londoners’ dependency on cars in favour of increased walking, cycling and public transport use, and that this will bring with it other benefits.

Hackney Transport Strategy

2.3 Hackney Council has been a leader in sustainable transport over the past decade, implementing low traffic neighbourhoods, expanding liveable neighbourhoods, and significantly improving walking and cycling infrastructure to reduce emissions and vehicle traffic. However, to address ongoing challenges such as main road congestion, air pollution, and equitable access, the Council is currently developing the new Hackney Transport Strategy for 2026–2036. Informed by extensive public consultations and a deliberative resident panel held throughout 2025, the upcoming strategy will focus on three key areas: connecting places efficiently, creating safer and healthier streets, and ensuring fair, accessible transport for everyone, regardless of age or ability. A full draft of this new ten-year strategy will be open for public comment in 2026.

2.4 Overall, the existing Strategy recognises that streets make up the largest element of the public realm and should be places where people socialise and live, not just park and drive vehicles.

2.5 Reducing the dominance of the private vehicle is essential to achieving the borough's air quality and safety goals.

More information about the Hackney Transport Strategy can be found here: <https://consultation.hackney.gov.uk/streetscene/help-shape-the-future-of-transport-in-hackney/>

Climate Emergency Declaration

2.6 Hackney Council's Climate Emergency Declaration is an ambitious commitment to reach net-zero emissions across its functions by 2040, a full decade ahead of the UK government's target. It includes an interim goal to reduce emissions by 45% (against 2010 levels) by 2030. The declaration focuses on working with the community to shift to a zero-carbon world by radically transforming the borough. This is being achieved by planting thousands of trees, introducing renewable energy, reducing vehicle dominance to improve air quality, and redesigning streets to make walking and cycling the easiest, safest options.

2.7 The proposed permanent public realm improvements on Nile Street perfectly align with the goals set out in the Climate Emergency Declaration in several ways:

- **Reducing Emissions and Car Dominance:** By closing sections of the street to through-traffic and removing parking spaces, the project directly restricts vehicle "rat-runs," aiming to reduce local air pollution and carbon emissions from transport.
- **Promoting Active Travel:** The improvements are designed to make the street

safer and more inviting for pedestrians and cyclists, supporting the council's goal to encourage active, low-carbon lifestyles.

- **Greening and Biodiversity:** The introduction of mini park spaces, new tree planting, and Sustainable Urban Drainage Systems (SuDS) rain gardens directly supports the declaration's commitment to expanding green infrastructure. These rain gardens not only increase local biodiversity but also help adapt to climate change by capturing rainfall and preventing urban flooding.

Road Safety Plan

2.8 Hackney Council is committed to making our streets safer for all users and to reduce road traffic casualties from road traffic accidents. Hackney recognises the role that reducing casualties and improving the perception of the borough as a safe place to walk and cycle has on facilitating modal shift and will continue to seek innovative ways to do this. Any investment from available sources in road safety will be priority based and data led. The borough also understands the need to tackle the relationship between areas of deprivation and high casualty rates, and will seek to address this through the Road Safety Plan. Achieving further casualty reductions will require greater effort and a coordinated approach with TfL, our neighbouring boroughs and engagement with road users, persuading them to behave more safely. This [Road Safety Plan](#) (Transport Strategy) 2015-2025 outlines some of the more successful initiatives undertaken by the Council to date.

Future Shoreditch AAP and Shoreditch Public Realm and Greening Framework

2.9 The framework sets out proposals for Nile Street, which is identified as a focal project in the City Road neighbourhood.

2.10 In summary, it outlines the below opportunities:

- The goal for Nile Street is to create a focal point of activity away from City Road to support local businesses, with significant space for greenery.
- It is currently a wide, one-way street dominated by parking and vehicular movement, but it has active frontages and is predominantly residential.
- Opportunities include creating an enhanced, high street-style public space, introducing new greenery to connect with proposed public realm schemes on East Road, and accommodating spill-out activity from active uses.
- The redundant left-turn slip road at the north end of Vestry Street presents an opportunity for space reallocation and public realm improvement.

2.11 Potential Improvements (Subject to feasibility and consultation) for Nile Street in its

entity:

- Improve the setting for local high street uses, encouraging spill-out activity.
- Reduce the carriageway width to provide additional pedestrian space along the street.
- Improve the pocket space with areas of new planting; access to a garage use on the western pocket space would be retained.
- Implement improvements at the junction with Vestry Street to deliver significant new pedestrian space.
- Introduce a raised table crossing which connects spaces and makes it safer to do so.
- Consider the potential integration of a loading bay to support businesses.
- Reallocate some of the parking provision to accommodate new green infrastructure and space for people to socialise and interact.

2.12 The proposals also note the need for the project to tie in with proposed public realm enhancements on Nile Street that form part of this decision report as well as potential improvements on East Road (between City Road and Nile Street).

3. Consultation

3.1 On 28 July 2025, Hackney Council distributed 2,121 public consultation leaflets and questionnaires within the distribution area shown in **Figure 2** below, giving residents and businesses the opportunity to comment on the proposed permanent public realm improvements on Nile Street. The proposals were also published on Hackney's Consultation and Engagement Hub (<https://consultation.hackney.gov.uk/public-realm/nile-street/>), where stakeholders could share their views online. The consultation period closed on 15 September 2025, the final deadline for all paper and digital responses.

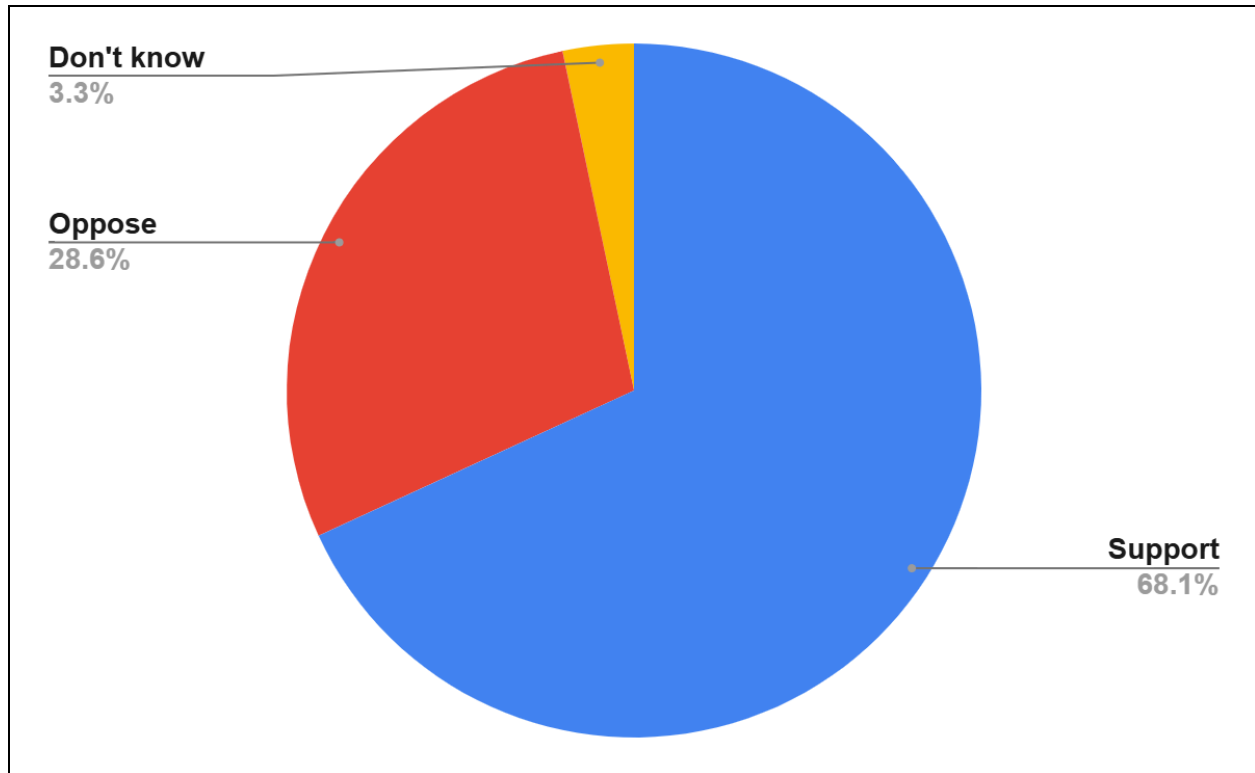


Figure 2: Number of respondents and percentages that agree or disagree with the Nile Street proposals

Additional Comments

There were 59 responses containing comments on the proposed scheme.

3.5 Detailed responses were grouped to represent common themes, issues and comments related to the scheme. One response may fit into several themes. The themes and the Council's responses to those mentioned frequently are summarised below.

3.6 Stakeholder & Resident Feedback Themes (paper and online responses)

Support Themes:

- **Greenery & Aesthetics:** Many residents praised the addition of trees and rain gardens, describing the plans as "fantastic" and noting that the green space is "welcome".
- **Safety & Air Quality:** Supporters highlighted that the restriction of traffic has already improved safety and air quality, with one resident noting pollution has "decreased substantially".
- **Pedestrian Priority:** Respondents welcomed the prioritisation of pedestrians over cars, stating it makes the street "pleasant" and encourages active travel.

Objection Themes:

- **Seating & Anti-Social Behaviour (ASB):** The most significant concern (raised by 14 respondents) was that the proposed benches would attract late-night noise, drinking, and loitering, particularly citing issues at nearby Jasper Walk.
- **Parking Loss:** Residents raised concerns about the removal of 19m of parking, stating it impacts contractors, deliveries, and visitors.
- **Enforcement:** Some residents were worried that without a physical gate, mopeds and cars would ignore the restrictions.

Hackney Responses

3.7 Seating and ASB:

We acknowledge the strong concerns regarding potential anti-social behaviour linked to the new seating.

Response: The proposed seating is designed to be inclusive, featuring backrests and armrests to support older residents and those with mobility impairments. The arm rests will also deter streetdrinkers from sleeping on the seating. This will help ensure the amenity space is accessible and welcoming to all members of the community.

- **Mitigating Anti-Social Behaviour (ASB)** To mitigate the risk of anti-social behaviour, we will continue to listen to residents' feedback. The area benefits from existing street lighting, and following implementation, we will work closely with the Community Safety team to monitor the location. Additionally, the parking enforcement team will be asked to carry out extra patrols during the initial period, until the traffic filter is fully established and driver behaviour has adjusted."
- **Operational Flexibility** The proposed seats are heavyweight to prevent unauthorised movement. However, they will not be permanently fixed to the ground. This provides the Council with the flexibility to manage the space effectively. Should the seating contribute to persistent ASB, the units can be relocated to an alternative site where seating is required.

3.8 Parking Loss:

We note the concerns regarding the removal of 19m of resident parking space.

Response: The removal of parking is strictly necessary to accommodate the SuDS/rain gardens along the southern side of the pocket park, which are required to manage surface water flooding and improve climate resilience. The Council prioritises sustainable drainage and active travel infrastructure over private vehicle storage in this location, in line with its Transport Strategy. Following discussions with the parking

services team, parking in this area is usually only 25% full, and therefore, this change is unlikely to cause any problems for people with parking permits finding alternative parking.

3.9 Enforcement:

Residents raised concerns about vehicles flouting the current filter.

Response: The scheme includes the installation of a permanent enforcement camera at the Nile Street/Provost Street junction as shown in the design in Appendix I. This will ensure robust 24/7 enforcement of the traffic restrictions, addressing the issue of non-compliance more effectively than physical barriers which impede emergency access and have been previously vandalised on Nile Street and other traffic filters in the borough.

Stakeholder Consultation

3.10 For any traffic scheme, there are a number of statutory consultees including the Local Ward Members. Hoxton East Councilors were consulted and no objections were received. Consultation was undertaken with both internal and external stakeholders, including emergency services. No objections to the scheme were raised. However, the Fire Brigade specified a requirement for a 4.2m unobstructed road width to maintain emergency access and response capabilities. This has been reflected in the proposed design.

4.0 Impact Assessment: Permanent Impacts

The proposed scheme for Nile Street seeks to transform the local environment by prioritising pedestrian movement and climate resilience. The permanent impacts are as follows:

Safety and Accessibility

4.1 The design significantly improves the experience for vulnerable road users while maintaining essential service access.

- **Pedestrian Infrastructure:** The installation of a continuous footway at the junction with Provost Street and raised surface throughout Nile Street (as shown in **Appendix 1**) will make the area easier to navigate for wheelchair users and those with prams.
- **Conflict Reduction:** The scheme maintains cycle permeability through the new amenity space. While the carriageway will be raised to footway level to create a

cohesive pocket park environment, granite kerbs will be installed to provide clear delineation between the footway and road space where cyclists will traverse through. Furthermore, the placement of cycle stands and street furniture along the footway edge will act as a physical buffer, further reducing the potential for conflict between cyclists and pedestrians.

- **Emergency Access:** To ensure the Fire Brigade and other emergency services can respond effectively, a 4.2m unobstructed gap has been integrated into the design, allowing emergency vehicles to traverse the scheme at all times.
- **Delivery access:** Delivery access to the existing driveway on Nile St 92 Britannia Walk (Meiragtx) will be maintained. To facilitate this, 'No Motor Vehicles' signage will be installed at the beginning and end of the new amenity space.

Environmental Resilience and Biodiversity

4.2 The integration of a Sustainable Urban Drainage System (SuDS) into the scheme provides critical infrastructure for urban cooling and flood prevention. The installation of a rain garden with low-level planting would support Hackney's aspirations for climate resilience and enhance the street environment.

- **SuDS and Rain Gardens:** The scheme introduces rain gardens designed to capture rainfall before it enters the piped network. This mimics natural drainage, prevents the sewer system from overloading, and reduces the risk of surface water flooding.
- **Biodiversity:** The planting of river birch trees and the creation of rain gardens will enhance local biodiversity and mitigate "urban heat island" effects through natural shading and transpiration.

Public Realm and Amenity Space

4.3 The project repurposes existing carriageway to create a high-quality pocket park and amenity space, enhancing the area's local character and providing a space for people who live, work and visit to gather in a quieter, safer environment .

- **Street Furniture:** The space will feature a combination of stone cubic seating and benches with wooden tops and backrests to encourage community use.
- **Traffic Management:** Nile Street (west of its junction with Provost Street) will remain closed to general traffic, with this closure extended by approximately 19m towards Britannia Walk.
- **Enforcement:** A enforcement camera will be installed at the junction of Nile Street and Provost Street to monitor and enforce these traffic restrictions. The exact location can be seen on the drawing in **Appendix I** of this report.

Highways and Parking

4.4 To facilitate the new green infrastructure and ensure pedestrian permeability, the following kerbside adjustment is required:

- **Parking Removal:** A total of 19 metres of parking provision will be removed to allow for the implementation of the two SuDS areas along the southern footway. Following a consultation with our parking services, parking in this area is usually only 25% full, and therefore, this change is unlikely to cause any problems for people with parking permits finding alternative parking.

5.0 Temporary Impacts: Construction Phase

Programme and Duration

5.1 Construction and implementation of the scheme are scheduled to commence in mid-May 2026. The works are expected to take approximately eight weeks to complete. All works would be carried out under normal working hours of 08:30am to 4:30pm Monday to Friday. No works would be carried out on Saturdays in line with local practices, unless considered necessary to minimise disruption in the area. During this period, some level of noise and disruption is anticipated, though every effort will be made to minimise the impact on local residents and businesses.

Emergency Service Access

5.2 Maintaining access for emergency services is a priority. Following consultation with the Fire Brigade, the construction site and final layout have been designed to ensure a 4.2m unobstructed road width is maintained at all times. This allows all emergency vehicles to traverse the scheme and respond to incidents without delay.

Local Access and Deliveries

5.3 While the permanent "No Motor Vehicles" signage will be installed as part of the final scheme, temporary traffic management will be in place during the eight-week construction period. Access to the existing driveway at 92 Britannia Walk will be preserved throughout the duration of the works to ensure business operations are not significantly hindered.

Air Quality Impacts

5.4 The proposals help to encourage even more people to switch from private car use to walking or cycling. Overall, the scheme is expected to have a neutral to positive impact

on emissions of nitrogen dioxide, while contributing to wider borough objectives for cleaner air.

Local Air Quality Monitoring: Nile Street

5.5 To assess the impact of traffic filtering and active travel measures, data were analysed from the NO₂ diffusion tube (115 - Nile St 2), located approximately 100m west of the filter site. Since its installation in 2018, the site has recorded a significant and sustained downward trend in annual mean NO₂ concentrations.

Table 1: Annual Mean NO₂ Concentrations (115 - Nile St 2)

Monitoring Year	NO2 Concentration (µg/m3)	% Change (Year-on-Year)
2018	37	—
2019	38	0.027
2020	30	-21.0% (Lockdown influence)
2021	24	-20.00% (potential traffic filter influence)
2022	23	-4.20%
2023	23	0%
2024	19	-17.40%

Traffic Data Analysis and LTN Impact

5.6 Analysis of the traffic data from 2018 to 2026 confirms a significant reduction in vehicle volumes following the implementation of the Hoxton West Low Traffic Neighbourhood (LTN) in 2020 experimentally which was then made permanent in 2022 including the traffic filter on Nile Street.

Key Findings

- **Corridor Reduction:** The North-South corridor (Vestry Street/Provost Street) which previously served as a major rat-run, saw volumes drop from a 2018 baseline of 9,556 daily vehicles to just 818 in 2026, which is a 91% reduction.
- **Nile Street Impact:** The specific closure at the junction of Nile Street and Provost Street has successfully curtailed non-local through traffic. Direct access traffic on Nile Street fell by 80% (2,466 to 480) in the period following implementation.
- **Directional Flow:** Current 2026 data shows that traffic on Provost Street is predominantly southbound (747 vehicles/day) with minimal northbound

movement (71 vehicles/day), indicating that the closure has effectively broken the previous two-way rat-run patterns.

Table 3: Summary of traffic count comparison 2018-2026

Location	2018 Baseline (Daily)	2021 Interim (Daily)	2026 Current (Daily)	Total % Change
Provost St (North of Nile St)	9,556*	7,120	818	-91.40%
Nile Street (East of Filter)	2,466	480	N/A	-80.50%
Murray Grove (East of Provost)	6,406	1,402	N/A	-78.10%
*2018 Baseline measured at Vestry Street/Provost St North.				

5.7 The traffic data confirms that the Nile Street closure has been highly successful in reducing motor vehicle dominance in the area. Looking forward, the proposed new scheme for permanent public realm improvements is expected to further enhance these traffic levels by reinforcing the pedestrian and cycle-friendly environment. We do not anticipate any increase in traffic on the surrounding roads as the scheme transitions to a permanent pocket park feel. Instead, it will solidify the long-term trend of traffic evaporation within the neighbourhood.

Road Safety Impacts

5.8 The permanent public realm improvements provide several key safety benefits by reinforcing the existing low-traffic environment and prioritising vulnerable road users. It is worth noting that between January 2020 and March 2025 only one slight collision occurred on Nile Street in March 2020 near the junction with Provost Street involving a car and a slightly injured pedestrian.

- **Reinforcement of the Pedestrian Environment:** As the street is already filtered to motor traffic, the installation of a permanent amenity space removes any

ambiguity regarding the road's function. The physical presence of trees, rain gardens, and seating acts as a visual cue to all users that the area is a pedestrian-priority zone.

- **Speed Management through Design:** The proposal to raise all pedestrian areas and install a continuous footway at the junction with Provost Street provides a physical "vertical deflection." This ensures that any permitted vehicles (such as emergency services or those accessing 92 Britannia Walk) travel at safe speeds, significantly reducing the risk and severity of any potential collisions.
- **Managed Permeability and Conflict Reduction:** While the area remains open to cyclists with safety being enhanced through clear delineation. The use of granite kerbs at the edge of existing footway space and the strategic placement of street furniture creates a "buffer" between people walking and people cycling. This reduces the likelihood of "near-miss" incidents within the shared space.
- **Enhanced Visibility and Sightlines:** The removal of 19 metres of parking provision to accommodate the SuDS and planting areas significantly improves sightlines at the junction and crossing points. By removing large stationary vehicles, pedestrians (particularly children and wheelchair users) are more visible to cyclists and authorised motor vehicles.
- **Inclusive and Accessible Design:** The transition to a level-surface environment removes the "trip hazards" associated with traditional kerbs and uneven road camber. This is a critical safety improvement for elderly residents and those with visual or mobility impairments, allowing them to navigate the space with greater confidence.
- **Climate-Related Safety:** The introduction of Sustainable Urban Drainage Systems (SuDS) and open planters (north side where existing birch trees) improves safety during adverse weather. By effectively managing surface water runoff, the scheme prevents localised flooding and "ponding" on the footway and cycle path, reducing the risk of slips and skids.
- **Enforcement and Compliance:** The installation of enforcement cameras at the junction of Nile Street and Provost Street provides a continuous deterrent against driver transgressions at the filter. Ensuring high levels of driver compliance with the "No Motor Vehicles" restriction is essential for maintaining the safety integrity of the filtered area. Appropriate warning signage will be installed to alert motorists to the restrictions and prevent vehicle entrapment within the filtered area.

6.0 Equalities Impact Assessment (EQIA)

6.1 Hackney Council and its delegated authority decision-makers must have regard to the Public Sector Equality Duty set out in Section 149 of the Equality Act (2010), which

requires us to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations by reference to people with protected characteristics. As part of our decision-making process on the proposal for this scheme, consideration has been given to the impact of them on those with the following protected characteristics: disability, pregnancy and maternity, age and religion and belief.

6.2 Disability (Mobility and Visual Impairments)

- **Accessibility:** The implementation of a continuous footway and raised surfaces removes traditional kerb heights, creating a level access environment. This is a significant benefit for wheelchair users and those using walking aids. The pocket park will be a shared surface with a continuous footway on the eastern side of Nile St junction with Provost Street to prioritise pedestrian movement.
- **Delineation:** To support blind or partially sighted users, granite kerbs will be used to provide a clear delineation and visual contrast between the pedestrian-only footway and the areas where cyclists or permitted vehicles may traverse.
- **Buffer Zones:** The strategic placement of cycle stands and street furniture at the footway edge acts as a physical buffer, protecting pedestrians from cycle movements and providing a predictable layout for navigation.

6.3 Pregnancy and Maternity

- **Ease of Movement:** The transition from a traditional road layout to a level surface pocket park makes the area significantly easier to navigate for parents and carers using prams or double buggies.
- **Enhanced Amenity:** The addition of greenery and seating creates a more welcoming and lower-stress environment for pregnant women and those with young children.

6.4 Age (Older People and Children)

- **Positive Impact:** The reduction in carriageway space and the creation of an amenity space provide a safer environment for children to navigate and for older residents to socialise.
- **Safety & Comfort:** The installation of high-quality stone and wooden seating with backrests offers essential resting points for those with limited stamina.
- **Air Quality:** By formalising the traffic filter and introducing river birch trees, the scheme reduces exposure to nitrogen dioxide and particulate matter, which disproportionately affects the respiratory health of the very young and the elderly.

6.5 Religion and Belief

The scheme is expected to have a neutral to positive impact on this characteristic. By enhancing the public realm and creating a high-quality amenity space, the Council is providing a neutral, inclusive environment that fosters community cohesion. The improved pedestrian links and safer walking routes may also benefit residents travelling to and from local places of worship, ensuring their journeys are more comfortable and secure.

6.6 Gender

- **Personal Safety:** Research indicates that women and girls are disproportionately affected by concerns regarding personal safety in public spaces. The installation of a new CCTV camera at the junction of Nile Street and Provost Street, combined with existing street lighting, provides enhanced passive surveillance.
- **Passive Surveillance:** By transforming a former road space into a pocket park, the scheme encourages increased footfall and "eyes on the street," which can reduce the fear of crime and anti-social behaviour.
- **Care giving Journeys:** As women still disproportionately undertake care-giving roles, the level access design and inclusive seating provide significant benefits for those navigating the area with children or elderly relatives.

6.7 Race and Ethnicity

The scheme aims to improve the local environment for all residents, regardless of background.

- **Environmental Equity:** In urban areas, minority ethnic groups often live in areas with higher levels of air pollution and less access to high-quality green space. This is especially significant as global majority residents are statistically less likely to have access to private outdoor space, such as a garden. By introducing new trees, rain gardens and landscaped areas around existing trees, the scheme directly addresses environmental inequality by improving local air quality and providing a free, accessible green space for the community.
- **Public Amenity:** The creation of an inclusive amenity space promotes social integration by providing a high-quality shared area that is open to all, helping to foster good relations between different ethnic groups within the borough.

More information about the existing profile of Hoxton West ward in terms of the above protected characteristics can be found online in the link below. This profile explores the demographic, social and economic characteristics of Hoxton West Ward and is largely based on data drawn from the 2021

Census. <https://docs.google.com/document/d/1a1QZG4ED2QxS-F-HCa51zWQPae0vlla0jS7PRTLNA8U/edit?tab=t.0>

6.8 Emergency Services and Safety

- Response Times: Consultation with the Fire Brigade has ensured that a 4.2m unobstructed gap is maintained. This ensures that the scheme does not negatively impact emergency response times, which is a critical safety consideration for vulnerable residents.

EQIA Summary Table

Key: P – Positive Impact, N – Neutral Impact, A – Adverse Impact

Table 2: Protected Characteristic

Disability	Pregnancy & Maternity	Age	Religion & Belief	Gender	Race & Ethnicity	Emergency Services & Safety
P	P	P	P	P	P	P

7.0 Legal Implications

7.1 The Council's powers to implement the measures are set out in the Highways Act 1980 and Road Traffic Regulation Act 1984.

7.2 Statutory consultation is required for the raised table amendment and the permanent Traffic Management Orders (TMOs) to facilitate the removal of parking bays, the introduction of new road markings, and the definition of the filtered area's boundaries. This process will also detail the proposed extent of the new raised table and shared surface area. Any objections received during this statutory period must be resolved prior to implementation.

8.0 Authority to make decisions

8.1 The scheme of delegation for Streetscene allows for the making of permanent orders for public realm improvements.

8.2 The Assistant Director for Streetscene has the delegated power to approve this scheme.

9.0 Financial Implications

9.1 The design and delivery of the Nile Street scheme are funded through Section 106 and Section 278 contributions totalling £394,000. These developer contributions comprise £292,000 provided by the developer of 225 City Road, alongside matched funding from wider Shoreditch developer contributions allocated to Hackney Council. The funding is intended to mitigate the broader impacts of development by supporting community infrastructure improvements and physical enhancements to the public highway network.

9.2 Maintenance costs for the new paving, SuDS and street furniture will be absorbed into the Council's existing street maintenance budgets.

10.0 Recommendations

10.1 The consultation was overall favourable. A total of 68.1% of respondents to the consultation supported the proposals.

10.2 In accordance with statutory requirements, a robust Equality Impact Assessment (EQIA) was conducted (detailed in Section 6.0 of this report). The analysis concluded that the scheme is expected to have a positive impact across all protected characteristics analysed.

10.3 It is recommended that the Assistant Director for Streetscene, subject to the statutory consultation outcome, agrees to proceed with the proposals for the Nile Street Permanent Public Realm Improvements as detailed in this report.

11.0 Approval

I have noted the contents of this summary and agree with the recommendations contained therein.

Signed



Dated 29/05/2026

Tyler Linton - Assistant Director, Streetscene

cc	Jacob Cable - Cabinet Member for Climate Change, Environment and Transport
cc	Geeta Subramaniam-Mooney – Director of Environment and Climate Change - Housing, Climate and Economy
cc	Maryann Allen – Group Engineer – Design & Engineering Group

Appendix I - Preliminary Design - Proposed Permanent Public Realm Improvements on Nile Street

Appendix II - Traffic Management Order (application)

TRAFFIC ORDER & NOTICE DETAIL							
I / we hereby request the council of the London Borough of Hackney (hereinafter called "the council") for permission to introduce the restrictions as follows							
Permanent	X	Experimental (Prohibition of motor vehicles)		Section 90		Section 9/10	Stopping Up
Scheme Title & Road Names affected;		Nile Street					
Proposed Implementation Date (minimum of 60 days advance notice):				June 2026			
Description of Restrictions (full details required for advert):		Nile Street: Between Provost Street and Britannia Walk, Parking spaces: (South side) Remove existing Permit holders parking spaces, (Mon-Fri, 8:30 am-6:30 pm), southside between Provost street and Britannia Walk for a distance of 18.70m and replace with no waiting & loading restrictions.					
		No Waiting Restriction (North side), Remove existing "No Waiting Restriction", Mon-Fri 8:30 am -6:30 pm and replace it with " No Waiting and Loading restriction" at any time.					
		"No Waiting restriction at any time" both sides, Replace existing No Waiting restriction at any time on northern and southern side of Nile Street between Provost street and Britannia Walk and replace it with "No Waiting and Loading restriction at any time".					
CDM_n6563336_v1_Permanent_TMO_Application Form							

	Amended 21 February 2017
	Introduction of an eastbound Filter - Introduce traffic filter on Nile Street 26.75m east of its junction with Britannia Walk to prohibit eastbound traffic movement only, operating daily, the exemption will apply to: - Pedal cyclists - Emergency service vehicles - Hackney refuse vehicles